

**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 Pleanála Ref. ABP-303436-19
APPLICANT	Clarman Developments Limited
DATE LODGED	07-Sep-2022
APPLICATION TYPE	Permission

The Roads Report is below

TRANSPORTATION PLANNING DIVISION

26th September 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 Pleanála 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

Request for Further Information

Further information was requested from the applicant on 20th June 2022. Items No. 3(a-e) is specific to this division.

Item 3(a)

3. The applicant is requested to address the following issues which were raised by the Transportation Planning department:

- 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. should be provided.*

Response

Correspondence from CS Consulting Group (dated 6 September 2022) and submitted plan 'C204-CSC-XX-00-DR-C-0019' are noted. The proposed extension of the existing public footpath and the proposed dishing creating a tie-in between the access road and the public footpath/road, this is acceptable. No gates are shown on the submitted drawings. The submission references further design measures to distinguish between pedestrians/cyclists and vehicular surfaces within the development including low wall, railings and bollards, although these details do not appear to have been submitted. This can be conditioned.

Item 3(b)

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.

Response

Correspondence from CS Consulting Group (dated 6 September 2022) and submitted plan 'C204-CSC-XX-00-DR-C-0019' demonstrate the omission of the second vehicular access to Sweeney's Terrace from the development proposals. This is to the satisfaction of this division.

Item 3 (c)

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.

Response

Correspondence from CS Consulting Group (dated 6 September 2022) and submitted plan 'C204-CSC-XX-00-DR-C-0010' demonstrates swept path analysis at the application site for all relevant servicing vehicles including fire tender. The auto tracking has not taken cognisance of on-street parking bays and road markings at the Sweeney's Terrace junction with Clarence Mangan Road. On street parking on both sides of Sweeney's Terrace has been noted, although unregulated parking to the front of no. 3 Sweeney's Terrace has not been detailed. Notwithstanding this, having regard to existing line marking, on street parking and the submitted auto tracking, there appears to be sufficient space, although somewhat constrained, to facilitate vehicle access and egress.

Item 3(d)

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.

Response

Correspondence from CS Consulting Group (dated 6 September 2022) states that the development is proposed to integrate with the adjoining GSA development and will facilitate public access to GSA development and the River Poddle, between 0900 and 1700hours, Monday to Friday. Details of the management of access and agreement from the adjoining landowner have not been provided.

Item 3(e)

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.

Response

Correspondence from CS Consulting Group (dated 6 September 2022) and submitted plan 'C204-CSC-XX-00-DR-C-0010' have been received, along with plan 'P20-158D-3.1_100'. These drawings demonstrate that the bike parking spaces is not in conflict with any relevant vehicle manoeuvres associated with the development. The drawings also demonstrate the sufficiency of the proposed long term spaces within the proposed compound. Further details required regarding bicycle parking could be addressed by means of a planning condition if considered necessary.

Recommendations

1. Prior to the commencement of development, the Traffic Advisory Group and Road Maintenance shall be contacted in writing regarding any proposed alterations to existing kerb line and line marking on Sweeney's Terrace in order to facilitate vehicular access and

entrance. Details of the materials proposed in public areas is required and shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council. All works shall be provided at the applicant's expense.

2. Prior to commencement of development, and on appointment of the demolition contractor, a Demolition Management Plan shall be submitted to the local authority for written agreement. This plan shall provide details of intended demolition practice for the development, including traffic management, hours of working, noise management measures and off-site disposal of demolition waste.
3. Prior to commencement of development, and on appointment of the main contractor, a Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including traffic management, hours of working, noise management measures and off-site disposal of construction waste.
4. Car parking spaces shall not be sold, rented or otherwise sub-let or leased to other parties. One car parking space shall be permanently allocated to Car Club use, one space shall be permanently allocated to the office use and one space shall be permanently allocated for set-down, loading etc. 2 no. car-parking spaces to be provided shall be provided with EV charging facilities. All car-parking to be provided shall be fully operational prior to the occupation of any part of the development hereby approved.
5. Cycle parking spaces including 40 residential space, 3 no. cargo spaces, 4no. office use spaces and 22 no. visitor spaces shall be provided for the development. Cycle parking shall be secure, conveniently located, sheltered and well lit. Key/fob access should be required to bicycle compounds. Shower and changing facilities shall be provided as part of the office use. Visitor cycle parking design shall allow both wheel and frame to be locked. All cycle-parking shall be operational prior to the occupation of any part of the development hereby approved.
6. Prior to the occupation of any part of the development, a residential travel plan for the development shall be submitted for the written approval of the planning authority. The travel plan shall address the mobility requirements of future residents and should promote the use of public transport, cycling and walking. It shall include a cycle parking management plan and shall also, aside from the on-site car club facility, identify car club spaces outside of the development and in the vicinity of the site. A Mobility Manager shall be appointed to oversee the preparation, implementation and monitoring of the plan.

Paddy O'Connor, Executive Planner

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