

Register Reference: SD22A/0361 AI

Development: Demolition of all existing 1-3 storey industrial/commercial structures and small cafe on site totalling c.5, 500sq.m in area; Construction of a 1-5 storey Transitional Care Facility (step-up/step-down) providing 131 bedspaces over partial basement (total floor area c.6, 743sq.m) with central courtyard (c.519sq.m); The basement consists of a sprinkler tank and pump rooms, water tank room, plant room and workshop; Provision of dining and kitchen areas, siting/family rooms, activity rooms, coffee dock, hair salon, oratory, lobbies/reception areas, ancillary offices and staff areas, stores, toilets, shower/changing facilities, ESB substation, generator, switchroom, service yard and waste areas serving the facility; Lobbies, stair/lifts, photovoltaic panels and green roofs throughout; Partial provision of the pocket park identified in the Tallaght LAP (c.1, 286sqm); New vehicular access from First Avenue and egress onto Cookstown Road via a one-way system through the subject site; Entrance signage on the eastern elevation of the proposed facility; All associated site development works, services provision, connection to the water supply, foul and surface water networks on First A venue and Cookstown Road including partial diversion of the foul line to the north east of the site at First A venue, temporary foul pump station, attenuation/bioretenion systems, vehicular and pedestrian access including internal road and footpaths, interim pedestrian facilities/public realm upgrade works, landscape and boundary treatment works, tree removal, bicycle storage (76 total spaces), car parking (32 total spaces), set-down parking spaces, 1 ambulance set-down space serving the facility and delivery/loading areas to First A venue.

Location: Unit 21, First Avenue, Cookstown Industrial Estate, Dublin 24

Applicant: Bartra Property Cookstown Limited
App. Type: Permission
Planning Officer: AOIFE O'CONNOR MASSINGHAM
Date Received: 10-Feb-2023
Decision Due: 09-Mar-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:

Construction of a Transitional Care Facility.

Signed: John McGee

01/03/23

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Roads Related Additional Information Requested by SDCC:

5. Car and Bicycle Parking

The applicant has stated 17 no. car parking spaces would be provided to serve the facility, with 26 no. bicycle parking spaces. It is not considered that sufficient detail in relation to likely traffic movements and visitor requirements has been provided. In addition, the impact of the future residential development and the additional demands on parking at the site are not considered to have been fully considered. The applicant is requested to submit revised information addressing these concerns and updating the layout and parking proposals as necessary. The applicant shall submit a revised layout of not less than 1:200 scale showing the location and number of parking spaces to be provided for staff, residents and visitors at the care facility. Please refer to Table 12.25: Maximum Parking Rates (Non-Residential) – from the SDCC County Development Plan 2022-2028. In addressing these concerns, the applicant should ensure that the developable site area accommodates all the requirements of the site in terms of parking and visitor drop off areas.

Applicant Submitted Response to Additional Information Request:

Applicant Response:

In response to Item No. 5, there are expected to be up to 130 no. staff employed at the Transitional Care Facility broken into 3 no. shift periods across the day including night shifts. Organised visiting will be permitted at the facility.

The primary operational use of the Transitional Care Facility is for when persons are discharged from a hospital facility but need continued rehabilitation to aid with their recovery. It is predicted that the average duration of stay for a person using the Transitional Care Facility will be circa 30 days. Beds will also be allocated for those requiring a longer term stay at the facility. Patients will travel to the facility via car or ambulance.

Staff are expected to use sustainable means of travel to access the facility given its proximity to the Belgard Road Luas Stop and Tallaght Town Centre and surrounding residential areas in Tallaght.

Based on the durations of stay outlined this will equate to 103 no. bedspaces generating approximately 2 patient trips per month (1 no. arrival and 1 no. departure) and the remaining 28 no. bedspaces generating a similar level of trips but over a period of years. Patients are not expected to generate any long term parking requirements.

Visiting will occur in a manner very similar to a traditional nursing home, taking place in evenings and at weekends and not coinciding with peak traffic periods.

Signed: John McGee

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The development site is located in Zone 2 given its proximity to the nearby Luas Red Line stop which has an associated rate as follows:

- 1 no. car parking space per 8 residents;
- 1 no. cycle parking space per 5 staff (long term);
- 1 no. cycle parking space per 10 residents (short stay).

Based on 131 no. bedspaces in the TCF, this equates to an allowance for 17 no. car spaces. Allowing for a conservative maximum on-site population at one time of 65 no. staff and a peak 131 no. patients, this equates to a cycle parking requirement of 26 no. cycle spaces. All spaces referenced are contained within the site layout and away from the public road. Please refer to the architectural layouts submitted under separate cover indicating the location of all parking spaces proposed.

The Development Plan does not include specific requirement to divide the usage of spaces proposed. As noted, patients will not have a long term parking requirement meaning the provided spaces will be used for staff and visitors. It is expected that the spaces will be split relatively evenly between these parties, with staff parking prioritised for those working anti-social hours and long shift times. Some flexibility is considered beneficial to allow

for dual usage of spaces between staff and visitors, particularly for night shifts which don't coincide with peak traffic periods and where there is no visiting demand.

We refer to OCSC's report and cover letter accompanying this response for more information.

Roads Department Assessment:

SDCC Roads Department is satisfied that the applicant is providing a sufficient quantum of car and bicycle parking that are within the relevant limits set out in Tables 12.23 and 12.25 of the SDCC Development Plan 2022-2028.

Signed: John McGee

01/03/23

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Roads Related Additional Information Requested by SDCC:

7. Previous reasons for refusal

The site layout does not address previous reasons for refusal relating to the dominance of car parking, and there is a concern about the location of car parking along the southern boundary of the site, potentially impacting the development potential of the site to the south, and the delivery of a tertiary route at this location. The applicant is requested to address these concerns with a revised layout, minimising the impact of surface level car parking and protecting the tertiary route through the development.

Applicant Submitted Response to Additional Information Request:

The proposed development provides extensive interim upgrade works pedestrian and cyclist infrastructure surrounding the development site towards both the Belgard Road Luas Stop and Tallaght Town Centre. This addresses An Bord Pleanála's previous reason for refusal relating to the the lack of specific pedestrian crossing upgrades included as part of the works in the previous application. We note that these upgrades have been included and will facilitate safe pedestrian and cyclist movement to and from the development site.

Proposals for off road cycle infrastructure along the development boundary with Cookstown Estate Road have been further refined as shown in the revised road layout submitted with this response. This provides a clear design for these facilities and includes segregated spaces in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM) which transition to a shared space facility in the northern corner to provide flexibility in the use of public realm space.

With respect to the dominance of car parking, the refused development proposed a total of 42 no. surface car parking spaces which has been significantly reduced by 24% to 32 no. spaces. The design of on-street parking is in accordance with the guidance set out in DMURS Section 4.4.9 through the following design features:

- Reduced parking rates where densities are high;
- Perpendicular spaces proposed on the internal local street where vehicles volumes and speeds will be low;
- Bays of parking spaces limited to 6 perpendicular spaces with landscaping features provided between them;
- Perpendicular parking limited to on-side of the street in each location provided to avoid dominating the streetscape.

The development potential of the site to the south is not considered to be materially impacted by the proposed layout. This site enjoys frontage onto Cookstown Estate Road and Second Avenue which are considered far more appropriate in terms of facilitating access to this site and any access via a road along its northern boundary with the development site would be far more circuitous and inefficient, unnecessarily increasing vehicles movements on local access roads.

Please see EML architects drawing 3514-EML-ZZ-ZZ-DR-A-0020 included which overlays the proposed development on local area plans maps, to be read in conjunction with reports from OCSC Consulting Engineers and Áit U+L. As the overlay shows, the development aligns with the local area plan intent and will not impact the development potential of adjacent sites and provides for the tertiary route to the south that the planning authority refers to.

Signed: John McGee

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Roads Department Assessment:

SDCC Roads Department is satisfied that the parking layout complies with DMURS guidelines with regards to perpendicular parking. However, SDCC Roads Department is concerned that the proposed parking layout does not allow sufficient space for any future route southwards and around the pocket park. This would seriously limit permeability around the park boundary and between neighbouring developments.

The Tallaght LAP has anticipated a Proposed Tertiary Route/Local Route/Homezone linking Cookstown Road to the pocket park with the proposed route continuing around the boundary of the park. The applicant should allow for the future construction of this link when designing the parking layout.

Signed: John McGee

01/03/23

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Roads Related Additional Information Requested by SDCC:

8. Pedestrian, Cyclist and Public Realm Upgrades

The Planning Authority is in the process of putting together a design study to assess the link along First Avenue to Belgard Luas, and along Belgard Road. This study will be looking at active travel, public realm, planting, SUDS and drainage as well as the management of HGV movement in advance of preparing a strategy for the area. The applicant is proposing interim measures to serve the development. The Planning Authority is concerned about the appropriateness of these interim measures for a development of this type and scale at this location. The applicant is therefore requested to progress road design proposals for the public road bounding the site and between the site and the Belgard Luas. The applicant should submit a revised layout of not less than 1:200 scale, showing Cycle/Pedestrian link upgrades designed to the standards set out in DMURS, and The National Cycle Manual, and meeting more general public realm aspirations set out in the LAP. These proposals must align with the outcome of the design study to ensure that all works are consistent and do not affect the future upgrade potential of First Avenue. In advance of the design study being complete, the Planning Authority has concerns that the works may be premature pending the outcome of the study and implementation of upgraded infrastructure. The identification of physical infrastructure requirements of the CTC sub-neighbourhood for its development and the more generalised phasing requirements set out in the Local Area Plan are relevant in this regard.

Applicant Submitted Response to Additional Information Request:

In response to Item No. 8, the Applicant has given consideration and assessed the viability of providing a full upgrade to a section of the Cookstown Estate Road to the Belgard Luas Stop as part of this Further Information Response. The following constraints to the delivery of this full upgrade were identified by the Applicant as follows:

- The design of any full upgrade works would need to be cognisant with the wider LAP vision of development in the surrounding area which will ultimately see all sites bordering the development site developed in the future, changing the nature of the surrounding environment significantly. As the details of surrounding future developments are unknown, the design proposals as set out in this application and Further Information Response are mindful of not to negatively impact development potential of other sites locally in any way.
 - Any proposed upgrade works must also maintain access to the existing developments along the link road which are currently still in operation.
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- The South Dublin Active Travel Plan when final will propose extensive upgrade works in the South Dublin area to cycle infrastructure. Included in the Active Travel maps published on the SDCC website is a scheme to upgrade cycle links from Tallaght to Clondalkin which is expected to include the pedestrian and cycle links included as part of this application within its remit.
 - It is considered that the cost of a full cross-sectional upgrade along 1st Avenue towards the Belgard Road Luas Stop would present a disproportionate cost in relation to the scale of the proposed development and would therefore render any development on the subject site unviable.

Roads Department Assessment:

SDCC Roads Department requires that all new pedestrian and cycle links should be built to DMURS and National Cycle Manual Standards. Although the applicant intends that the proposed cycle/pedestrian link to the Luas stop would be an interim measure, the exact lifespan of this interim measure is unknown. Therefore, this could result in pedestrians and cyclists using sub-standard connections indefinitely. SDCC Roads Dept. has serious concerns over the safety of cyclists and pedestrians using substandard connections an area with a high proportion in industrial traffic.

Signed: John McGee

01/03/23

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Roads Related Additional Information Requested by SDCC:

9. Road Safety Audit

The applicant is requested to submit a Road Safety Audit.

Applicant Submitted Response to Additional Information Request:

Applicant Response:

In response to Item No. 9, we submit that a Road Safety Audit has been carried out by an independent consultant Traffico. The proposed design has been amended accordingly having regard to the relatively minor issues highlighted by the audit team, including provision of the following:

1. Appropriate footpath gradients at access points and pedestrian crossings;
2. Universal access between loading bay and adjacent footpath;
3. Facilitate pedestrian crossings;
4. Appropriate mitigation measures to prevent vehicles rolling over shared surface;
5. Improved visibility for cyclists;
6. Appropriate cycle track termination; and
7. Rationalised street furniture.

Please refer to the completed Road Safety Audit Report by Traffico and Feedback Form submitted with this response and the following revised OCSC Drawings:

B981-OCSC-XX-XX-DR-C-0111 (Proposed Road Layout Sheet 1 of 6);
B981-OCSC-XX-XX-DR-C-0112 (Proposed Road Layout Sheet 2 of 6);
B981-OCSC-XX-XX-DR-C-0113 (Proposed Road Layout Sheet 3 of 6);
B981-OCSC-XX-XX-DR-C-0114 (Proposed Road Layout Sheet 4 of 6);
B981-OCSC-XX-XX-DR-C-0115 (Proposed Road Layout Sheet 5 of 6);
B981-OCSC-XX-XX-DR-C-0116 (Proposed Road Layout Sheet 6 of 6).

Roads Department Assessment:

The applicant has submitted a Stage 1 & 2 Road Safety Audit in which they accepted all of the measures recommended by the Audit Team. However, for points 2, 3 & 4, the applicant has failed to illustrate these design revisions in the updated road layout drawings. The applicant should submit revised drawings showing;

2. Kerb heights between loading bay and adjacent footpath.
3. Dropped kerbs and tactile paving on splitter island and opposite side of road.
4. Containment measures at parking bays.

Signed: John McGee

01/03/23

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Roads Related Additional Information Requested by SDCC:

10. Internal Road Layout.

The applicant is requested to submit:

- (a) a layout of not less than 1:200 scale showing a revised internal road layout with a two-way system along with a vehicular link road running along the Northern boundary of the Park.
- (b) a layout of not less than 1:200 scale showing a Pedestrian Crossing with tactile paving and dropped kerb located between southern internal footpath and the Pocket Park.

Applicant Submitted Response to Additional Information Request:

In response to Item No. 10a, the single carriageway has been designed in accordance with best practice and compliance with DMURS. The overall layout and circulation routes reduce car dominance, promote traffic safety and prioritise pedestrian and cyclist activity. As such, car parking is limited and restricted to a single carriageway through the site.

We refer to OCSC's cover letter for more information.

In response to Item No. 10b, we refer to Drawing No. B981-OCSC-XX-XX-DR- C-0111 (Proposed Road Layout) prepared by OCSC. The pedestrian route leading from Cookstown Road across the internal road to the pocket park will comprise a footpath south of Block B (proposed under separate LRD proposal) crossing the internal road via a level crossing and continuing through the pocket park.

The proposed one way vehicular route through the site has been incorporated to reduce the dominance of road space through the development site and minimise unnecessary vehicular movements through the site, giving priority to pedestrians. Providing a 2 way road through the site would have a detrimental impact on the development layout and reduce space available for landscaping and safe pedestrian areas, whilst also reducing the area available for buildings on the site which would lead to necessary reductions in scale, efficiencies and viability of the development. There is no tangible and obvious benefit to the provision of a two-way road. With respect to the accessibility of the public park, it is noted that the section in the southeast corner of the development is just one portion of an overall park to be development in conjunction with the adjacent sites. This will provide multiples access routes to the park area facilitating access from all directions.



Signed: John McGee

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Roads Department Assessment:

10. (a) The applicant has not provided a two-way system through the development along with a vehicular link road running along the Northern boundary of the Park. This would inhibit vehicular and cyclist movement between Cookstown Road and the public park, and would seriously limit permeability around the park boundary and between neighbouring developments.

10. (b) SDCC Roads Department is satisfied with the applicant's provision of the pedestrian crossing.

Roads recommends refusal

- The applicant has failed to provide a cycle and pedestrian link which is designed to DMURS and National Cycle Manual standards. This would result in sub-standard facilities for pedestrians and vulnerable road users which would endanger public safety by reason of a traffic hazard.
- The applicant has failed to provide a road layout which is in line with the Tallaght LAP. This would result in a development which inhibits vehicular and cyclist permeability.

Signed: John McGee

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