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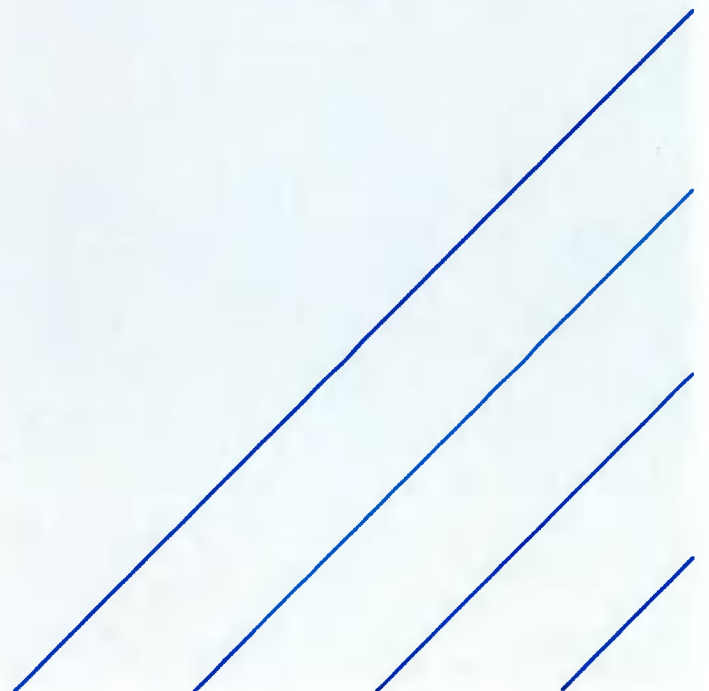
Member of the SNC-Lavalin Group

Adamstown Station Block ACD

Transport Statement

Quintain Developments Ireland Ltd

Spring 2022



Notice

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1. Introduction & Principles

1.1. Introduction

This Transport Statement sets out the overall transport strategy and proposals for the proposed Block ACD development of Adamstown District Centre. In this context the strategy is set out in terms of the following scenarios:

- The Block ACD 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.

1.1. Proposed Development Description

The proposed development consists of:

- A development to be constructed in 3no. blocks (known as Block A,C and D) ranging in height from 2 to 9 storeys including an ancillary residents Pavilion Amenity Building.
- 436no. apartments comprising 9no. studio units, 204no. 1-bedroom units, 213no. 2-bedroom units and 10no. 3-bedroom unit.
- Communal open space provided at podium and ground levels
- 220no. car parking spaces are to be provided in a mixture of on-street parking, podium and within the already permitted Block F multi-storey car park.
- The provision of 526no. bicycle parking spaces provided through stacked (416no. spaces) and Sheffield (110no. spaces) bicycle parking spaces.

The development also includes the provision of all ancillary site development and landscape works.

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 principal 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.

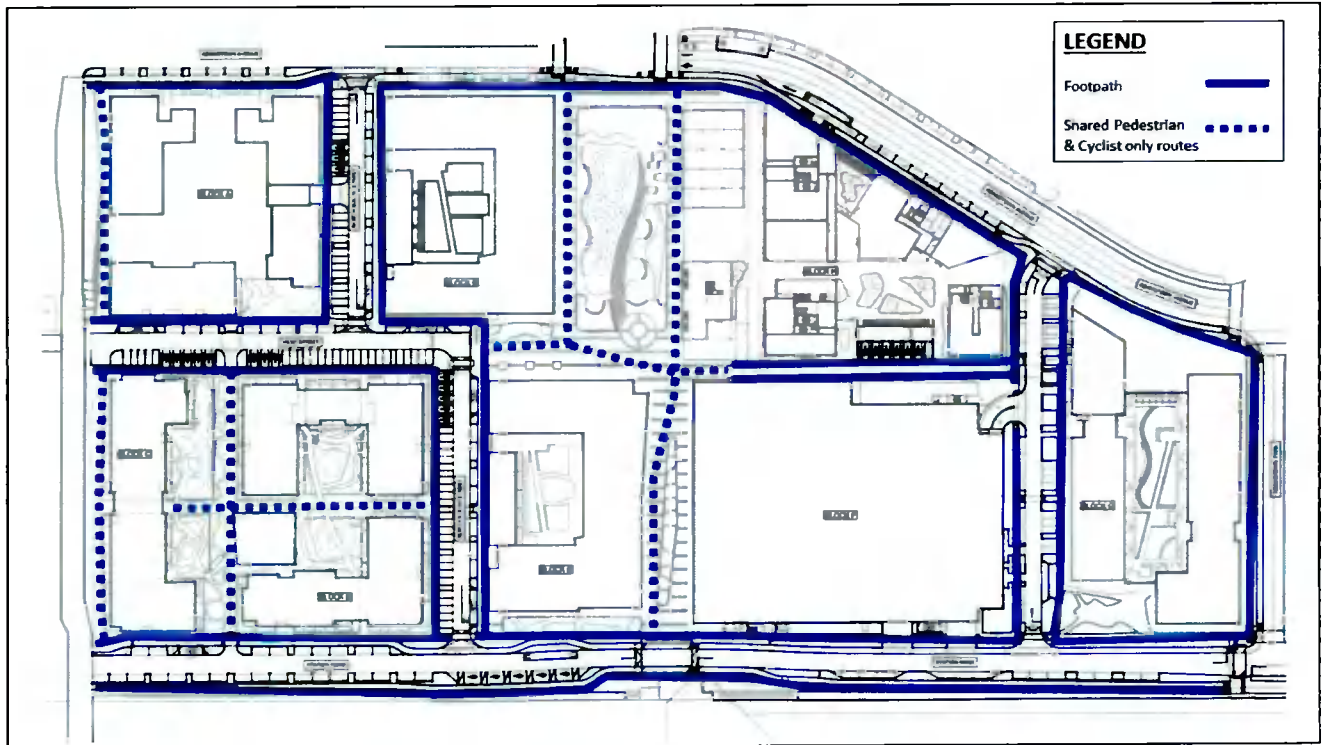
Pedestrian and Cycle Only Routes: These supplement Major Routes by providing direct short cuts, and or alternative routes away from traffic. These routes will largely be provided through areas of open space and will be of a more recreational nature.

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

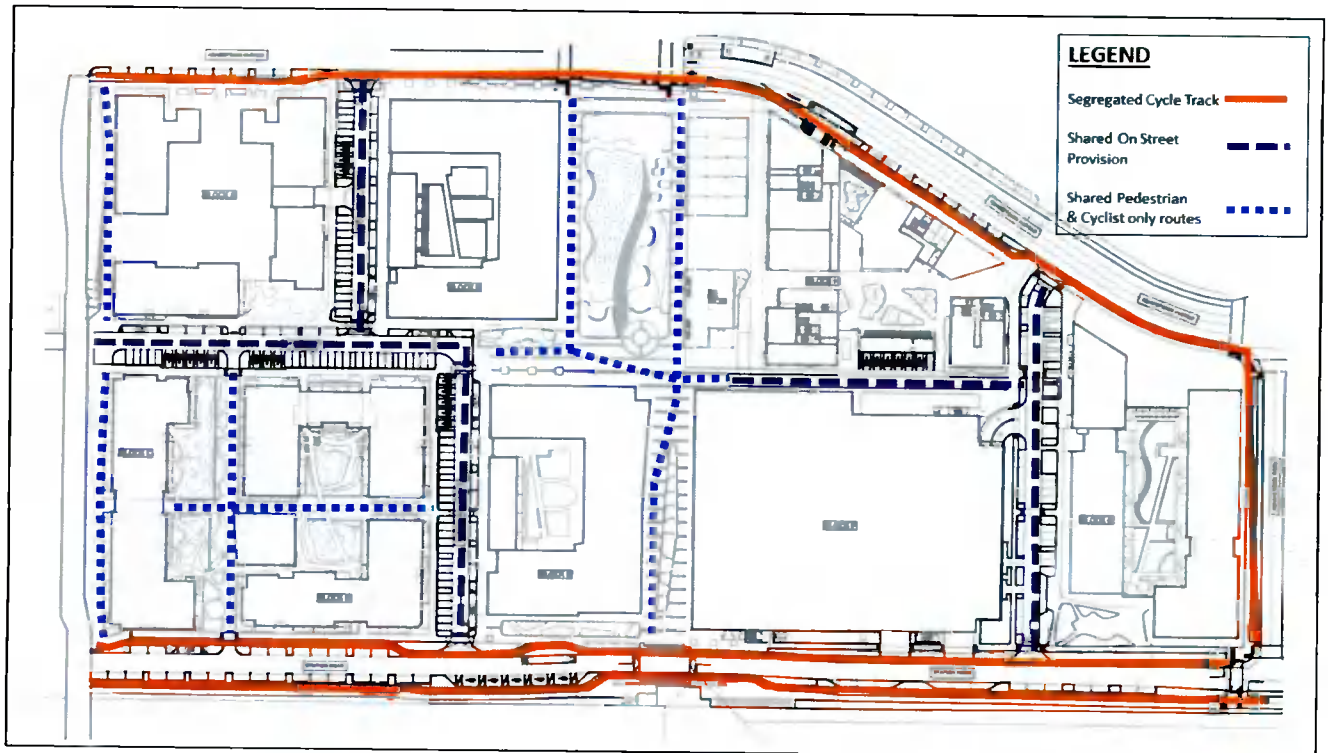
The existing and proposed pedestrian provision for the Adamstown District Centre masterplan is detailed in Figure 2-2. The relevant elements of this network are incorporated within the Adamstown District Centre Block ACD layout.

Figure 2-2 - Adamstown District Centre Pedestrian Provision Cyclist Provision



The existing and proposed cyclist provision for the Adamstown District Centre masterplan is detailed in Figure 2-3. The relevant elements of this network are incorporated within the Adamstown District Centre Block ACD layout.

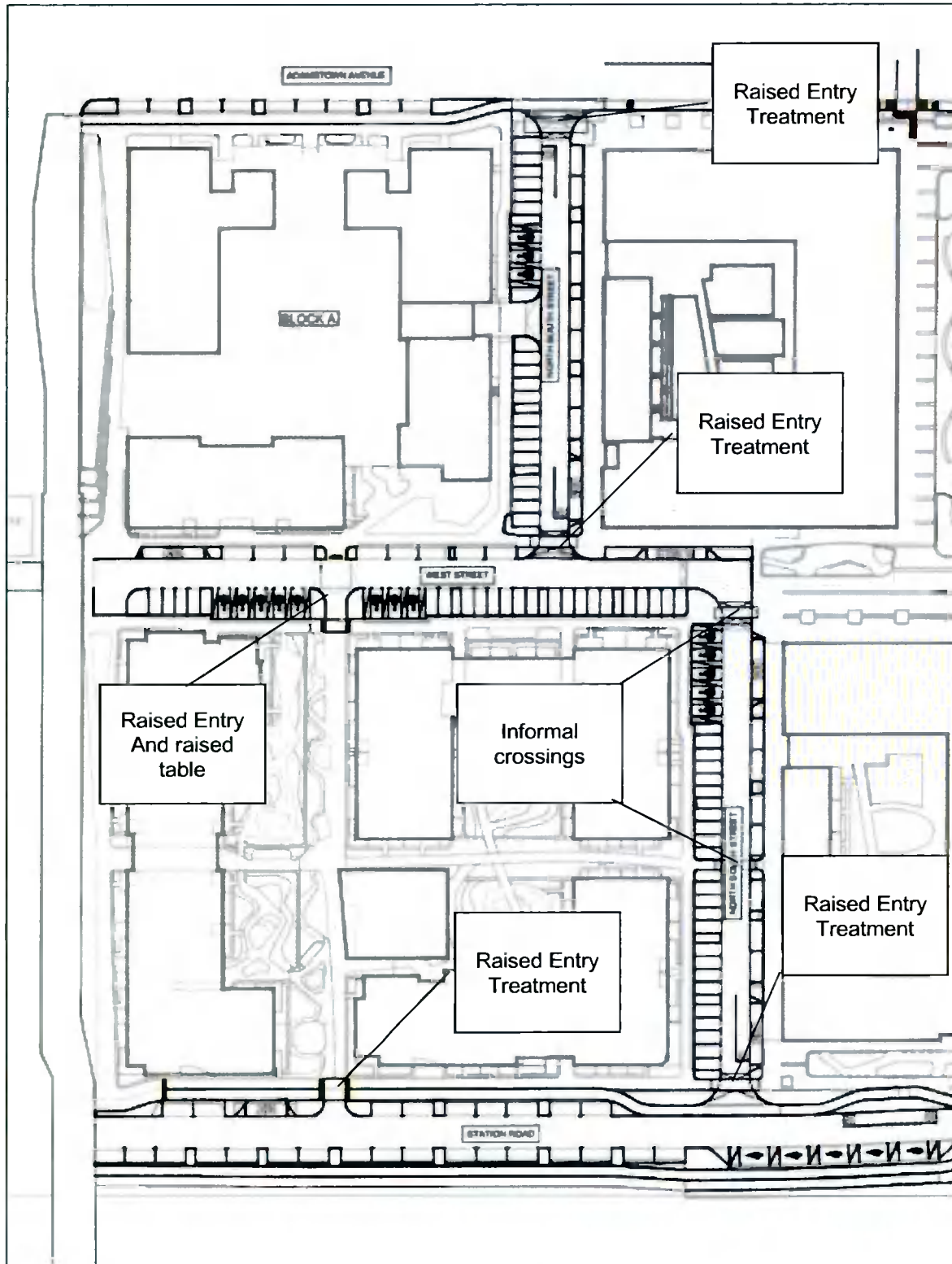
Figure 2-3 - Adamstown District Centre Cyclist Provision



2.2. Crossings Facilities

Figure 2-4 details the existing and proposed crossing facilities adjacent the Adamstown District Centre Block ACD development. They consist of raised entry treatments at junction to provide pedestrian priority and continuity of service, informal crossing facilities on Local Streets where traffic volumes and speeds are low and raised table crossings.

Figure 2-4 - Adamstown District Centre Block ACD Crossing Facilities



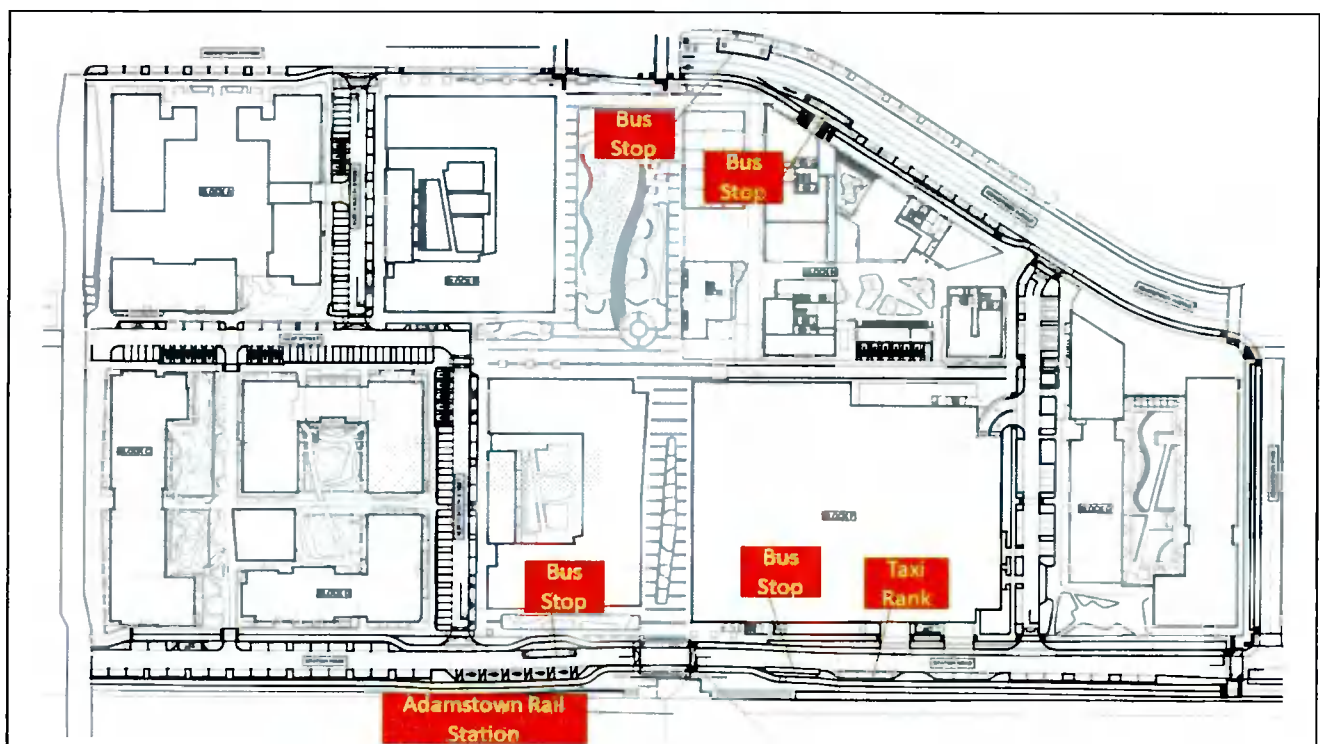
3. Public Transport

3.1. Public Transport Facilities

Block ACD is located within Adamstown District Centre and 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

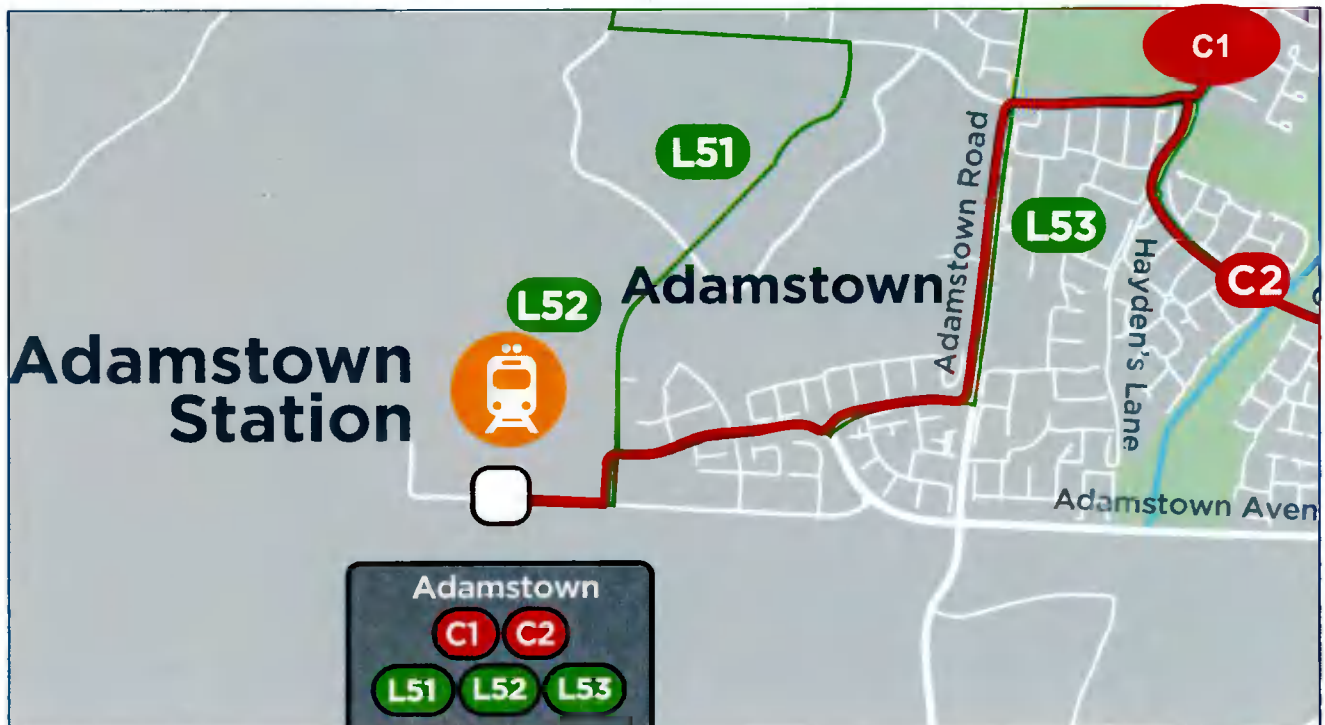
Adamstown District Centre is currently served by a number of bus services set out in Table 3-1

Table 3-1 - Current Bus Services in Adamstown

Route No	To and From	Frequency
C1	Adamstown Station – City Centre - Sandymount	Peak every 20min, off peak every 30mins
C2	Adamstown Station – City Centre - Sandymount	Peak every 20min, off peak every 30mins
L51	Adamstown Station – Lucan Village – Blanch. SC	Every hour
L52	Adamstown Station – Lucan Village – Liffey Valley	Eery hour
L53	Adamstown Station – Balgaddy – Liffey Valley	Every 30 minutes

These routes are illustrated in Figure 3-2.

Figure 3-2 -Bus Routes in Adamstown



3.2.2. 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 3-3.

Figure 3-3 - Rail Service Timetable – Morning Peak

		Mon to Fri	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 Sat	Mon to Fri	Mon to Fri	Mon to Sat	Mon to Sat	Mon to Fri	Mon to Fri	Mon to Sat	Mon to Sat	
PORTLAOISE	Dep	06.40					06.26					06.47					07.28				08.02	08.12
Portarlinton	Dep	06.48		06.02			06.34					06.56					07.28				08.12	08.21
Monasterevin	Dep						06.38					07.01					07.08				08.12	08.28
<i>Kildare Village Outlet</i>	Dep																					
<i>Kildare</i>	Arr																					
KILDARE	Dep	06.59		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	06.06	06.12	06.21		06.42	06.52	07.00	07.07		07.19		07.29	07.41	07.35	07.46		08.01	08.10		08.33	08.38
<i>Naas (Poplar Square)</i>	Dep					06.30				07.00						07.30						08.20
<i>Sallins & Naas</i>	Arr					06.50				07.20						07.50						08.45
Sallins & Naas	Dep		06.20	06.29		06.50	06.58	07.08	07.14	07.21	07.27		07.37		07.43	07.53			08.18		08.33	08.46
<i>Celbridge (Salesian Coll.)</i>	Dep					06.40				07.10	07.10					07.45	07.45					08.30
<i>Hazelhatch & Celbridge</i>	Arr					06.55				07.25	07.25					08.00	08.00					08.45
Hazelhatch & Celbridge	Dep		06.28	06.36	06.40	06.59	07.07	07.17	07.21	07.29	07.36				07.51	08.01	08.16		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		08.64
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	Dep	06.33		06.59		07.24	07.29		07.43	07.47		07.59	07.59	08.07	08.15	08.25		08.38	08.46		08.54	08.59
Drumcondra	Dep		07.01		07.19		07.46			08.06												08.28
DUBLIN Connolly	Arr		07.09		07.24		07.52			08.13						08.47					09.07	
Tara Street	Arr		07.12		07.27		07.56			08.16						08.56					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 Irish National Stud (departs 15 minutes earlier). Times in *italics* denote bus departure times.
● Bus Link (Route 145) to/from Dublin City Centre
● Bus Link (Route 747) to Dublin Airport
● LUAS Tram link to/from Dublin City & Connolly Station
● 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 3-4.

Figure 3-4 - Rail Service Timetable – Evening Peak

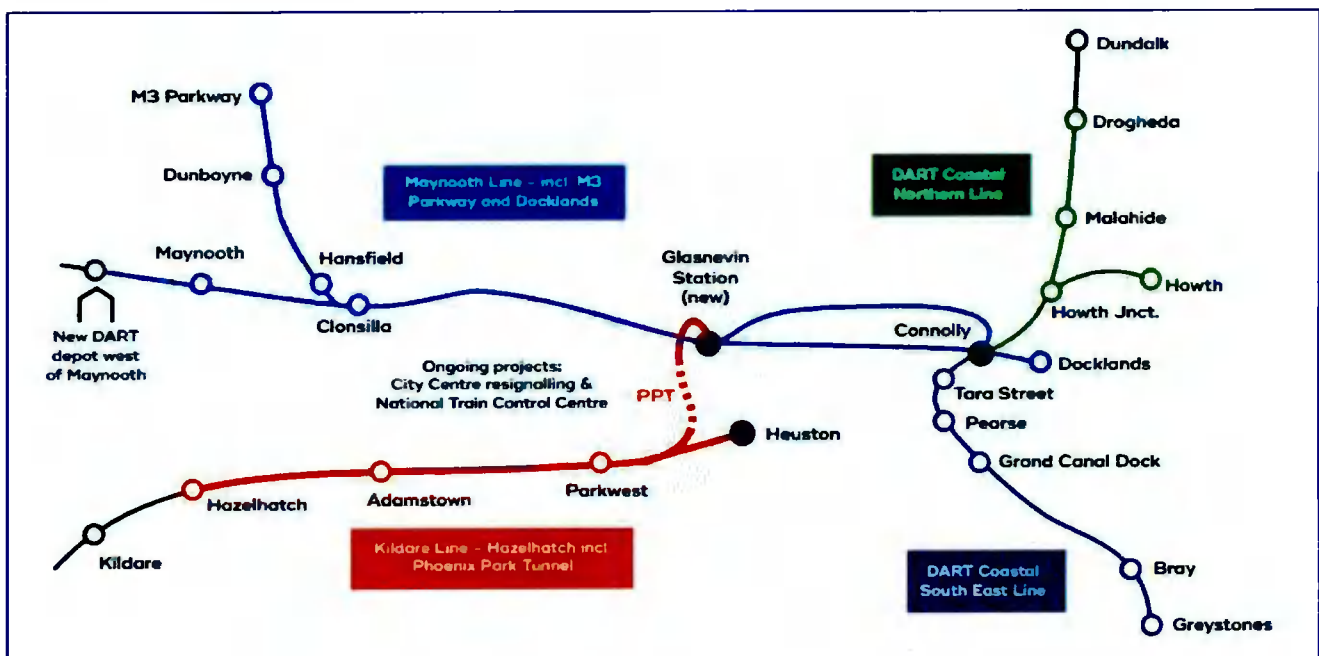
		Mon to Sat	Mon to Fri	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	
GRAND CANAL DOCK	Dep		15.20					16.28		16.41		16.59				17.32				18.00		
DUBLIN Pearse	Dep		15.23					16.31		16.44		17.02				17.35				18.03		
Tara Street	Dep		15.25					16.33		16.47		17.04				17.37				18.05		
DUBLIN Connolly	Dep		15.29					16.37		16.52		17.08				17.42				18.09		
Drumcondra	Dep		15.35					16.43		16.57		17.13				17.47				18.14		
DUBLIN Heuston	Dep	15.35		16.20	16.25	16.30	16.40			17.10		17.25		17.27	17.30	17.35				18.05	18.25	18.30
Park West & Cherry Orchard	Dep		15.53	16.28				17.01		17.15		17.30	17.36			18.03	18.13	18.32		18.35		
Clonsilla Fonthill	Dep		15.56	16.31				17.05		17.18		17.33	17.39			18.07	18.16	18.35		18.39		
Adamstown	Dep		16.01	16.36				17.10		17.23		17.38	17.44			18.12	18.21	18.41		18.44		
Hazelhatch & Celbridge	Arr		16.05	16.40			16.53	17.16		17.27		17.44	17.48			18.16	18.25	18.46		18.48		
<i>Hazelhatch & Celbridge</i>	Dep							18.55				17.50	17.50			18.30	18.30	19.00		19.00		
<i>Celbridge (Salesian Coll.)</i>	Dep							17.10				18.05	18.05			18.45	18.45	19.15		19.15		
Sallins & Naas	Dep			16.51				17.03		17.37					17.57	17.46	17.52	18.25	18.36		18.58	
<i>Sallins & Naas</i>	Dep			16.55				17.05							17.55	18.28				19.00		
<i>Naas (Poplar Square)</i>	Dep			17.20				17.30							18.20	18.50				19.20		
NEWBRIDGE	Arr			16.59		16.51			17.33	17.45				18.05	17.55					18.44	19.05	
KILDARE	Arr			17.09		17.02	17.20		17.44	17.45		17.54		18.15		18.09	18.34			18.55	19.16	
<i>Kildare</i>	Dep			17.10			17.30					18.10									19.16	
<i>Kildare Village Outlet</i>	Dep			17.20			17.40					18.20										
Monasterevin	Dep			17.18	16.59				17.51					18.23							19.25	19.06
Portarlinton	Dep	16.17		17.24	17.05				17.59			18.05		18.30	18.13					19.06	19.30	19.15
PORTLAOISE	Arr			17.34	17.15							18.15		18.39						19.16	19.40	

3.2.3. 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

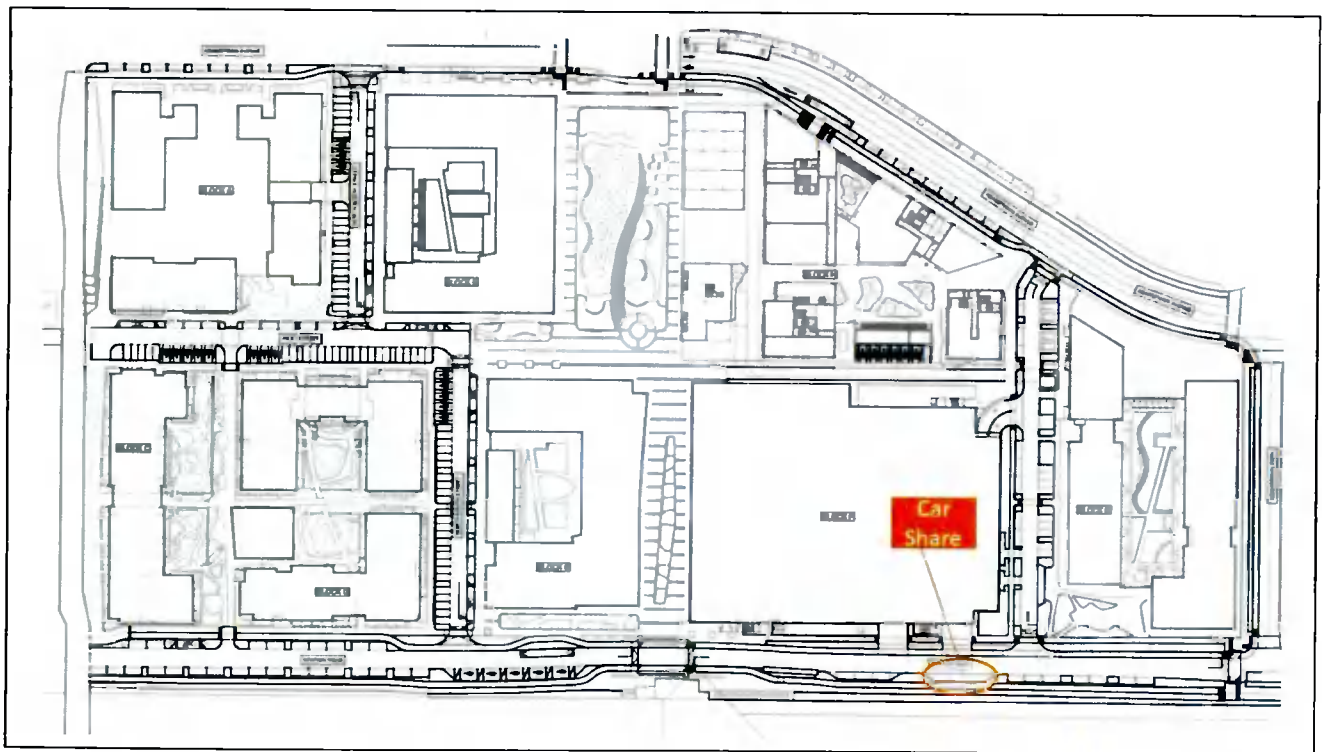


4. Car Sharing Scheme

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. Within the District Centre as part of the Phase 1 applications, there are proposals to provide 3no. car sharing spaces. The location of these spaces is shown in Figure 4-1. Future residents of Block ACD will be able to avail of this car sharing facility.

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.

Figure 4-1 – Block ACD Car Sharing Space Location



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.

As the development is proposing to provide 436No. residential units a minimum of 436No.cycle spaces is required.

The development is proposing to provide 436No. spaces.

Table 5-1 details the quantum and location of the long stay cycle parking for Block ACD.

Table 5-1 – Block ACD Residential Bicycle quantum and location

Residential Unit Type	Quantum
Block A	144
Block C	124
Block D	170
Total	438

The location of residential cycle parking is detailed on the Architect plans.

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 that is 88No. spaces. These spaces will be provided in a number of locations in the public realm including locations close to residential entrance lobbies. The location of visitor parking's is detailed on the Architect and Landscape Architects drawings.

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 ACD 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 ACD development are proposed to be provided via on-street parking, in podium car parking (Block A) and in the Multi-Storey Car Park (Block F).

The Block F Amendment Planning Application (SDCC Ref: SDZ21A/0017) was granted permission by SDCC in November 2021. Under this permission 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.

The following sections outline the agreed car parking strategy for the Station Tile with SDCC.

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 ¹	60% Complementary Uses
Supermarket Block F	5745	1 per 15m ² GFA	383	230
Other retail uses ²	8085	1 per 30m ² GFA	272	163
Total			655	393
Health Centre ³ and other uses	3014	1 per 30- 45m ² GFA	67	50 ⁴
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.

¹ Figures rounded up

² Refers to retail uses permitted for Block B&E and Proposed block H

³ Health Centre may be located on No.1 Boulevard, but car parking associated (min 50 paces) will be accommodated in MSCP

⁴ 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

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 Block G; and
- 88No spaces are between Block ACD and Quadrant H current 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

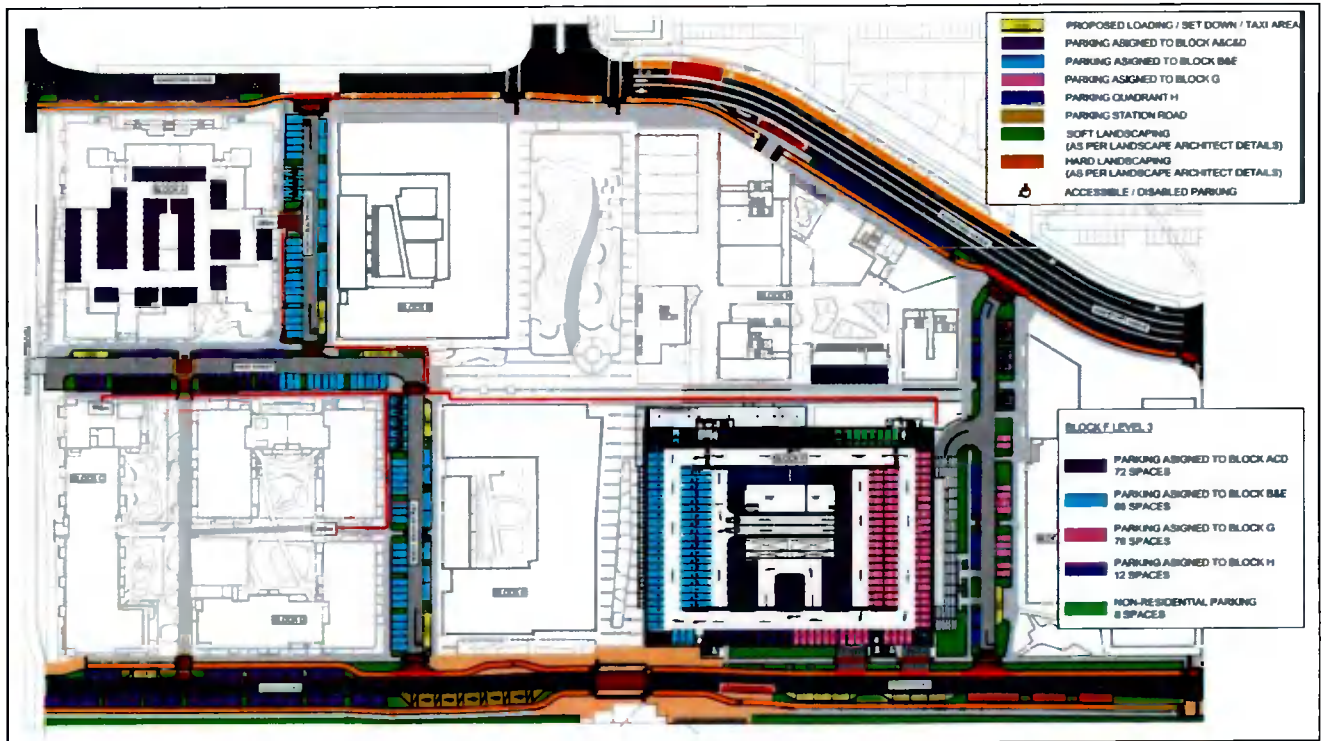
Adamstown District Centre	Maximum car parking requirements	No. Of Spaces	Location
Non-residential Parking Requirements	443	443	MSCP level 1 and level 2 part Level 3
Residential Parking	488	230	MSCP level 3 (230 ⁵)
		258	On Street, podium, undercroft
Total		931	

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 ACD car parking allocation are shown on drawing 5150924/HTR/08/DR/0110– Car Parking Allocation. An extract is shown in Figure 6-1.

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

Figure 6-1 - Car Parking Allocation for Block ACD



6.3.1. Residential Parking Provision

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

Table 6-6 - Adamstown District Centre Block ACD Residential Car Parking Requirement
Residential Unit Type

Residential Unit Type	No. of Units	Residential 0.5 space per unit
Studio	9	218
1 Bed Apartment	204	
2 Bed Apartment	213	
3 Bed Apartment	10	
Total Requirement	436	

Block ACD development requires 220No. parking spaces for the residents that includes 2No. spaces for visitors.

6.3.2. Residential Parking Location

Residential parking for the Block ACD development will be located on street parking spaces and within the podium parking.

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

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

Parking Type	Adamstown District Centre Block ACD
On street parking	58
On Street parking (visitor)	2
Podium parking Block A	88
Block F 3 rd Floor MSCP	72
Total Allocation	220

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.

11No. disabled spaces will be provided , 3no. spaces are located in Block A and the remainder , 8No. spaces are on-street. The locations are detailed on drawings ref 5150924/HTR/10/DR/XXX– Car Parking Allocation.

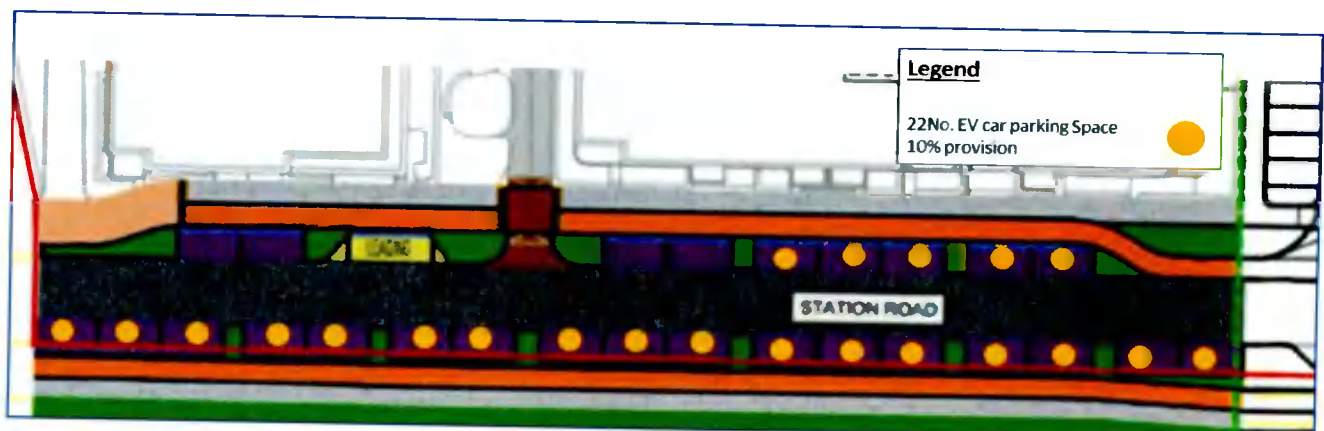
6.3.4. Electric Charging Provision

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.

22No. parking will be provided with charging facilities on Station Road as shown in Figure 6-2.

Figure 6-2 - EV Charging facilities on Station Road



Details in relation to car parking layout are dealt with in Atkins Roads Design Report (5150924DG0073).

6.4. 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.

6.4.1. 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.

6.4.2. 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.

6.4.3. 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.

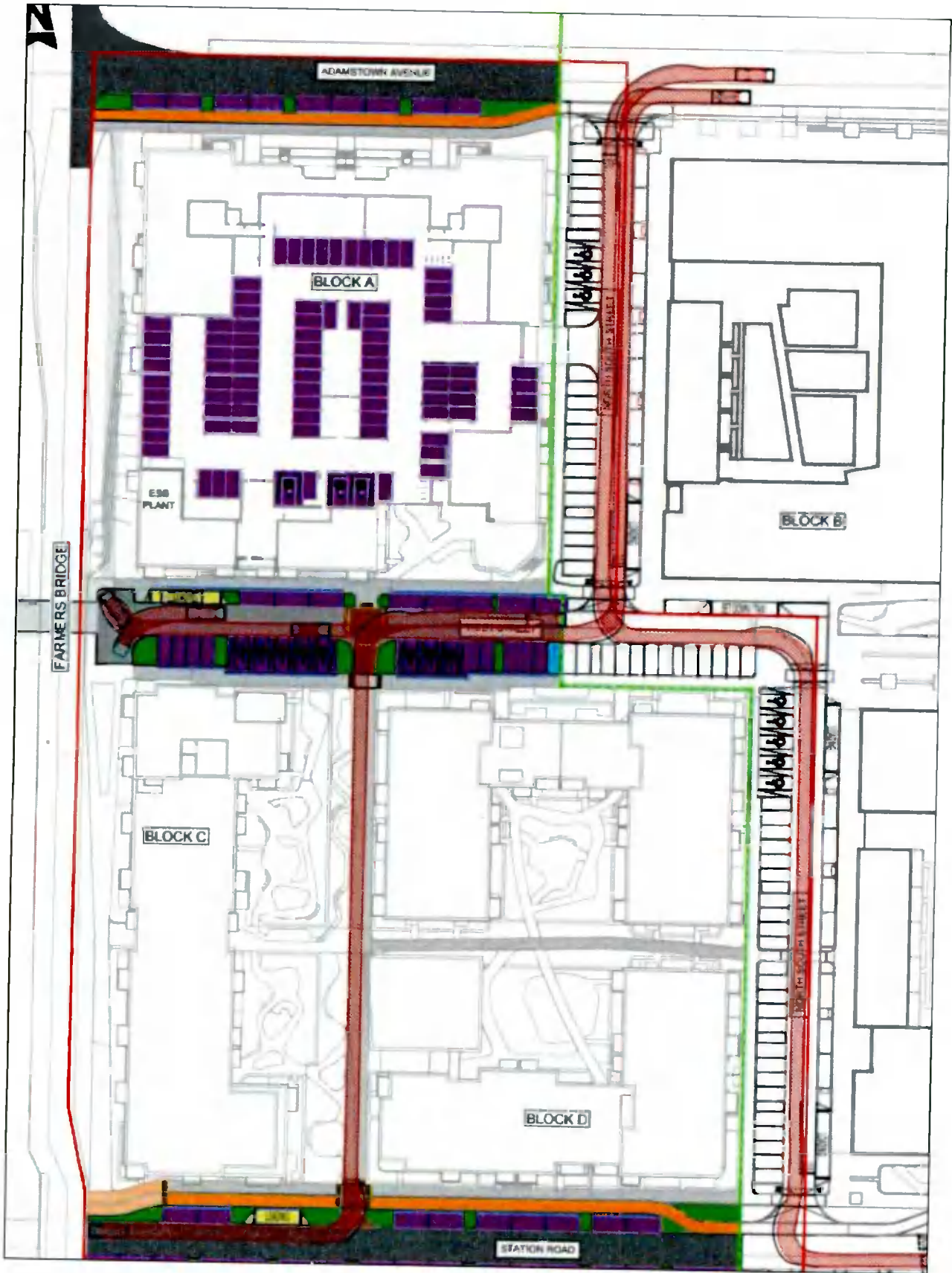
6.4.4. Taxi/Set Down Space

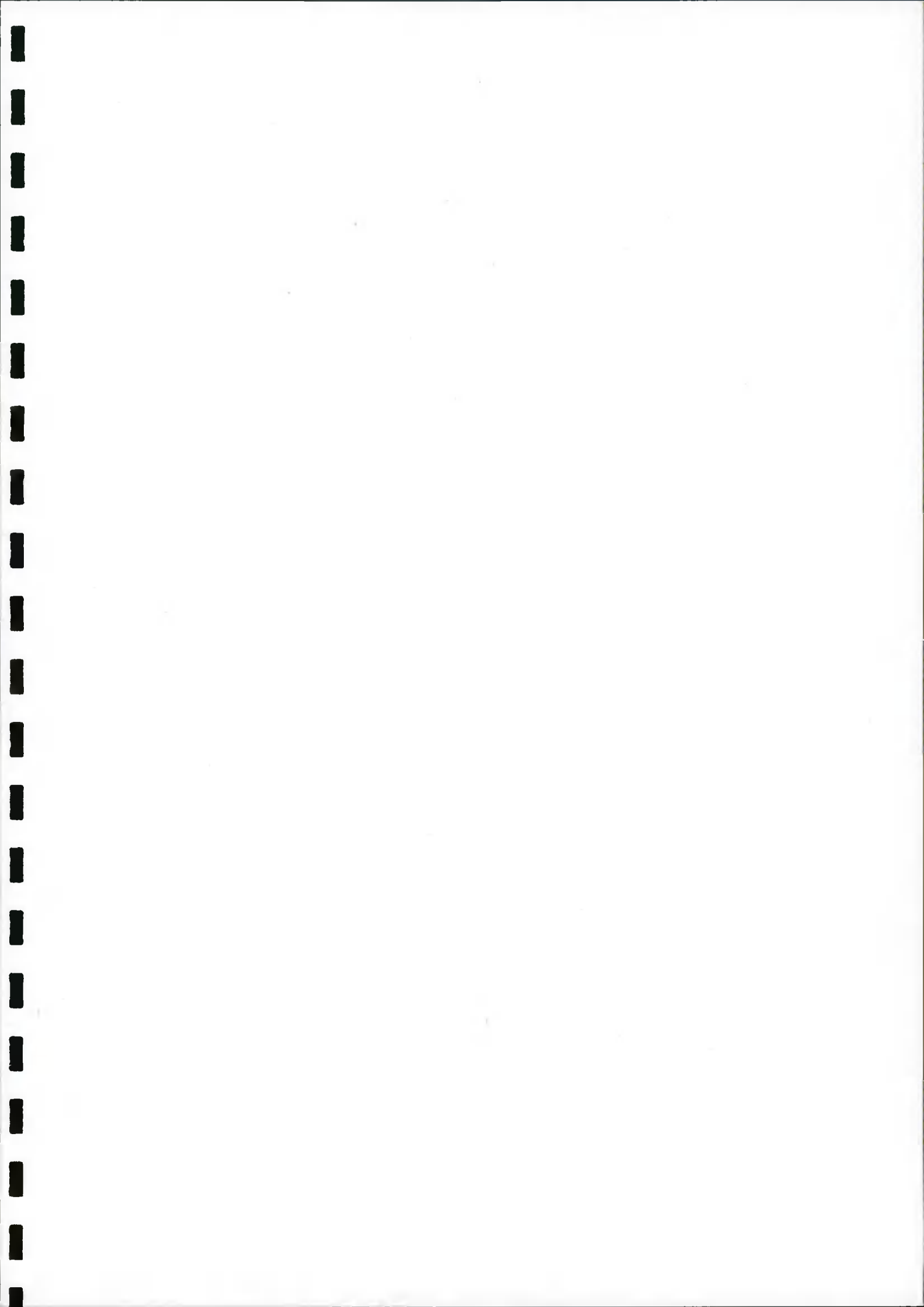
A number of taxi/set down spaces are provided within the Adamstown District Centre development. The management of these spaces will be subject to the Taxi Regulation Act 2013 in relation to Taxi use and time limit, i.e., 15 minutes, in relation to private vehicles use.

7. Waste Collection Strategy

The refuse collection for the proposed development will be an occasional movement occurring on average once a week. For Blocks ACD the strategy is that this occasional activity will be managed and facilitated by the management company. Refuse vehicles will enter the north-south linear route as shown in Figure 7-1 from Station Road and collect refuse along the route before existing onto West Street. Swept path analysis as shown in drawing(s) 5150924/HTR/10/DR0105 and 5150924/HTR/10/DR0106 show that all refuse and emergency vehicles can access the site in a safe manner.

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





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