

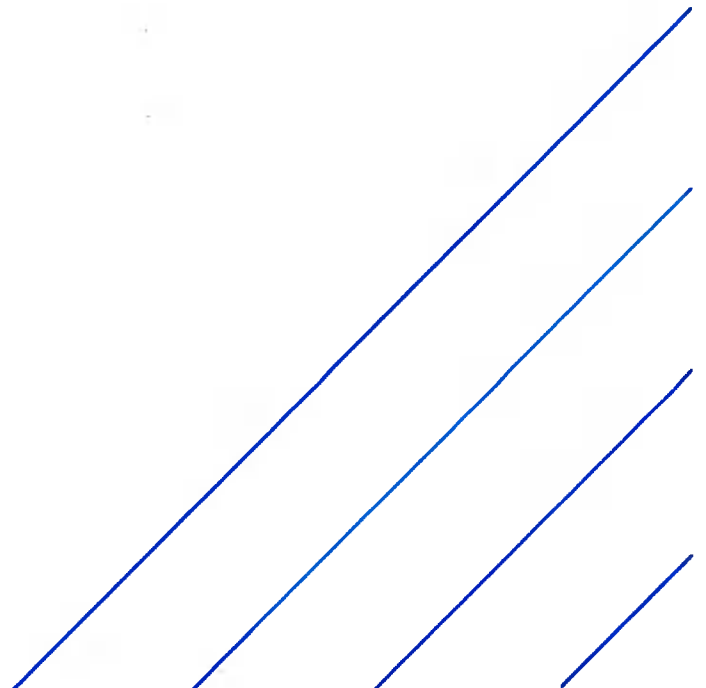


# Adamstown Block G Amendment

Transport Statement

Quintain Ireland Ltd

October 2021



# Notice

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This document has 34 pages including the cover.

## Document history

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|          |                     |            |         |          |            |            |

## Client signoff

|                         |                             |
|-------------------------|-----------------------------|
| Client                  | Quintain Ireland Ltd        |
| Project                 | Adamstown Block G Amendment |
| Job number              | 5150924                     |
| Client signature / date |                             |

# Contents

| Chapter                                    | Page      |
|--|-----------|
| <b>1. Introduction &amp; Principles</b>    | <b>5</b>  |
| 1.1. Introduction                          | 5         |
| 1.1. Proposed Development Description      | 5         |
| 1.2. Transport Principles                  | 5         |
| 1.3. Traffic Impacts                       | 6         |
| <b>2. Pedestrian and Cycle Provision</b>   | <b>7</b>  |
| 2.1. Pedestrian Provision                  | 8         |
| 2.2. Cyclist Provision                     | 9         |
| 2.3. Crossings Facilities                  | 10        |
| <b>3. Public Transport</b>                 | <b>12</b> |
| 3.1. Public Transport Facilities           | 12        |
| 3.2. Transport Services                    | 13        |
| <b>4. Car Sharing Scheme</b>               | <b>18</b> |
| <b>5. Bicycle Parking</b>                  | <b>19</b> |
| 5.1. Overview                              | 19        |
| 5.2. Residential Bicycle Parking Provision | 19        |
| 5.3. Visitor Bicycle Parking Provision     | 19        |
| <b>6. Car Parking</b>                      | <b>21</b> |
| 6.1. Residential Car Parking               | 21        |
| 6.2. Revised Block F Car Parking Provision | 23        |
| 6.3. MSCP Car Parking Allocation           | 26        |
| 6.4. Car Parking Layout                    | 29        |
| 6.5. Car Parking Management Strategy       | 32        |
| <b>7. Waste Collection Strategy</b>        | <b>33</b> |

## Tables

|   |    |
|---|----|
| Table 3-1 - Future Bus Services   | 14 |
| Table 5-1 - Adamstown District Centre Block G Residential Bicycle Parking Requirement | 19 |
| Table 5-2 - Adamstown District Centre Block G Residential Visitor Parking Requirement | 19 |
| Table 6-1 - Adamstown District Centre Parking Requirements                            | 22 |
| Table 6-2 - Adamstown District Centre Residential Car Parking Provision               | 22 |
| Table 6-3 - Adamstown District Centre Proposed Car Park Provision                     | 22 |
| Table 6-4 - Block F Amendment Multi-Storey Car Park Provision                         | 23 |
| Table 6-5 - Adamstown District Centre Tile Parking Location                           | 26 |
| Table 6-6 - Adamstown District Centre Block G Residential Car Parking Requirement     | 27 |
| Table 6-7 - Adamstown District Centre Block G Residential Car Parking Allocation      | 28 |

## Figures

|  |   |
|--|---|
| Figure 2-1 - Adamstown SDZ Pedestrian and Cyclist Permeability | 7 |
|--|---|

|   |    |
|---|----|
| Figure 2-2 - Cycle Provision  | 9  |
| Figure 2-3 - Adamstown District Centre Block G Crossing Facilities                                  | 11 |
| Figure 3-1 - Adamstown District Centre Public Transport Facilities                                  | 12 |
| Figure 3-2 - 25b Bus Route  | 13 |
| Figure 3-3 - BusConnects C1 & C2 Bus Routes   | 15 |
| Figure 3-4 - Temporary Bus Stop on Station Road as per NTA requirements & Design                    | 16 |
| Figure 6-1 - Extract from HJL MSCP - Level 1  | 23 |
| Figure 6-2 - Extract from HJL MSCP - Level 2  | 24 |
| Figure 6-3 - Extract from HJL MSCP - Level 3  | 25 |
| Figure 6-4 - Car Parking Allocation for Block F   | 27 |
| Figure 6-5 - Design Recommendations for Multi-Storey and Underground Car Parks Car Bay Dimensions   | 31 |
| Figure 6-6 - Design Recommendations for Multi-Storey and Underground Car Parks Aisle and Bin Widths | 31 |
| Figure 7-1 - Adamstown District Centre Block G Waste Collection Facilities                          | 33 |

# 1. Introduction & Principles

## 1.1. Introduction

This Transport Statement sets out the overall transport strategy and proposals for the proposed Block G Amendment development of Adamstown District Centre. This application seeks permission for these minor design changes to the development permitted under SDCC Reg Ref SDZ21A/0007.

In this context the strategy is set out in terms of the following scenarios:

- The Block G application of itself;
- The masterplan for the full development of the Adamstown District Centre tile; and
- The coordination of the Adamstown District Centre tile masterplan into the existing and developing transport infrastructure provision in the wider Adamstown SDZ.
- Block F Amendment that provides an addition floor (3<sup>rd</sup>) of car parking in the Multi-Storey Car Park

## 1.1. Proposed Development Description

The proposed development comprises the following:

- Repositioning of landscaped communal courtyard of Block G from first floor level to ground floor level due to removal of podium parking at level 0, and the consequential relocation of 76no. car parking spaces to within the Block F car park and to on-street locations immediately adjacent to Block G, including ancillary site development and landscape works.
- The introduction of 9no. ground floor units, facilitated by the removal of the podium from the core.
- A minor reduction to the overall provision of residential units from 185 to 184no. apartment units.
- The provision of an additional unit and changes to the unit mix on Level 1.
- Adjustments to the location of the bicycle, plant, and waste stores serving Block G.
- Adjustments to Block G2 consisting of a minor reduction to the footprint of the Block by 0.6m, the removal of setback to the North (level 5) and adjustments to the Southern gable.

This application seeks permission for these minor design changes to the development permitted under SDCC Reg Ref SDZ21A/0007.

## 1.2. Transport Principles

Adamstown District Centre presents as a development wherein residents will be facilitated to undertake a lifestyle that has a low dependency on car ownership. This opportunity is based on multi-faceted characteristics of the site location and opportunities created for travel choice and significantly mitigates the need to travel by car. These characteristics incorporate the following aspects:

- Retail, food and beverage, creche, medical and leisure centre uses within the site;
- Primary and secondary schools directly adjacent the site;
- Active and passive open space including Airlie Park & Tandy's Lane Park;
- Local walking and cycle network;
- Adamstown Railway Station directly adjacent the site;
- Adamstown Bus Services directly serving the site;
- Extensive private and public bicycle parking within the site;
- Car club car provision adjacent the site; and

- Reduced car parking provision within the site.

### 1.3. Traffic Impacts

In the adoption of the Adamstown SDZ the traffic impacts of the entire SDZ were fully assessed in the Adamstown SDZ Strategic Environmental Assessment (SEA). Section 2.3 of the SEA specifically details the traffic impacts.

The proposed development is in accordance with the Adamstown SDZ masterplan and the facilitation of a development based on tangible and substantive opportunities for both active travel and public transport travel, combined with appropriate limitations on car parking provision will result in low dependency on car travel and car ownership. These conditions will further mitigate the traffic impact of the Adamstown Station tile over and above that envisaged in the adopted Adamstown SDZ.

These development proposals will result in a lower car trip generation for the Adamstown District Centre development than what was originally assessed during the preparation of the Adamstown SDZ masterplan.

## 2. Pedestrian and Cycle Provision

In terms of pedestrian and cyclist provision the Adamstown District Centre development incorporates the following pedestrian and cyclist priority measures detailed in the Adamstown SDZ as shown in figure 2-1.

Figure 2-1 - Adamstown SDZ Pedestrian and Cyclist Permeability



The three pedestrian and cyclist provisions are outlined below.

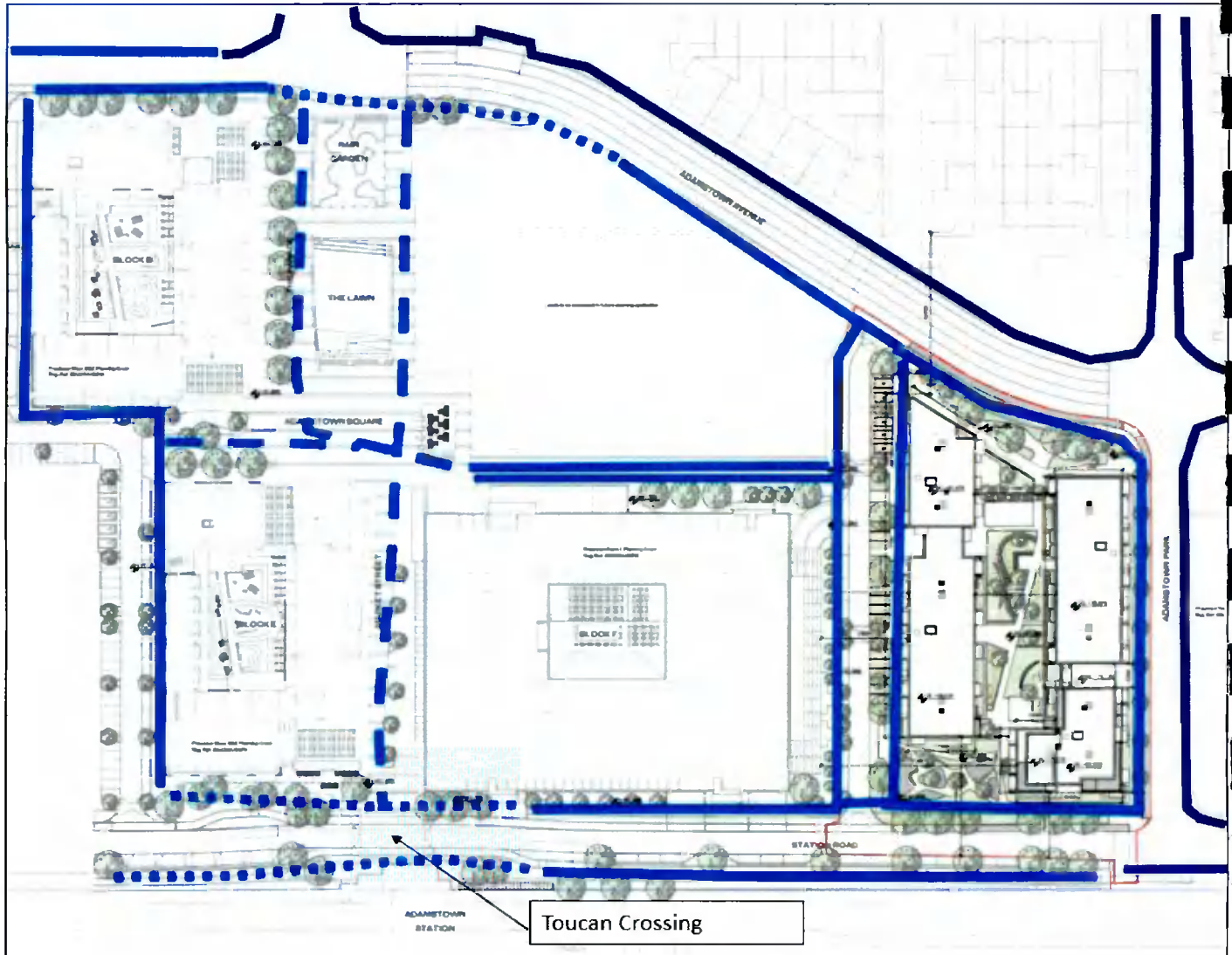
**Major Pedestrian and Cycle Routes:** These are the principle pedestrian and cyclist links through and within Adamstown. These routes will generally follow Adamstown Boulevard/Avenues as they are the most direct and continuous routes through and within the SDZ area. Segregated pedestrian and cyclist facilities will be provided along these routes.

**Pedestrian and Cycle Only Routes:** These supplement Major Routes by providing direct short cuts, and or alternative routes away from traffic. These routes will largely be provided through areas of open space and will be of a more recreational nature.

**Shared Routes:** These supplementary routes provide a number of links between nodes and/or other routes. The routes integrate vehicular and cyclist movement (and in some cases pedestrian movement) in a clearly marked and purpose designed shared surface environment. Accordingly, these streets will be highly traffic calmed with very low speeds of 30 km/h or less.

## 2.1. Pedestrian Provision

The existing and proposed pedestrian provision for the Adamstown District Centre masterplan is detailed in figure 2-2 below. The relevant elements of this network are incorporated within the Adamstown District Centre Block G layout.



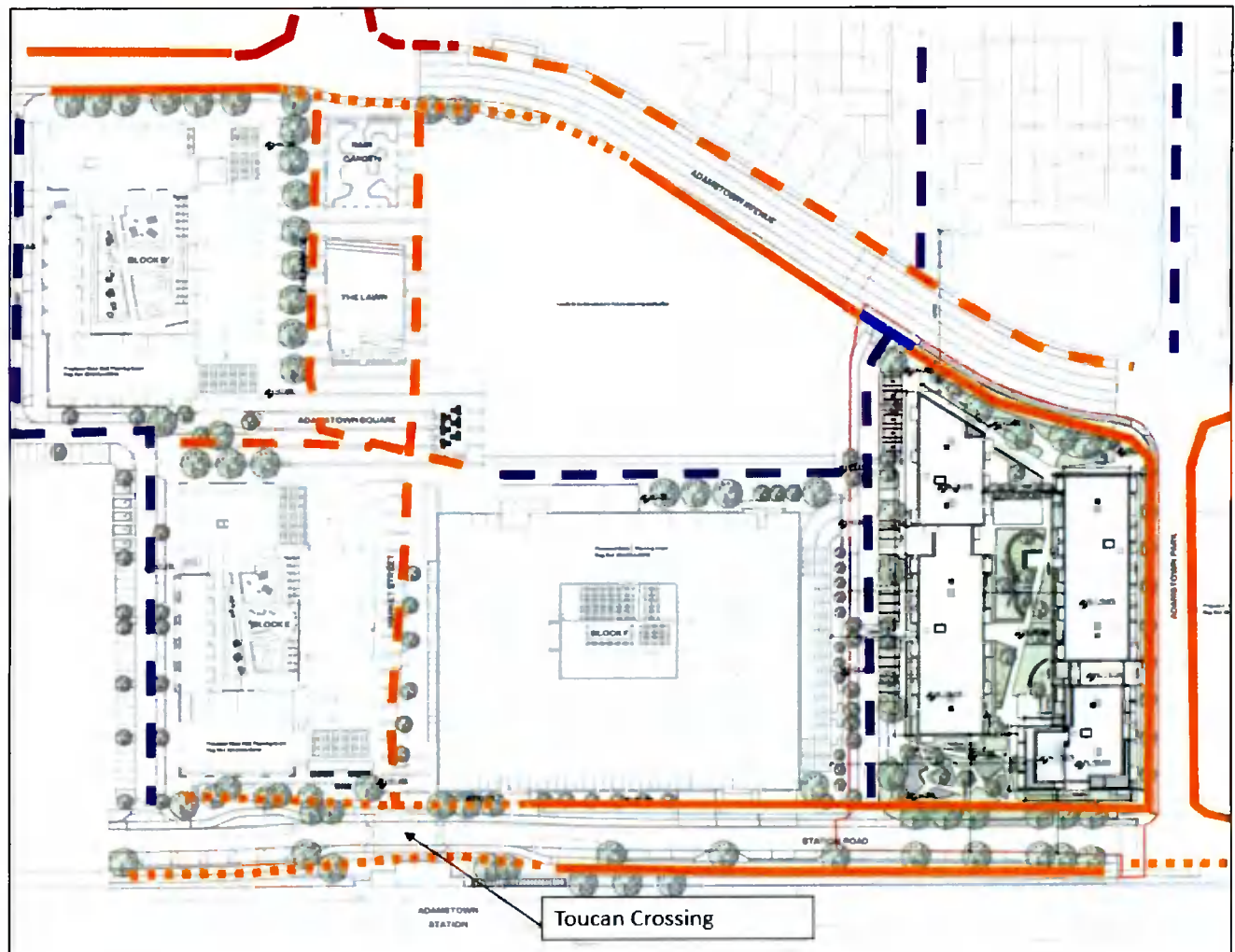
- Existing Footpath
- ..... Existing Shared Pedestrian/Cyclist Path
- Proposed Footpath
- Proposed Pedestrian & Cyclist Only Routes
- ..... Proposed Shared Pedestrian/Cyclist Path



## 2.2. Cyclist Provision

The existing and proposed cyclist provision for the Adamstown District Centre masterplan is detailed in figure 2-2 below. The relevant elements of this network are incorporated within the Adamstown District Centre Block G layout.

Figure 2-2 - Cycle Provision

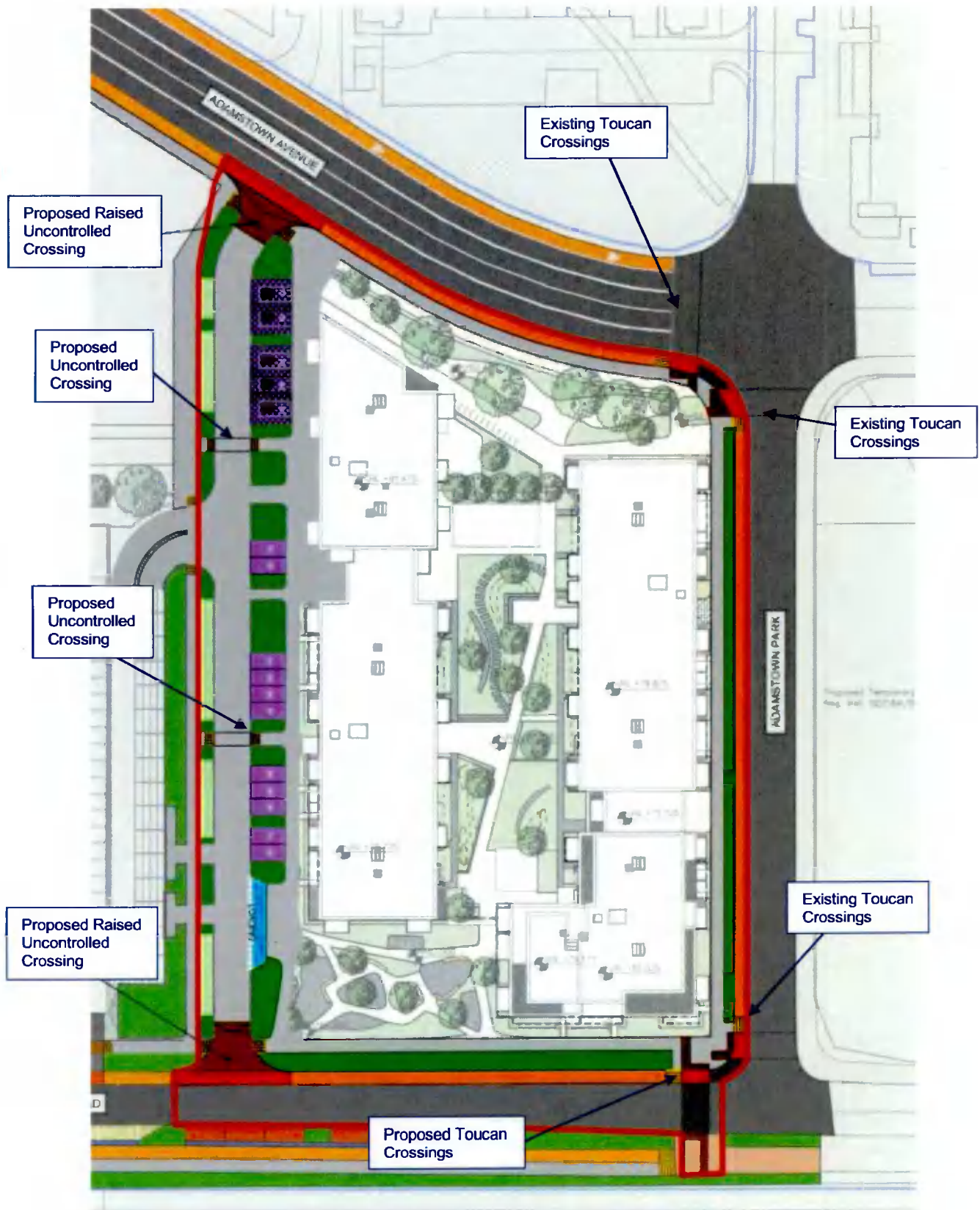


- Existing Segregated Cycle Path
- - Existing Shared Pedestrian/Cyclist Path
- Existing Shared Use Bus & Cycle Lane
- Existing Shared Street (Cyclist & Vehicles)
- Proposed Segregated Cycle Path
- - Proposed On-Road Cycle Lane
- - Proposed Pedestrian & Cyclist Only Routes
- ..... Proposed Shared Pedestrian/Cyclist Path
- Proposed Shared Street (Cyclist & Vehicles)

## 2.3. Crossings Facilities

Figure 2-4 below details the existing and proposed crossing facilities adjacent the Adamstown District Centre Block G development.

Figure 2-3 - Adamstown District Centre Block G Crossing Facilities



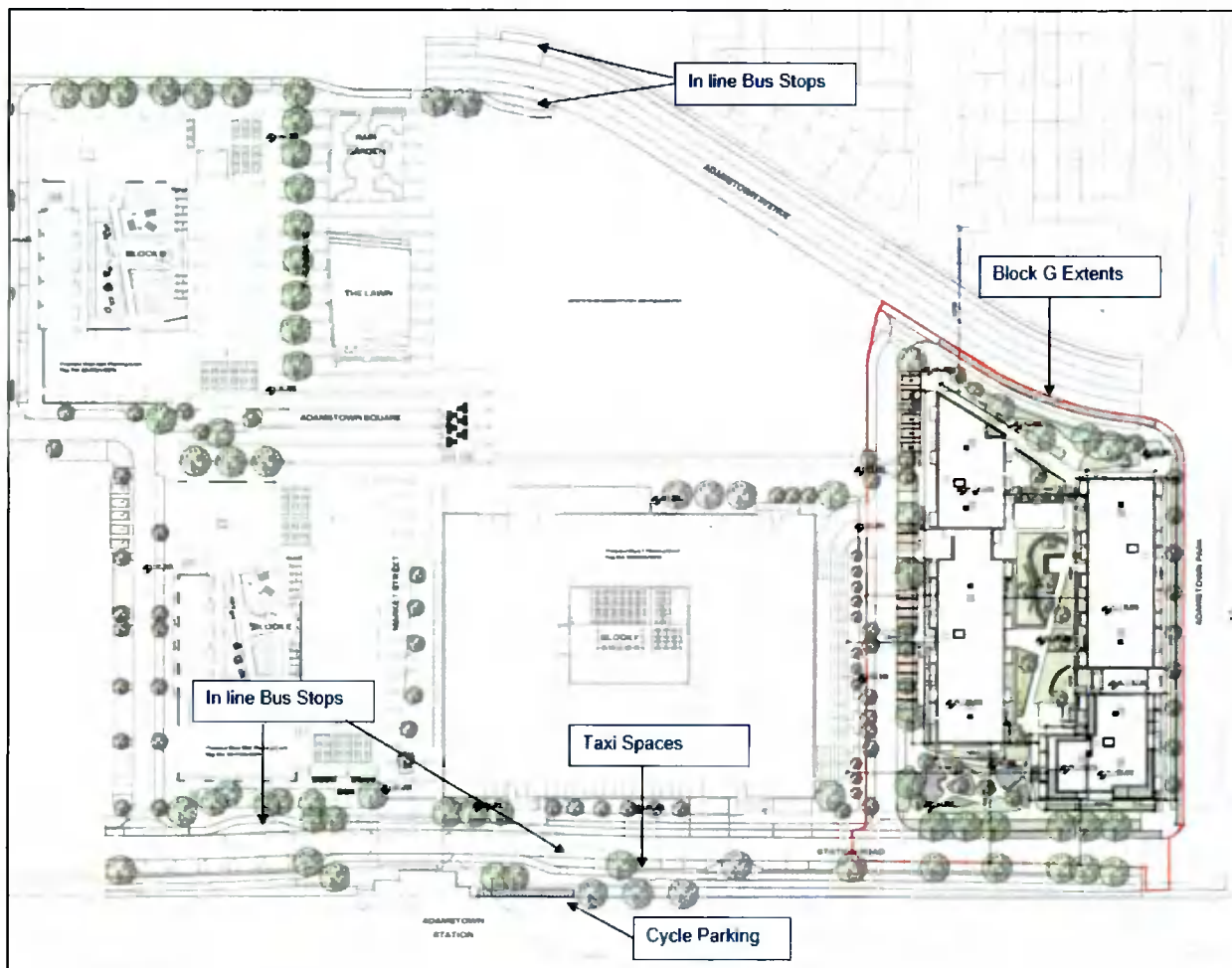
# 3. Public Transport

## 3.1. Public Transport Facilities

Adamstown District Centre Block G development avails the following facilities provided as part of the Adamstown District Centre Phase 1 development that will improve public transport access and provision and optimise travel by public transport. The locations of the key facilities are detailed in figure 3-1.

- Provision of 2No. offline bus stops on either side of Station Road fronting Adamstown Rail Station;
- Provision of 2No. inline bus stops on either side of Adamstown Avenue;
- Provision of toucan crossing to provide safe crossing for rail users to access the Adamstown Rail Station rail station;
- Retention of 50no. bicycle parking stands at Adamstown Rail Station;
- 3no. taxi spaces to be provided on Station Road;
- 3no. set down spaces to be provided on Station Road; and
- Continue to utilise the temporary park and ride facility as a layover and turnaround area for bus services (Not shown in Figure 3-1)

Figure 3-1 - Adamstown District Centre Public Transport Facilities



## 3.2. Transport Services

### 3.2.1. Current Bus Services

Adamstown District Centre is currently served by the 25b bus service as illustrated in Figure 3-2. This route operates on a 7-10minute frequency during the morning peak and at a 20-minute frequency at off peak times.

Figure 3-2 - 25b Bus Route



### 3.2.2. Future Bus Services

The National Transport Authority's BusConnects programme will provide improved bus services that will replace the existing services. Bus services to Adamstown District Centre will include the C1 and C2 spine routes and the 251 & 252 local routes. These routes will be further supplemented by the 321 & 322 peak time service. These services will provide significantly enhanced direct bus services from Adamstown to the city centre along the C1 and C2 spine routes. In overall terms Adamstown will be facilitated with comprehensive commuter, city centre and local bus routes. Details of these routes are provided in Table 3-1 below. Routes C1 and C2 are illustrated in Figures 3-3.

**Table 3-1 - Future Bus Services**

| Route | Type      | From      | Via  | To                | Frequency  |
|-------|-----------|-----------|--|-------------------|--|
| C1    | Spine     | Adamstown | Lucan Bypass - Chapelizod Bypass   | City Centre       | Off Peak: Every 30 mins<br><br>Peak: Up to 8 mins                                    |
| C2    | Spine     | Adamstown | Lucan Bypass - Chapelizod Bypass   | City Centre       | Off Peak: Every 30 mins<br><br>Peak: Up to 8 mins                                    |
| 251   | Local     | Adamstown | Dodsborough Road - Lucan Village - Willsbrook Road                               | Liffey Valley     | Every 60 mins  |
| 252   | Local     | Adamstown | Dodsborough Rd - Lucan Village   | Blanchardstown    | Every 60 mins  |
| 321   | Peak Time | Adamstown | Lucan Bypass - Chapelizod Bypass - Heuston Station - Custom House                | City Centre       | 4 no. services between 7:00 and 8:00.<br><br>4 no. services between 17:00 and 18:00. |
| 322   | Peak Time | Adamstown | Lucan Village - Chapelizod Bypass - Heuston Station - Custom House - Ballsbridge | City Centre / UCD | 4 no. services between 7:00 and 8:00.<br><br>3 no. services between 16:00 and 18:00. |

Figure 3-3 - BusConnects C1 & C2 Bus Routes

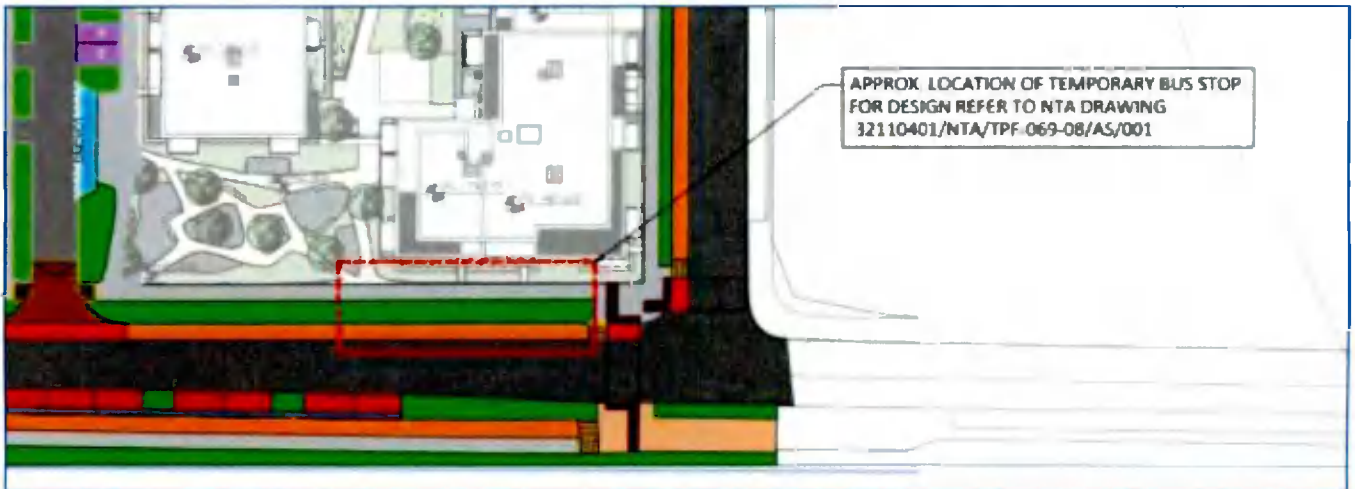


During the planning process for the permitted Block G application under SDCC Reg Ref SDZ21A/0007, SDCC made the following request

*The applicant is advised that the NTA has identified the need for a temporary eastbound bus stop on the southern boundary of the subject site. This temporary stop would be provided in advance of the new bus stops proposed being constructed adjacent Adamstown rail station, provided as part of a separate application. The applicant is requested to provide for a temporary bus stop at this location with full details to be agreed with the NTA in the event of a grant of permission (The SDCC decision order number 0796 has requested further information – RFI Item 8).*

As noted in our response to the RFI Item 8 the design of a temporary bus stop on the southern side of Block G on Station Road is acceptable and can be accommodated subject to understanding of the design requirements and programme for delivery of use of the temporary bus stop. The design of the temporary bus stop would follow the NTA's design as shown on drawing 32110401/NTA/TPF-069-08/AS/001 Adamstown Station Bus Stop Preliminary Design prepared by Jacobs on behalf of the NTA. The location of the temporary bus stop is indicated in Figure 3-4 and can see on drawing 5150924/HTR/07/DR/101 rev C.

Figure 3-4 - Temporary Bus Stop on Station Road as per NTA requirements & Design



### 3.2.3. Existing Rail Services

Adamstown Railway Station is currently serviced by a significant number of peak hour services. 14No. rail services run from Adamstown Railway Station between 06:28 and 08:37 to either Grand Canal Dock or Heuston Station. Average frequency of service is in the order of 11 minutes with travel time of approximately 40 minutes to Grand Canal Dock or approximately 15 minutes to Heuston Station. The morning peak timetable is shown in Figure 3-4.

Figure 3-4 - Rail Service Timetable – Morning Peak

|                            |     | Mon to Fri | Mon to Fri | Mon to Fri | Mon to Sat | Mon to Sat | Mon to Fri | Mon to Fri | Mon to Fri | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Fri | Mon to Sat | Mon to Sat | Mon to Sat |       |
|----------------------------|-----|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|
| PORTLAISE                  | Dep | 05.40      |            |            |            | 06.25      |            |            |            | 06.47      |            | 06.56      |            | 07.20      |            |            |            |            |            | 08.02      | 08.12 |
| Portlarington              | Dep | 05.48      |            | 06.02      |            | 06.34      |            |            | 06.56      |            | 07.13      |            | 07.28      |            | 07.41      |            |            |            |            | 08.12      | 08.21 |
| Monasterevin               | Dep |            |            |            |            | 06.39      |            |            | 07.01      |            | 07.08      |            |            |            | 07.47      |            |            |            |            |            | 08.28 |
| Kildare Village Outlet     | Dep |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |
| Kildare                    | Arr |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |
| KILDARE                    | Dep | 05.59      |            | 06.14      |            | 06.35      | 06.46      |            | 07.00      | 07.09      |            | 07.17      | 07.23      | 07.35      |            | 07.39      |            | 07.54      |            | 08.22      | 08.33 |
| NEWBRIDGE                  | Dep | 06.05      | 06.12      | 06.21      |            | 06.42      | 06.52      | 07.00      | 07.07      |            | 07.19      |            | 07.29      | 07.41      | 07.35      | 07.46      |            | 08.01      | 08.18      |            | 08.33 |
| Naas (Poplar Square)       | Dep |            |            |            |            | 06.30      |            |            | 07.00      |            |            |            |            |            | 07.30      |            |            |            |            |            | 08.20 |
| Sallins & Naas             | Arr |            |            |            |            | 06.50      |            |            | 07.20      |            |            |            |            |            | 07.30      |            |            |            |            |            | 08.45 |
| Sallins & Naas             | Dep |            | 06.20      | 06.29      |            | 06.50      | 06.59      | 07.08      | 07.14      | 07.21      | 07.27      |            | 07.37      |            | 07.43      | 07.53      |            |            | 08.18      |            | 08.33 |
| Celbridge (Salesian Coll.) | Dep |            |            |            |            | 06.40      |            |            | 07.10      | 07.10      |            |            |            |            | 07.45      | 07.45      |            |            |            |            | 08.30 |
| Hazelhatch & Celbridge     | Arr |            |            |            |            | 06.55      |            |            | 07.25      | 07.25      |            |            |            |            | 08.00      | 08.00      |            |            |            |            | 08.45 |
| Hazelhatch & Celbridge     | Dep |            | 06.28      | 06.36      | 06.49      | 06.59      | 07.07      | 07.17      | 07.21      | 07.29      | 07.36      |            |            | 07.51      | 08.01      | 08.15      |            | 08.26      | 08.37      |            | 08.54 |
| Adamstown                  | Dep |            | 06.33      |            | 06.55      | 07.04      |            | 07.22      | 07.26      |            | 07.41      |            |            | 07.56      | 08.06      | 08.20      |            | 08.30      | 08.42      |            | 08.59 |
| Clonsilla Fonthill         | Dep |            | 06.38      |            | 07.00      | 07.09      | 07.14      |            | 07.27      |            | 07.46      |            |            | 08.01      | 08.11      | 08.25      |            | 08.35      | 08.48      |            | 09.04 |
| Park West & Cherry Orchard | Dep |            | 06.42      |            | 07.04      | 07.13      |            | 07.31      |            | 07.50      |            |            |            | 08.05      | 08.15      | 08.29      |            | 08.38      | 08.52      |            | 09.08 |
| DUBLIN Heuston             | Arr | 06.33      |            | 06.59      |            | 07.24      | 07.29      |            | 07.43      | 07.47      |            | 07.50      | 07.59      | 08.07      | 08.15      | 08.25      |            | 08.30      | 08.46      |            | 08.54 |
| Drumcondra                 | Dep |            | 07.01      |            | 07.19      |            | 07.46      |            | 08.06      |            |            |            |            |            | 08.47      |            |            |            | 09.07      |            |       |
| DUBLIN Connolly            | Arr |            | 07.09      |            | 07.24      |            | 07.52      |            | 08.13      |            |            |            |            |            | 08.52      |            |            |            | 09.13      |            |       |
| Tara Street                | Arr |            | 07.12      |            | 07.27      |            | 07.55      |            | 08.15      |            |            |            |            |            | 08.55      |            |            |            | 09.16      |            |       |
| DUBLIN Pearse              | Arr |            | 07.15      |            | 07.29      |            | 07.58      |            | 08.18      |            |            |            |            |            | 08.58      |            |            |            | 09.18      |            |       |
| GRAND CANAL DOCK           | Arr |            | 07.19      |            | 07.33      |            | 08.02      |            | 08.22      |            |            |            |            |            | 09.02      |            |            |            | 09.22      |            |       |

● Connecting Bus  
● Bus also operates from Inish National Stud (departs 15 minutes earlier). Times in *italics* denote bus departure times  
B Bus Link (Route 145) to/from Dublin City Centre  
A Bus Link (Route 747) to Dublin Airport  
I LUAS Tram link to/from Dublin City & Connolly Station  
L Bus Link (Route 757) to Dublin Airport  
 follow us on...

In the PM peak 15No. rail services run to Adamstown Railway Station between 16:28 and 18:17 from either Grand Canal Dock or Heuston Station. Average frequency of service is in the order of 10 minutes with travel time of approximately 40 minutes from Grand Canal Dock and approximately 15 minutes from Heuston Station. The evening peak timetable is shown in Figure 3-5.



Figure 3-5 - Rail Service Timetable – Evening Peak

|                            |     | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat | Mon to Fri | Mon to Sat |       |       |
|----------------------------|-----|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| GRAND CANAL DOCK           | Dep | 16.28      | 16.41      |            |            | 16.59      |            |            |            | 17.32      |            |            |            | 18.00      |            |            |            | 18.17      |            |            |            | 19.11      |            | 19.43 |       |
| DUBLIN Pearse              | Dep | 16.31      | 16.44      |            |            | 17.02      |            |            |            | 17.35      |            |            |            | 18.04      |            |            |            | 18.20      |            |            |            | 19.14      |            | 19.46 |       |
| Tara Street                | Dep | 16.33      | 16.47      |            |            | 17.04      |            |            |            | 17.37      |            |            |            | 18.06      |            |            |            | 18.22      |            |            |            | 19.16      |            | 19.48 |       |
| DUBLIN Connolly            | Dep | 16.37      | 16.52      |            |            | 17.08      |            |            |            | 17.42      |            |            |            | 18.10      |            |            |            | 18.27      |            |            |            | 19.20      |            | 19.52 |       |
| Drumcondra                 | Dep | 16.43      | 16.57      |            |            | 17.13      |            |            |            | 17.47      |            |            |            | 18.16      |            |            |            | 18.33      |            |            |            | 19.26      |            | 19.57 |       |
| DUBLIN Heuston             | Dep |            | 17.10      | 17.25      | 17.30      |            |            | 17.32      | 17.35      |            |            |            | 18.05      |            |            |            | 18.25      | 18.30      | 18.35      |            | 19.00      |            | 19.05      | 19.35 | 19.45 |
| Park West & Cherry Orchard | Dep | 17.00      | 17.15      |            |            | 17.31      | 17.39      |            |            | 18.03      | 18.12      | 18.32      | 18.36      |            |            |            | 18.49      | 19.10      | 19.15      |            | 19.45      | 19.52      | 20.13      |       |       |
| Clonsilla Fonthill         | Dep | 17.04      | 17.19      |            |            | 17.35      | 17.43      |            |            | 18.07      | 18.16      | 18.36      | 18.40      |            |            |            | 18.53      | 19.14      | 19.19      |            | 19.49      | 19.56      | 20.17      |       |       |
| Adamstown                  | Dep | 17.09      | 17.24      |            |            | 17.40      | 17.48      |            |            | 18.12      | 18.21      | 18.41      | 18.46      |            |            |            | 18.58      | 19.19      | 19.24      |            | 19.55      | 20.01      | 20.22      |       |       |
| Hazelhatch & Celbridge     | Arr | 17.16      | 17.28      |            |            | 17.47      | 17.53      |            |            | 18.17      | 18.26      | 18.47      | 18.51      |            |            |            | 19.03      | 19.25      | 19.29      |            | 20.00      | 20.06      | 20.28      |       |       |
| Hazelhatch & Celbridge     | Dep |            |            |            |            | 17.55      | 17.55      |            |            | 18.30      | 18.30      | 19.00      | 19.00      |            |            |            |            |            |            |            |            |            |            |       |       |
| Celbridge (Salesian Coll.) | Arr |            |            |            |            | 18.10      | 18.10      |            |            | 18.45      | 18.45      | 19.15      | 19.15      |            |            |            |            |            |            |            |            |            |            |       |       |
| Sallins & Naas             | Dep |            | 17.37      |            |            | 17.47      |            | 18.01      | 17.52      | 18.25      | 18.37      |            |            |            |            |            | 19.12      |            |            |            | 19.37      |            |            | 20.14 |       |
| Sallins & Naas             | Dep |            |            |            |            | 17.55      |            |            | 17.55      | 18.28      |            |            |            |            |            |            |            |            |            |            |            |            |            |       |       |
| Naas (Poplar Square)       | Arr |            |            |            |            | 18.20      |            |            | 18.20      | 18.50      |            |            |            |            |            |            |            |            |            |            |            |            |            |       |       |
| NEWBRIDGE                  | Arr | 17.31      | 17.46      |            |            | 17.54      |            | 18.08      |            | 18.33      | 18.44      |            |            |            |            |            | 18.56      | 19.21      |            |            | 19.44      |            |            | 20.21 |       |
| KILDARE                    | Arr |            | 17.38      | 17.52      |            | 17.54      |            | 18.14      | 18.05      | 18.33      | 18.51      |            |            | 19.12      |            |            | 19.03      |            |            |            | 19.50      |            |            | 20.27 |       |
| Kildare                    | Dep |            |            | 18.10      |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |       |
| Kildare Village Outer      | Arr |            |            | 18.20      |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |       |
| Monasterevin               | Dep |            | 17.45      |            |            |            |            | 18.22      |            |            |            |            |            | 19.20      | 19.04      |            |            |            |            |            | 19.58      |            |            | 20.35 |       |
| Portarlino                 | Dep |            | 17.55      |            |            | 18.05      | 18.12      |            |            | 18.28      |            |            |            | 19.03      | 19.27      | 19.13      |            |            |            |            | 20.05      | 20.11      |            | 20.42 |       |
| PORTLADISE                 | Arr |            |            | 18.17      |            |            |            | 18.38      |            |            |            |            |            | 19.15      | 19.37      |            |            |            |            |            | 20.16      |            |            | 20.53 |       |

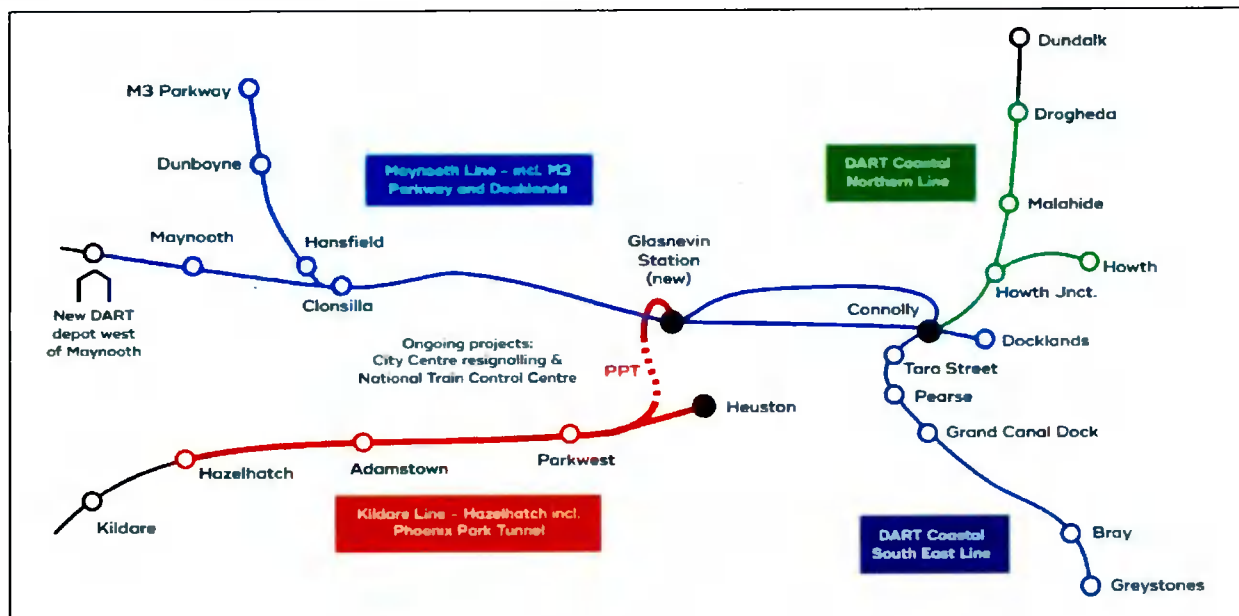
### 3.2.4. Future Rail Services

The National Development Plan 2018-2027 contain proposals for the DART Expansion Programme, a series of projects that will create a full metropolitan area DART network for Dublin with all of the lines linked and connected.

Part of the DART Expansion programme is the provision of increased capacity and higher frequency electrified services to Celbridge/Hazelhatch, via Adamstown, on the Kildare Line. The expansion programme aims to increase train frequency from the current ten-minute frequency to a five-minute all-day frequency and to lengthen all trains to eight carriages. Irish Rail has commenced the delivery of the Kildare Line project with an expected delivery by 2027.

The proposed improvements of the Kildare Line will increase passenger capacity from approx. 2,000 in 2019 to approx. 9,000 by 2027. The DART Expansion programme layout is detailed in figure 3.6 and Adamstown Station will avail of all of the infrastructure and service upgrades on the Kildare Line and the wider network.

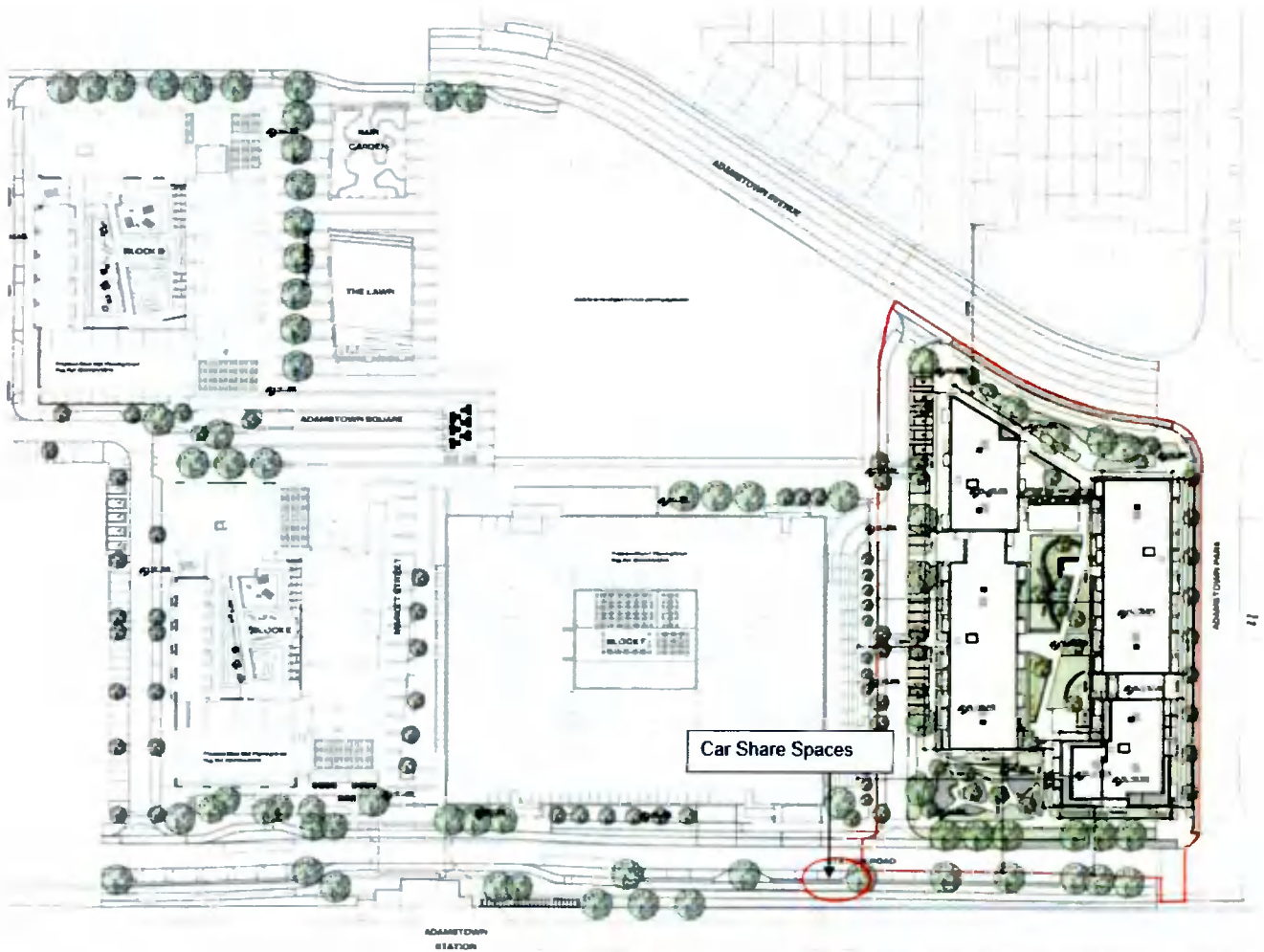
Figure 3-6 - Dart Expansion



## 4. Car Sharing Scheme

Car sharing schemes provide a viable alternative to car ownership offering members the convenience of car travel when necessary without the cost of car ownership. The proposed Adamstown District Block G development will utilise the 3no. car sharing spaces within the proposed as part of the Adamstown District Centre Phase 1 development.

In overall terms car sharing spaces can replace up to 15 no. traditional car parking spaces and in the context of Adamstown District Centre provision of convenient access to car share vehicles provides a tangible alternative to car ownership, and is one measure that underpins the reduced car parking provision for residential occupiers.



## 5. Bicycle Parking

### 5.1. Overview

The bicycle parking will be provided for the following classifications:

- Residential
- Residential Visitor

Standards are assessed in terms of the parking standards set out in the Adamstown SDZ.

### 5.2. Residential Bicycle Parking Provision

The residential cycle parking is in accordance with the requirements of the Adamstown SDZ. The guidelines specify a general minimum standard of 1 bicycle space per unit to be applied.

The residential bicycle parking will be provided in secure storage facilities within the residential apartment unit, the bicycle parking will be provided using double stacked bike racks. This provision in line with the residential cycle parking of Block E and Block B in the granted Adamstown District Centre Phase 1 application.

Table 5-1 details the residential bicycle parking requirements for Adamstown District Centre Block G Development.

**Table 5-1 - Adamstown District Centre Block G Residential Bicycle Parking Requirement**

| Residential Unit Type    | Quantum    | Development Residential Required<br>1 space per unit |
|--------------------------|------------|--|
| 1 Bedroom Apartment      | 83         | 83   |
| 2 Bedroom Apartment (3P) | 10         | 10   |
| 2 Bedroom Apartment (4P) | 89         | 89   |
| 3 Bedroom Apartment      | 2          | 2  |
| <b>Total</b>             | <b>184</b> | <b>184</b>   |

184 residential bicycle parking spaces are accommodated as 92 no. double stacked bike racks in secure storage facilities within the Block G residential unit.

### 5.3. Visitor Bicycle Parking Provision

Adamstown SDZ does not have a specific retirement for visitor cycle parking. The residential visitor bicycle parking will be provided as minimum 1 per 5 units as detailed in Table 5-2.

**Table 5-2 - Adamstown District Centre Block G Residential Visitor Parking Requirement**

| Residential Unit Type    | Quantum | Development Visitor Required<br>1 space per 5 Units |
|--------------------------|---------|---|
| 1 Bedroom Apartment      | 83      | 17  |
| 2 Bedroom Apartment (3P) | 10      | 2   |
| 2 Bedroom Apartment (4P) | 89      | 18  |

|                     |            |           |
|---------------------|------------|-----------|
| 3 Bedroom Apartment | 2          | 0         |
| <b>Total</b>        | <b>184</b> | <b>37</b> |

40 visitor spaces are provided as part of the Block G Development. The residential visitor cycle parking will be provided as 20no. uncovered Sheffield Stands in the public space in line with the provision in the granted Adamstown District Centre Phase 1 application.

## 6. Car Parking

### 6.1. Residential Car Parking

#### 6.1.1. Residential Parking Strategy

Based on the promotion of low car ownership the parking is proposed to be provided in line with the Design Standards for New Apartments - Guidelines for Planning Authorities (Apartment Guidelines March 2018) document. These guidelines promote low parking provision and provides guidance as noted in the sections below.

The Apartment Guidelines set out three location typologies; central, intermediate and peripheral. It is appropriate to consider Adamstown Station as an intermediate location as a suburban district centre in a broader suburban location with direct links to bus and rail services that will increase in service frequency in line with population growth and corresponding travel demand. Given the proximity to such services and the scale and density of proposed development it is also reasonable to conclude that the development presents characteristics of a central location.

The Apartment Guidelines do not set specific standards for parking provision for intermediate locations. On the one hand it states that for peripheral locations, one space per unit and one visitor space for every 3-4 spaces should be applied. For central locations that are well served by public transport the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.

The Guidelines state that for intermediate typologies in suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net density, planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.

Given the context of the site as described above it is a reasonable consideration to provide one parking space for every two units for the Adamstown District Centre Block G development. This parking provision aligns with recently granted Adamstown District Centre Phase 1 development.

The visitor parking will be accommodated within the overall public parking provision of the Adamstown District Centre development and not provided as a separate standalone provision in line with Adamstown SDZ Section 2.4.28 that allows for shared parking between complementary land uses.

Residential occupier parking spaces for the Adamstown District Centre Block G development are proposed to be provided in the on-street parking & in the 3<sup>rd</sup> Floor of Block F Multi-storey Car Park (MSCP).

The current Block F Amendment Planning Application (SDCC Ref: SDZ21A/0017) proposes to provide an additional floor on the Multi-Storey Car Park (MSCP), Level 3, to serve the car parking demand associated with the land uses of the Adamstown District Centre Tile.

A detailed rationale for the provision of the additional 3<sup>rd</sup> floor (which was previously proposed as part of the Phas1 Masterplan Scheme) is provided within the Block F Amendment Application and the relevant section are repeated below.

##### 6.1.1.1. District Centre Car Parking Strategy

The residential and public parking ratios and strategy as outlined in Section 6.3 & 6.4 of the submitted parent Transport Statement document (reference 5150924DG036\_Rev\_4) as previously agreed remain unchanged for this application. In summary they are:

- A residential car parking ratio of 0.5 space per unit for the Station Tile is acceptable; and
- Public parking at a rate of 60% of the cumulative maximum standards is considered appropriate based on a cumulative parking exercise and complementary car parking uses.

Table 6-1 details the Adamstown District Centre development non-residential car parking provision requirements.

**Table 6-1 - Adamstown District Centre Parking Requirements**

| Type   | Adamstown District Centre Uses |                          |                                  |                        |
|--|--------------------------------|--------------------------|----------------------------------|------------------------|
| Type   | Areas / No.                    | Adamstown SDZ Table 2.12 | Maximum Car Parking <sup>1</sup> | 60% Complementary Uses |
| Supermarket Block F                            | 5745                           | 1 per 15m2 GFA           | 383                              | 230                    |
| Other retail uses <sup>2</sup>                 | 8085                           | 1 per 30m2 GFA           | 272                              | 163                    |
| Total  |                                |                          | 655                              | 393                    |
| Health Centre <sup>3</sup> and other uses      | 3014                           | 1 per 30- 45m2 GFA       | 67                               | 50 <sup>4</sup>        |
| Total Non-Residential Car Parking Requirements |                                |                          |                                  | 443                    |

Table 6-2 outlines the agreed car parking ratio for the maximum Adamstown District Centre Residential component

**Table 6-2 - Adamstown District Centre Residential Car Parking Provision**

| Type             | Units | Ratio                           | Maximum Car Parking |
|------------------|-------|---------------------------------|---------------------|
| Residential uses | 975   | 0.5 car parking spaces per unit | 488                 |

Based on the above numbers, Table 6-3 shows the revised maximum car parking requirement for Adamstown District Centre land uses.

**Table 6-3 - Adamstown District Centre Proposed Car Park Provision**

| Type                   | Maximum Car Parking |
|------------------------|---------------------|
| Non – Residential uses | 443                 |
| Residential uses       | 488                 |
| Total                  | 931                 |

As noted in Table 6-3 a total of 931No. car parking spaces are required to serve the District Centre Tile

<sup>1</sup> Figures rounded up

<sup>2</sup> Refers to retail uses permitted for Block B&E and Proposed block H

<sup>3</sup> Health Centre car parking associated (min 50 paces) will be accommodated in MSCP

<sup>4</sup> Based on specific minimum requirement for a Health Care Centre

## 6.2. Revised Block F Car Parking Provision

Table 6-4 below sets the car parking provided in the proposed Multi-Storey Car Park subject to the grant of permission for the Block F Amendment Planning Application (SDZ21A/0017).

**Table 6-4 - Block F Amendment Multi-Storey Car Park Provision**

| Level          | No. of Spaces |
|----------------|---------------|
| MSCP – Level 1 | 215           |
| MSCP – Level 2 | 224           |
| MSCP – Level 3 | 234           |
| Total MSCP     | 673           |

The car parking layouts are detail in the Henry J Lyons Drawings

- ADC – HJL-F-01-DR-A-P1011 Rev P02
- ADC – HJL-F-02-DR-A-P1012 Rev P02
- ADC – HJL-F-03-DR-A-P1011 Rev P01

Extracts of the drawings are shown in Figure 6-1 to 6-3 below.

**Figure 6-1 - Extract from HJL MSCP - Level 1**

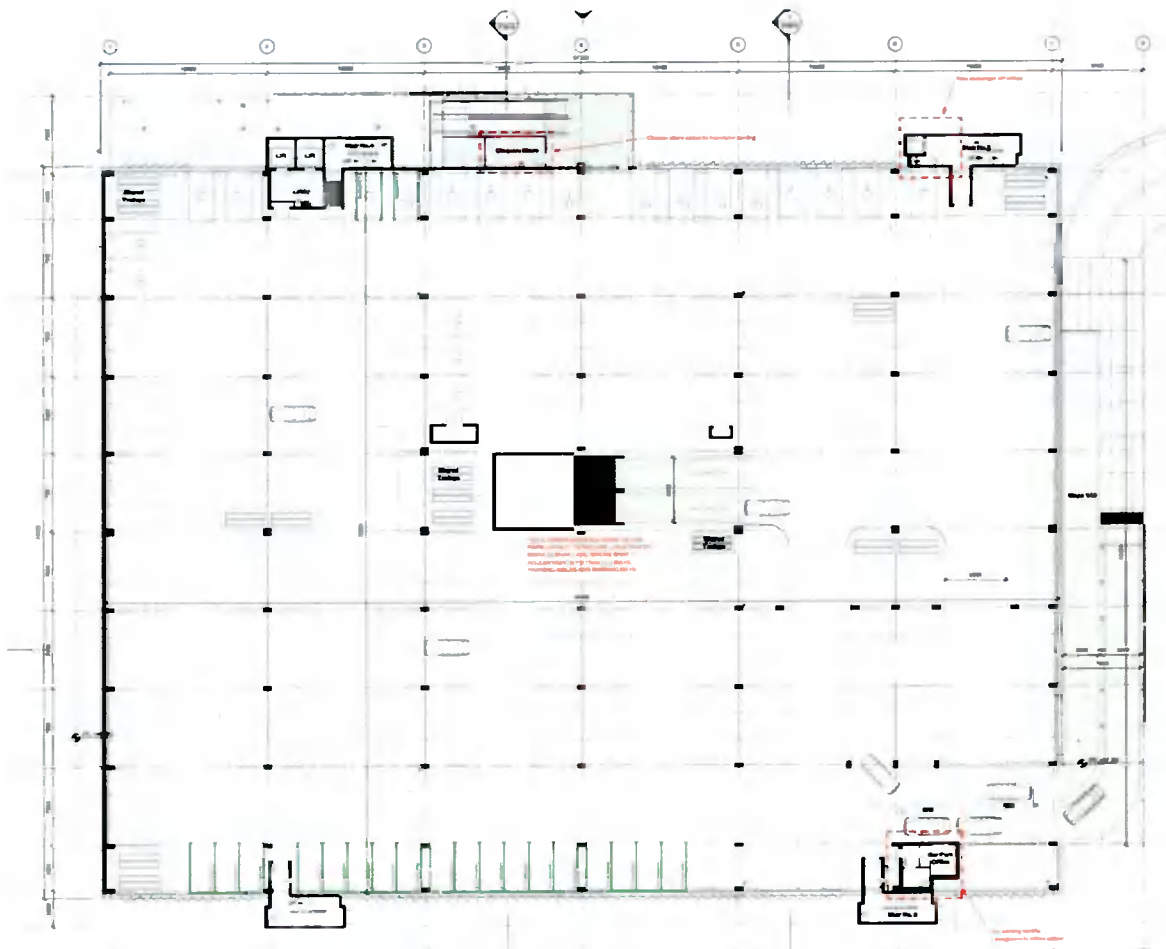


Figure 6-2 - Extract from HJL MSCP - Level 2

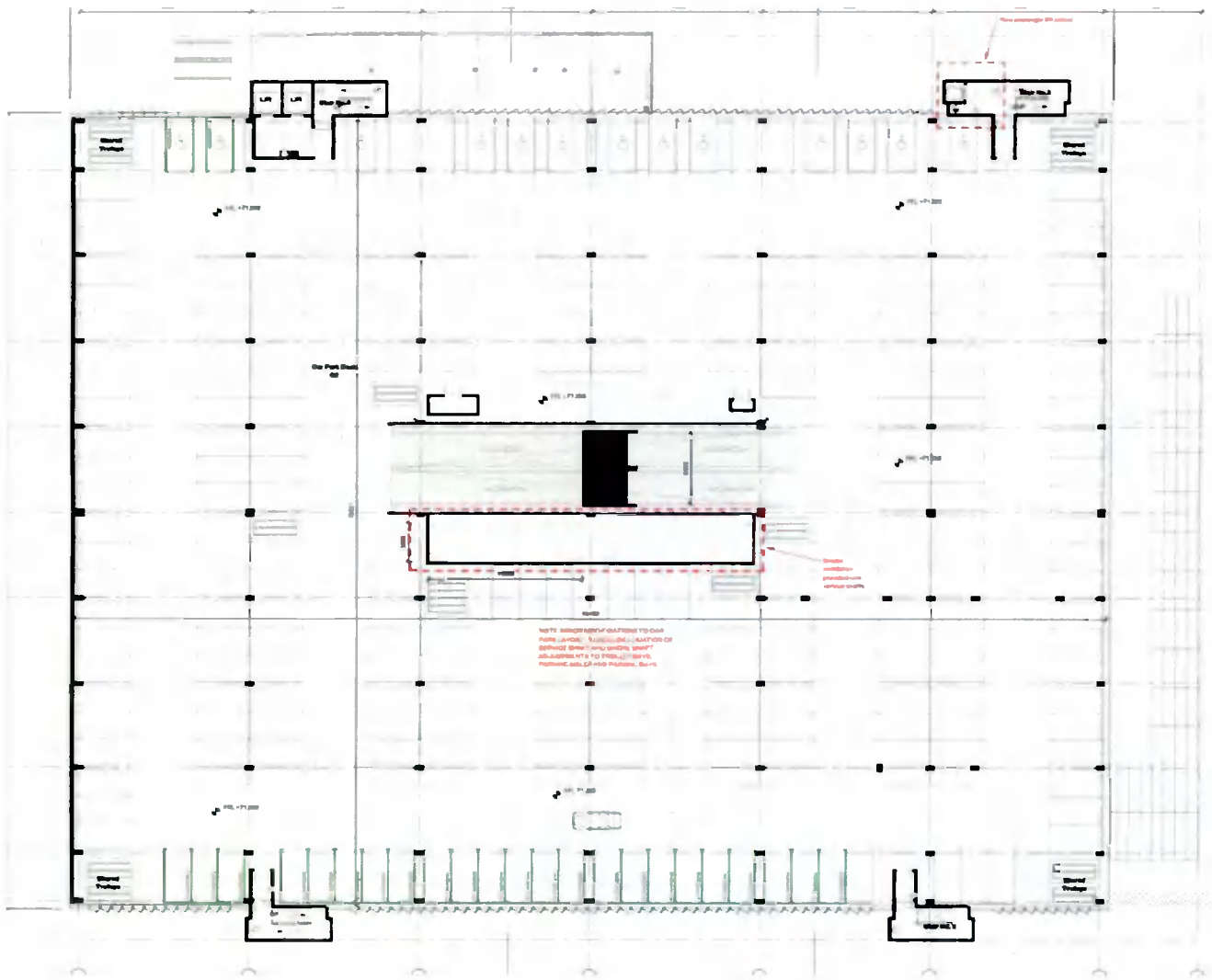
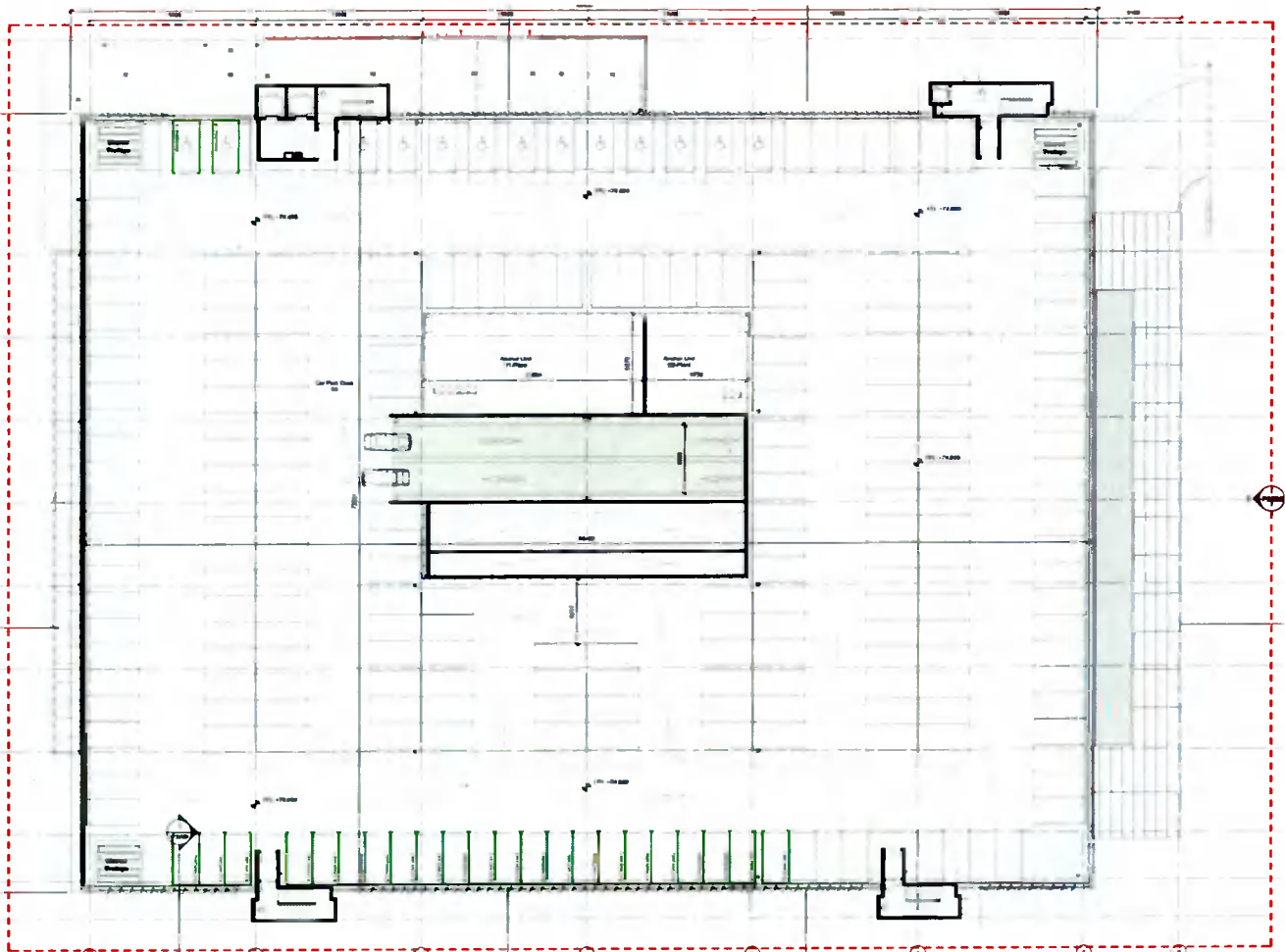




Figure 6-3 - Extract from HJL MSCP - Level 3



### 6.3. MSCP Car Parking Allocation

Of the 673No. MSCP spaces, 443No. spaces will be allocated for non-residential/ public car parking equating to the demand identified in Table 6-1 above.

The remaining 230No. spaces in the MSCP will be allocated to residential uses across the Adamstown District Centre Tile in accordance with previous permission such as B&E amendment (Ref SDZ20A/0016) as well as pending new and or revised planning applications. This includes:

- 66No. spaces for Block B&E amendment;
- 76No. spaces for future application to remove undercroft / podium car parking for Block G; and
- 88No spaces are between Block ACD (in pre-planning) and Quadrant H future application.

The remaining residential parking requirement for the Adamstown District Centre Tile, 258No. car parking spaces (i.e., 488 spaces minus 230 MSCP provision), will be provided via a combination of on-street, undercroft and basement / under podium.

Table 1-5 outlines the location of car parking for Adamstown District Centre Tile.

**Table 6-5 - Adamstown District Centre Tile Parking Location**

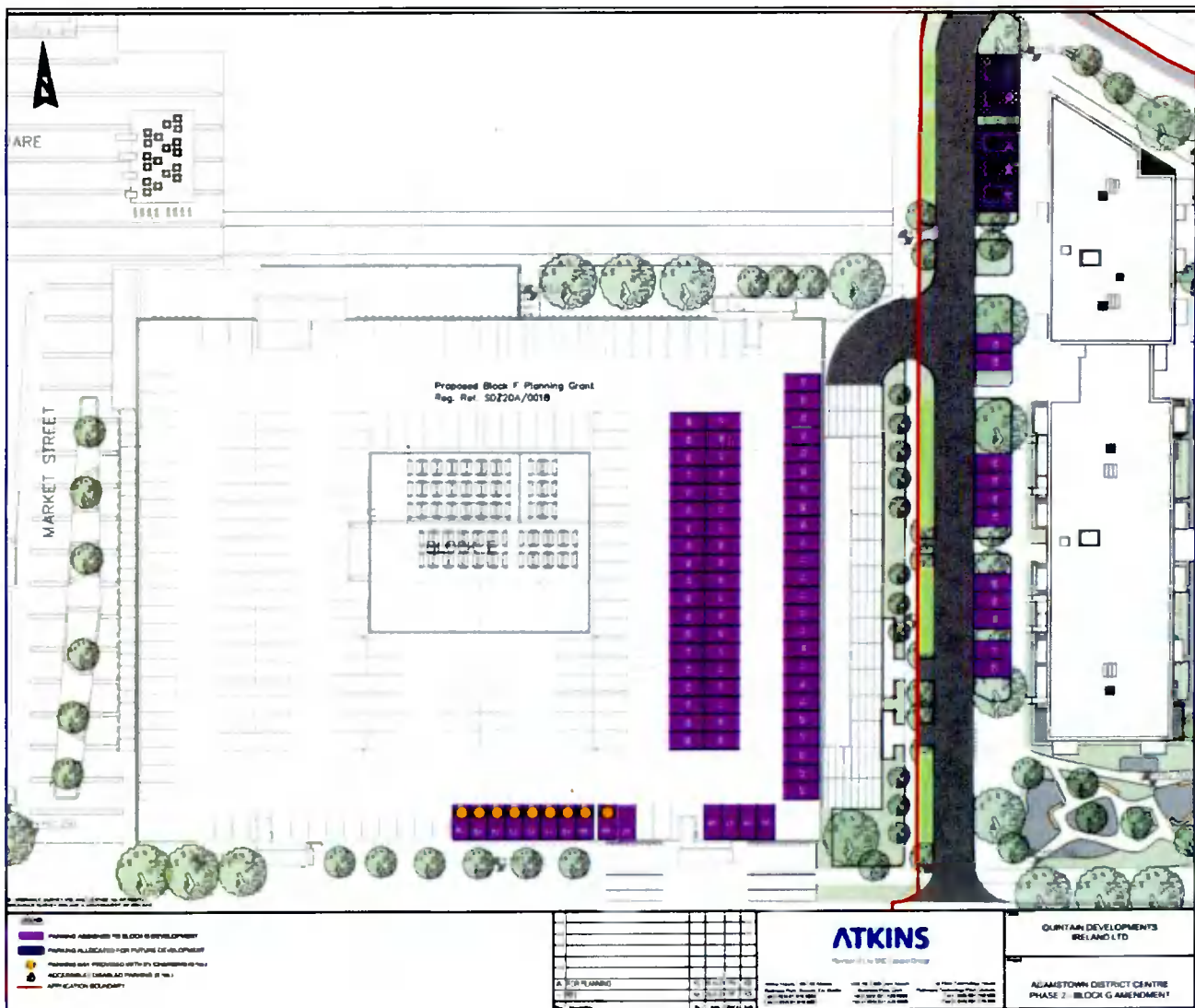
| Adamstown District Centre            | Maximum car parking requirements | No. Of Spaces | Location                              |
|--------------------------------------|----------------------------------|---------------|---------------------------------------|
| Non-residential Parking Requirements | 443                              | 443           | MSCP level 1 and level 2 part Level 3 |
| Residential Parking                  | 488                              | 230           | MSCP level 3 (230 <sup>5</sup> )      |
|                                      |                                  | 258           | On Street, podium, undercroft         |
| Total                                |                                  | 931           |                                       |

The temporary Park and Ride facility located on the Boulevard Tile currently remains operational for and accommodates this parking element of the Station Tile.

Details of Block G car parking allocation are shown on drawing 5150924/HTR/07/DR0114 – Car Parking Allocation. An extract is shown in Figure 6-4.

<sup>5</sup> B&E 66No. spaces, Block G 83No. space, Block ACD and Quadrant H 81No.spaces

Figure 6-4 - Car Parking Allocation for Block F



### 6.3.1. Residential Parking Provision

The parking provision for the residential units of the Adamstown District Centre Block G is detailed in Table 6-6 below.

Table 6-6 - Adamstown District Centre Block G Residential Car Parking Requirement

| Residential Unit Type    | No. of Units | Residential<br>0.5 space per unit |
|--------------------------|--------------|-----------------------------------|
| 1 Bed Apartment          | 83           | 42                                |
| 2 Bed Apartment (3P)     | 10           | 5                                 |
| 2 Bed Apartment (4P)     | 89           | 44                                |
| 3 Bed Apartment          | 2            | 1                                 |
| <b>Total Requirement</b> | <b>184</b>   | <b>92</b>                         |

Adamstown District Centre Block G development requires 92no. parking spaces for the residents.

### 6.3.2. Residential Parking Location

Residential parking for the Block G development will be located on street parking spaces and within the 3<sup>rd</sup> Floor of Block F Multi-storey Car Park (MSCP)

The residential occupier parking allocation for the Block G development is detailed in Table 6-7 below.

**Table 6-7 - Adamstown District Centre Block G Residential Car Parking Allocation**

| Parking Type                       | Adamstown District Centre |           |
|------------------------------------|---------------------------|-----------|
|                                    | Block G                   |           |
| On street parking                  |                           | 16        |
| Block F 3 <sup>rd</sup> Floor MSCP |                           | 76        |
| <b>Total Allocation</b>            |                           | <b>92</b> |

The location of car parking for Block G, both on street and within the 3<sup>rd</sup> Storey of the MSCP are shown on Drawings 5150924/HTR/07/DR0114 – Car Parking Allocation

### 6.3.3. Disabled Car Parking Provision

SDCC Development Plan 2016-2022 notes that disabled parking should be provided in line with Technical Guidance Document Part M. Section 1.1.5 of Technical Guidance Document Part M looks for 5% of the total parking provision to be provided assigned as disabled parking bays.

5No. on street parking spaces as assigned as disabled parking bays, the locations are detailed on drawings ref 5150924/HTR/07/DR/0114 – Car Parking Allocation

### 6.3.4. Electric Charging Provision

The development will provide ducting for all parking spaces to facilitate the future full provision of electric charging facilities for all parking spaces.

10% of the parking spaces will be provided with charging facilities in line with Section 11.4.3 of the SDCC Development Plan 2016-2022.

9No. parking spaces in the podium will be provided with charging facilities, the locations are detailed on drawings 5150924/HTR/07/DR/0114 – Car Parking Allocation.

## 6.4. Car Parking Layout

### 6.4.1. On-street Car Parking Layout

#### Adamstown SDZ Requirement

The main Adamstown SDZ document does not state the recommended size of parking spaces. The Adamstown Street Design Guide shows on-street street parking as 2.4m minimum width and 4.8-5m deep for perpendicular spaces. The Adamstown Street Design Guide notes 6m reversing space for perpendicular spaces.

#### SDCC Development Plan Requirement

Sections 11.4.4 of the development plan notes the layout of on-street spaces shall be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).

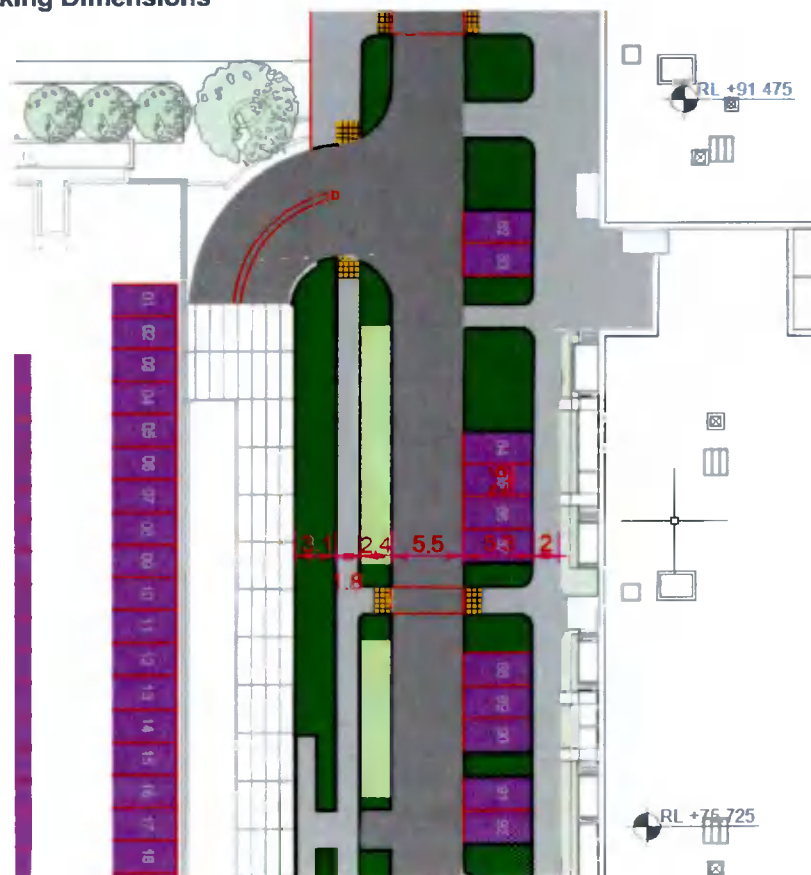
DMURS guidance notes minimum width of 2.4 and minimum depth of 4.8 for perpendicular spaces. AS above DMURS also notes 6m reversing space for perpendicular spaces.

#### Development Provision

The development provides on street parking as detailed below in accordance with the Adamstown SDZ Requirements as outlined below and shown in the Figure 6-5.

- Parallel Parking Spaces - 2.4m x 6.0m
- Perpendicular Spaces - 2.5m x 5.3m (deeper spaces to provide 6m reversing space onto the 5.5m wide street)

**Figure 6-5: Car Parking Dimensions**



The on-street car parking layout is provided in line with the on-street parking in the granted Adamstown District Centre Phase 1 application.

## 6.4.2. Podium Car Parking Layout

### Adamstown SDZ & SDCC Development Plan Requirement

Adamstown SDZ documents and the SDCC Development Plan do not mention the requirement in relation to podium parking.

### Design Recommendations for Multi-Storey and Underground Car Parks

In terms of the undercroft parking the design guidance used is the “Design Recommendations for Multi-storey and Underground Car Parks” document.

This guidance document details the bay sizes of 2.4m for mixed occupancy, 2.5 for high movements (i.e. Block F) and 2.3m for low movements as shown in Figure 6-1.

Figure 6-5 - Design Recommendations for Multi-Storey and Underground Car Parks Car Bay Dimensions

Table 4.2 Car bay dimensions

| Type of parking | Length <sup>b</sup> (m) | Width (m)         | Comment                                      |
|-----------------|-------------------------|-------------------|--|
| Mixed use       | 4.80                    | 2.40              | Mixed occupancy                              |
| Short-stay      | 4.80                    | 2.50              | Typically less than two hours                |
| Long-stay       | 4.80                    | 2.30              | One movement per day, e.g. business car park |
| Disabled user   | 4.80                    | 3.60 <sup>f</sup> | –  |
| Parent/child    | 4.80                    | 3.20 <sup>d</sup> | –  |

**Notes**

a All the dimensions are to be clear of any projections, but see Section 4.3.4.

b The preferred dimension is 4.80m for all bay lengths. However, with restricted space and appropriate signage, this can sometimes be reduced for small/city vehicles (see Section 4.4.1).

c The bay width for use by disabled persons allows for the door to be fully opened to improve movement in and out of the car and to provide greater room for assistance to be given to those less mobile. Additional details are given in Traffic Advisory Leaflet 5/95 *Parking for Disabled*<sup>4.3</sup> and the Building Regulations<sup>4.4,4.5</sup>.

d The bay width for use by parent and child allows for the door to be opened more fully for access to child seats.

The guidance document notes a 6m aisle width for one-way circulation as detailed in Figure 6-2 below.

Figure 6-6 - Design Recommendations for Multi-Storey and Underground Car Parks Aisle and Bin Widths

Table 4.3 Recommended aisle and bin widths

| Parking angle | Preferred aisle width (m) | Bay width (m) | Preferred bin width for 4.80m bay length (m) |
|---------------|---------------------------|---------------|--|
| 90°           | Two-way aisle: 6.95       | All           | 16.55  |
| 90°           | One-way aisle: 6.00       | All           | 15.60  |
| 60°           | 4.20                      | 2.30          | 14.85  |
|               |                           | 2.40          | 14.95  |
|               |                           | 2.50          | 15.05  |
| 45°           | 3.60                      | 2.30          | 13.65  |
|               |                           | 2.40          | 13.80  |
|               |                           | 2.50          | 13.95  |

Development Provision

The development provides podium parking as detailed below.

90 Degree Perpendicular Spaces – 2.4m x 4.8m  
 Aisle Width – 6m for one-way circulation aisle

Based on Table 4-2 of the “Design Recommendations for Multi-storey and Underground Car Parks” document the space width is above the minimum of 2.3m for a low movement environment.

## 6.5. Car Parking Management Strategy

Car parking within Adamstown Station and on the adjacent roads and within the adjacent development areas will be subject to a coordinated parking management regime. This will be similar to any 'town centre' location wherein all car parking is subject to appropriate parking permits or parking tariffs. All illegally parking vehicles will be subject to clamping and fines.

This parking management system supports the proposed residential occupier parking provision in Adamstown District Centre. On the one hand residents who are issued a parking permit will have surety of a car parking space, either in an allocated or unallocated residential parking space. On the other hand, any resident who does not have a parking permit will be precluded from parking within the District Centre development, on adjacent roads or in adjacent development areas.

Public parking provision, either on-street or in the multi storey car park (MSCP), will be subject to a parking tariff regime that will be designed to be prohibitive to long stay parking. In all circumstances any vehicles parked in spaces without a valid parking permit or without the required parking tariff will be subject to being clamped and fined.

### 6.5.1. Overspill

The existing development areas in Adamstown together with the main road through the SDZ are subject to on-going management of parking via the relevant bye laws. Within residential areas residents are issued with parking permits. Cars parked without permits are clamped and fined.

### 6.5.2. Residential Parking

Podium parking within residential apartment block will be subject to a barrier and fob system and spaces will be allocated to specific residential; units.

On street and multi storey car park residential spaces will be unallocated but clearly demarcated as resident only parking. Only cars with the required displayed parking permit will be permitted to park in these spaces and other parked vehicles will be clamped and fined.

### 6.5.3. Public Parking Multi Storey Car Park

These spaces will be located in the multi storey car park. Entry and exit will be via a barrier system to both levels. These spaces will be subject to a parking tariff operated on a 'pay as you leave'. The tariffs will be designed to preclude long stay parking in these spaces.

### 6.5.4. Taxi/Set Down Space

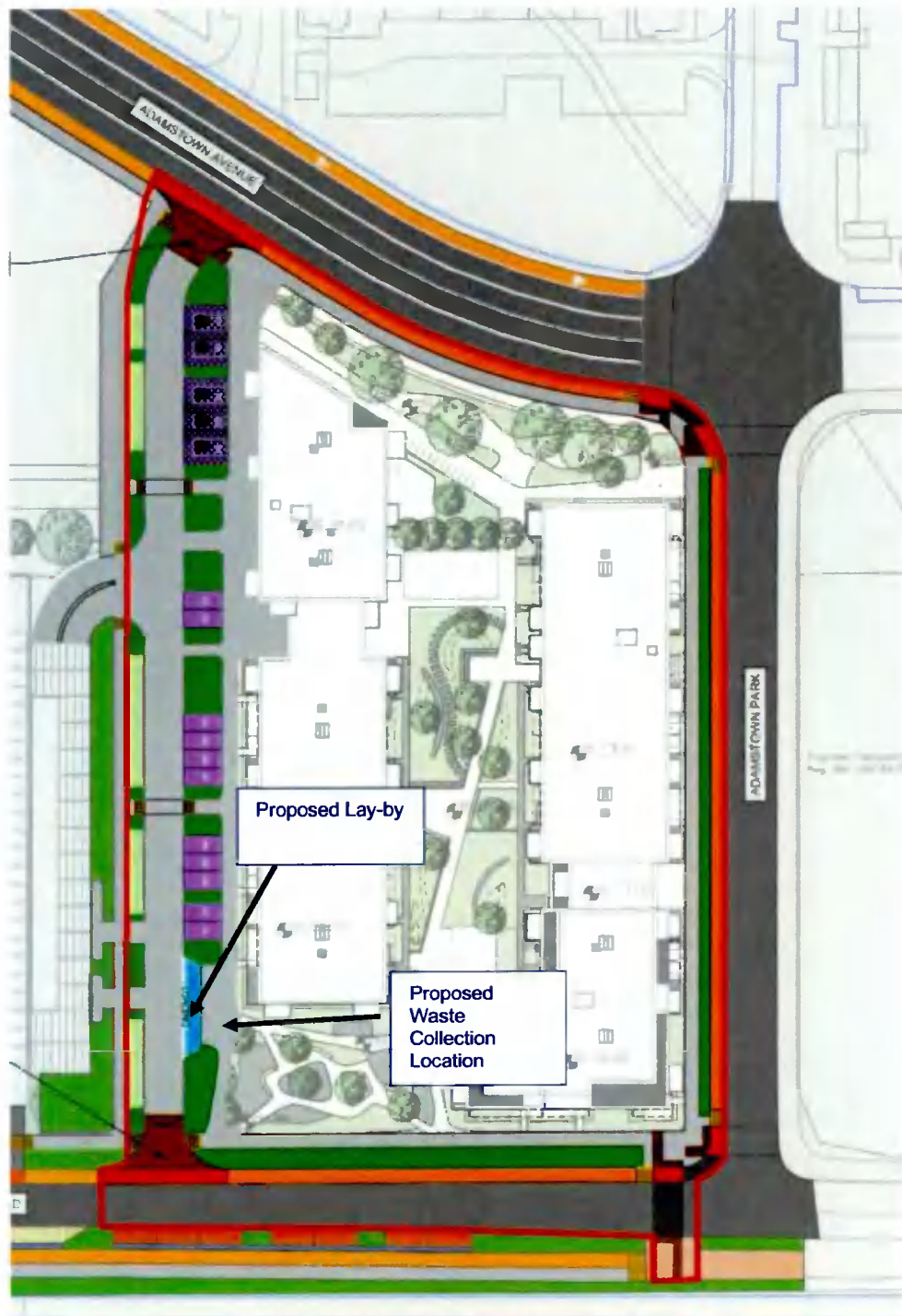
A number of taxi/set down spaces are provided within the Adamstown District Centre development. The management of these spaces will be subject to the Taxi Regulation Act 2013 in relation to Taxi use and time limit, i.e., 15minutes, in relation to private vehicles use.



# 7. Waste Collection Strategy

The refuse collection location will be adjacent the lay-by to the southwest of the development, the refuse collection vehicle will utilise the lay-by for the collection of refuse bins as detailed in Figure 7-1 below. The movement of the refuse bins to and from the refuse collection location will be managed by the management company of the Block G development.

Figure 7-1 - Adamstown District Centre Block G Waste Collection Facilities



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