

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

APPLICATION NUMBER	2683/21
PROPOSAL	Permission for development at a site (c.039Ha) at Glenavon House, 46 Ballymun Road
LOCATION	Glenavon House, 46 Ballymun Road, Glasnevin, Dublin 9
APPLICANT	Glenavon Developments Limited
DATE LODGED	10-Feb-2022
APPLICATION TYPE	Permission

The Roads Report is below

TRANSPORTATION PLANNING DIVISION

2nd June 2021

LODGED PLAN NO: 2683/21 **DATE LODGED:** 28th April 2021

LOCATION: Glenavon House, 46 Ballymun Road, Glasnevin, Dublin 9

PROPOSED: Permission for development at a site (c.039Ha) at Glenavon House, 46 Ballymun Road, Glasnevin, Dublin 9. The subject site is generally bounded to the west by Ballymun Road and Clonmore Court apartments, to the north by Glenavon Court and Hillcrest Court apartments, to the east by the rear gardens of houses on St. Mobhi Road, and to the south by Mobhi Court apartments and houses at The Haven. The development will consist of the construction of a 5 to 6 storey apartment building (total GFA c.5,330 sqm excluding car park), partially over basement, accommodating 52 no. residential units (13 no. 1-bed apartments, 9 no. 2-bed apartments, 17 no. 2-bed duplex apartments, 8 no. 3-bed apartments and 5 no. 3-bed duplex apartments), all with private balconies on the east or west elevation. And, all associated and ancillary site development, landscaping and boundary treatment works, including: Demolition of existing habitable house and ancillary outbuildings. Modification of existing vehicular and pedestrian site entrance to Ballymun Road. 1 no. car share space at surface level. 37 no. car parking spaces at basement. 80 no. bicycle parking spaces. ESB substation and switch room. Solar panels and green roof.

FOR: Glenavon Developments Limited

TRANSPORTATION PLANNING DIVISION REPORT

Planning permission is sought for:

- Demolition of buildings on site
- Construction of residential development of 52 no. apartments

REPLY letter

- 13 no. 1 bedroom units
- 9 no. 2 bedroom units
- 17 no. 2 bedroom duplex units
- 8 no. 3 bedroom units
- 5 no. 3 bedroom duplex units
- 37 no. car parking spaces at basement level
- 1 no. car share space at surface level
- 80 no. cycle parking spaces
 - 68 at basement
 - 12 at surface
- Modifications to existing vehicular access
- Associated site works

Observations / Submissions

A number of objection letters have been submitted to date. The following matters relate to this division:

- Development will add to existing traffic problems in the area
- Development will potentially create queuing on the road impact access to nearby properties
- Concerns with traffic plans given major plans by NTA (Bus Connects) for the area
- Inadequate parking will cause overflow and congestion onto surrounding road network

The above issues will be taken into consideration in the assessment of the application.

TPD Comments

Site Location

The site comprises of a 0.39ha holding known as Glenavon House on the eastern side of the Ballymun Road with an existing vehicular access. The site is bound on all sides by existing residential development.

It is proposed to amend the existing vehicular access. A gated access will be provided 3m back from the existing boundary wall and 59m clear and unobstructed sightlines will be provided in both directions for vehicles existing the site. Separate pedestrian access gates will also be provided adjacent to the vehicular access.

Accessibility and Public Transport

The applicant has provided a summary of the public transport availability within the submitted Traffic Assessment and Mobility Management Plan report. The principal form of public transport serving the site are the adjacent bus services. The applicant sets out the existing bus services along the adjacent QBC route on the Ballymun Road. The nearest LUAS station is the Cabra station which is a significant distance away and not a feasible option for residents. The applicant additionally sets out the future transport proposals in the area it should be noted that the strategic transport projects are only proposals at present and would not be operational for a number of years and therefore cannot be used as an appropriate rationale to serve the needs of residents.

Car Parking

The site is situated within Area 3 as identified within Map J of the Dublin City Development Plan 2016-2022 and a maximum number of car parking spaces of 1.5 per dwelling is stated, as outlined in Table 16.1 of the City Development Plan. The proposal provides 38 no. car parking spaces (one of which is a dedicated car share space) to serve the proposed 52 no. units. This equates to an overall car parking ratio of 0.7 to serve the development.

The applicant has provided a rationale within the submitted Traffic Assessment and Mobility Management Plan report which includes an analysis of small area CSO data on car ownership and commuter patterns within the area of the application site. The Mobility Management Plan also identifies all public transport options within the vicinity and references future public transport plans, specifically the NTA Bus Connects project which will be developed in close proximity to the site.

One car club / car share parking space is provided at surface level adjacent to the main entrance. While this division welcomes the provision of car club space, the applicant has not provided confirmation from a car

club provider for a dedicated vehicle to serve the development. The applicant should be requested submit a letter of intent and confirmation from a car club provider.

The car parking space dedicated for car club should be for car club use only and not used for any other purpose.

Given the car parking ratio for the development, the applicant has not provided any details on how the car parking spaces are to be assigned and managed. This can be requested by way of further information.

Bicycle Parking

The applicant is proposed a total of 80 no cycle parking spaces. 64 no. spaces shall be provided in a dedicated cycle parking store designed in a double tier system within the basement for the use of future residents. A further 12 no. spaces are located at surface level in close proximity to the access to the development. As well as the ramp access to the basement, the proposal also includes a dedicated bicycle lift.

This division is satisfied with the overall level, location and design of the cycle parking.

Servicing

All servicing will take place from within the site. A set down area is also provided within the site. The applicant has submitted auto-track drawings detailing how various vehicles including refuse vehicles and emergency vehicles shall access and manoeuvre within the site including auto track analysis for vehicles within the basement

Construction Management Plan

An Outline Construction Management Plan along with a Construction & Demolition Waste and By-Product Management Plan has been submitted and the contents noted. Prior to commencement of development, and on appointment of the main contractor, a Demolition and Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended demolition and construction practice for the development, construction phasing and programme, a detailed traffic management plan, hours of working, noise and dust management measures, and off-site disposal of construction/demolition waste.

Recommendations

This division recommends that Further Information be requested with regards the following:

1. The provision of a car share space is noted and welcomed. However no letter of commitment from a service provider has been included. The applicant is requested to submit written confirmation from a car share provider outlining their intention to serve the development, and to detail that the service can be provided having regard to the proposed gated entrance which would restrict access to same.
2. The applicant is requested to submit a detailed car parking strategy outlining how the proposed car parking spaces will be managed and assigned to ensure no overspill onto the surrounding network. The applicant is advised that car parking should not be sold with any units and should be managed separately.

Gareth Hyland
Executive Planner

Nicola Conlon, Senior Executive Planner

On Behalf of Edel Kelly, Senior Transportation Officer