

**Roads Streets & Traffic Department
Road Planning Division**

APPLICATION NUMBER	3826/22
PROPOSAL	The proposed development will consist of the demolition of all structures on sit
LOCATION	Sweeney's Terrace,Dublin 8,including No.4 Sweeney's Terrace (a habitable house to the rear of No. 1 Sweeney's Terrace).,The site is generally bound by a Student Accommodation and Residential Scheme permitted under An,Bord Pleanala Ref. ABP-303436-19
APPLICANT	Clarman Developments Limited
DATE LODGED	07-Sep-2022
APPLICATION TYPE	Permission

The Roads Report is below

TRANSPORTATION PLANNING DIVISION

15th June 2022

LODGED PLAN NO:	3826/22
DATE LODGED:	26th April 2022
LOCATION:	Sweeney's Terrace, Dublin 8, including No.4 Sweeney's Terrace (a habitable house to the rear of No. 1 Sweeney's Terrace)., The site is generally bound by a Student Accommodation and Residential Scheme permitted under An, Bord Pleanala Ref. ABP-303436-19
PROPOSED:	Demolition of all structures on site, except No. 4 Sweeney's Terrace, and construction of a mixed use, primarily residential development
FOR:	Michael Byrne

TRANSPORTATION PLANNING DIVISION REPORT

Proposed Development

The proposed development will consist of the demolition of all structures on site, except No. 4 Sweeney's Terrace, and construction of a mixed use, primarily residential development comprising: A part 3, part 4 storey apartment block of 25 no. units (4 no. studio units, 8 no. 1 bed units, and 13 no. 2 bed units) over a partial basement level; and, A change of use of No. 4 Sweeney's Terrace from residential to office use, incorporating an extension at ground and first floor level to increase the Gross Floor Area (GFA) from approximately 81 sqm to 88sqm GFA, together with associated internal reconfiguration and modifications to elevations. A total of 69 no. bicycle parking spaces are proposed, consisting of 65 no. spaces for the apartment block (40 no. resident spaces, 3 no. cargo bike spaces and 22 no. visitor spaces) and 4 no. external bicycle parking spaces for the office use at No. 4 Sweeney's Terrace. 3 no. vehicle parking spaces are provided, consisting of 2 no. spaces to serve the apartment block (1 no. parking/set down to the north-west and 1 no. car-sharing space to the north-east) and the use of 1 no. existing space to the west of No. 4 Sweeney's Terrace to serve the proposed office use.

Relevant Planning History

The relevant planning site history for the subject site and adjacent developments are noted. In particular, reg ref 3475/14 and reg ref: 4034/20 (and ABP 309800-21) are noted. Applications at

adjacent sites (reg ref: 4313/09), as well as subsequent amendment applications and SHD0003/19 (ABP-303436-19) are also noted.

Submissions and Observations

TII - S49 Luas Line Levy condition if applicable.

Observations - A number of relevant third party submissions have been received in respect of the development proposals. The issues raised which are of direct relevance to this division include the following:

- Car-parking provision
- EV Charging Spots
- Narrow Carriageway
- Overspill Parking
- Access for service vehicles
- Servicing arrangements
- Permeability & Public Access
- Traffic Management
- Inadequate Swept-Path Analysis

All of the above observations have been duly considered within this report.

TPD Comments

Access & Servicing

The site occupies the southeastern side of Sweeney's Terrace in the Tenters area of Dublin 8. The site is centrally located, with O'Connell Bridge located approximately 2.2km to the northwest. The site itself is proposed to be accessed at its northwestern corner only, at an entrance point immediately to the south of the adjoining site, No.1 Sweeney Terrace, a two-storey end-of-terrace dwelling. All pedestrian, cyclist and vehicular traffic to and from the site is proposed to use this entrance from Sweeney's Terrace.

It is not clear from the submitted drawing if two vehicular accesses off Sweeney's Terrace are proposed to be retained. No details of the proposed shared entrance layout have been included in the submission. The site entrance could achieve a width of up to 9m and submitted landscape drawing notes 'tie-in' with the public road. Internal vehicular access is proposed along the northern boundary of the site. This is an existing laneway (not taken in charge) with right of way also noted. Clarification with regards to the existing second access should be requested. Also, design details of the proposed entrance off Sweeney's Terrace e.g. vehicular access opening, pedestrian priority and access point, any gates, should be sought as these are not clear from the submitted drawings.

Reference on submitted landscape drawing notes gated access to adjacent site's stepped access is to be provided. It is not clear if this pedestrian link would be publicly accessible. Pedestrian route proposals from Sweeney's Terrace continuing south to connect to the River Poddle, ultimately connecting to Mill Street should also be queried. The applicant should be requested to clarify the proposed pedestrian links from Sweeney Terrace and the level of public access being proposed.

Sweeney's Terrace is a narrow two-way cul-de-sac, measuring approximately 3.7m in width at its narrowest point as per submitted topographical survey information, which is between No's 1 & 33 Sweeney Terrace in close proximity to the application site. Footpath provision in the vicinity of the site is substandard in width in the immediate vicinity of the application site, with the footpath widening to the north of the application site. Sweeney's Terrace facilitates access to a handful of residential properties, the DCC depot as well as the subject site.

Vehicular access along Sweeney's Terrace to the site is considered to be constrained. Informal on-street parking is noted in the vicinity of the application site, with parking restrictions (double yellow lines) stopping immediately to the north of No.3 Sweeney's Terrace. In effect, on-street parking is available outside of No's 1-3 Sweeney's Terrace. On street parking appears to be at capacity. The effect of this availability is to constrain the carriageway width / vehicular access along Sweeney's Terrace.

The applicant has submitted auto tracking demonstrating that cars and vans can manoeuvre within the site allowing for vehicles to exit the site in forward gear. Drop off facilities are also noted. Review of submitted auto tracking indicates that smaller delivery vehicles and car will be able to access the site having regard to constraints caused by on street parking. Such access requirements would also be similar to the access requirements of existing residential properties along Sweeney's Terrace.

The submitted auto track for fire tender vehicles does demonstrate that larger vehicles can manoeuvre within the site to allow for access/egress in forwarded moving gear. However, the submitted auto tracking is not based on full capacity on street parking to the front of no. 1-3 Sweeney's Terrace. As such, access for larger vehicles along Sweeney's Terrace is likely to be more constrained and/or potentially obstructed by on-street parking. In this regard, the proposed development has demonstrated that access can be facilitated and that the potential obstruction would be as a result of existing uncontrolled parking on the public road. Constraints in accessing the existing DCC depot and the reversing of larger vehicles along Sweeney's Terrace is noted in this regard. The submitted refuse auto tracking is noted, and would reflect existing refuse access arrangements for Sweeney's Terrace.

Considering the proposed internal access arrangements allowing for manoeuvring of larger vehicles within the site and noting the reduced scale of the development as well as existing access arrangements for Sweeney's Terrace, it is considered that the proposed access arrangements are acceptable in principle. However, the applicant should be requested to clarify if any works/changes to Sweeney's Terrace is required in order to address potential emergency access constraints i.e. alterations to line markings. Also, is it proposed to extend the existing footpath across the entrance to facilitate pedestrian priority access to the proposed development.

Car-Parking

A total of 3no. car-parking spaces are proposed within the development. 2 of these spaces are proposed to serve the residential accommodation. One of these spaces is to be reserved as a set-down space, located at the vehicular entrance to the site at the northern elevation of the building next to the primary entrance. This space measures 6m x 2.5m and the submitted auto tracking demonstrates its usability. One car-parking space is allocated for 'Car-Club' use to serve the residential block proposed, and the submitted Go Car letter is noted. One car-parking space is also proposed to serve the office-space at No.4 Sweeney's Terrace. The car-parking provision proposed for privately owned vehicles is zero. Having regard to the central location of the site, access to public transport and share mode, the scale of development and the drop-off and car share proposals, the proposed is considered acceptable in this instance. Existing overspill parking constraints on local roads are also noted. In the event of consent, allocation of spaces as proposed should be conditioned. Also, EV charging facilities for the 2 car parking spaces should be conditioned.

Cycle-Parking

A total of 69 cycle-parking spaces are proposed to serve the development. Of the total number, 40 long-term cycle spaces are proposed for residents with an additional 3no. spaces for cargo bikes. 22no. visitor spaces are provided at grade along the northern boundary of the site. A further 4no. spaces are provided for the proposed office floorspace at No.4. The quantum of cycle-parking exceeds Apartment Guidelines provision. The proposed cycle parking layout is generally acceptable, however some of the residential spaces appears to be located outside a compound/store and the visitor spaces along the northern access road appears to conflict with vehicular access proposals and should be reviewed.

Construction Management Plan

The submitted outline CMP is noted. Access is anticipated via the existing or proposed access point on Sweeney's Terrace. Unloading is anticipated to take place within the site. No on-site parking is anticipated and staff to be encouraged to use public transport. In the event consent is forthcoming, separate Demolition Management Plan and Construction Management Plan should be conditioned. These would need to clearly detail traffic management plans which seeks to minimise the impact on

the local roads and a mobility plan for construction staff should be provided along with temporary cycle parking facilities.

Recommendations

It is recommended that Further Information be requested from the applicant with regard to the following:

- 1) The applicant is requested to submit detailed information on the following matters relating to access and cycle parking proposals:
 - a) Design details for the entrance to the site on Sweeney's Terrace are required. To reference a 'tie-in' with the existing road is not adequate. Clarity regarding shared entrance proposals, gates, pedestrian priority measures, changes to the public road etc. shall be provided.
 - b) Clarity on whether the existing 2nd vehicular entrance on Sweeney's Terrace is to be retained and if so, details on any access proposals and demonstration of access/egress would be required.
 - c) Review of auto tracking for fire tender vehicles along Sweeney's Terrace and in particular, any conflict with on street parking when at capacity. If changes to existing line markings on Sweeney's Terrace is sought then this should be clarified.
 - d) The applicant is requested to clarify the proposed pedestrian links to the adjacent site and the River Poddle from Sweeney Terrace and the level of public access being proposed.
 - e) Cycle parking proposals to include all long term spaces within compound/store. Review of cycle parking layout along the northern boundary and clearly demonstrate that this does not conflict with the vehicular access proposals.

Paddy O'Connor, Executive Planner

Heidi Thorsdalen, Senior Executive Planner
On Behalf of Edel Kelly, Senior Transportation Officer