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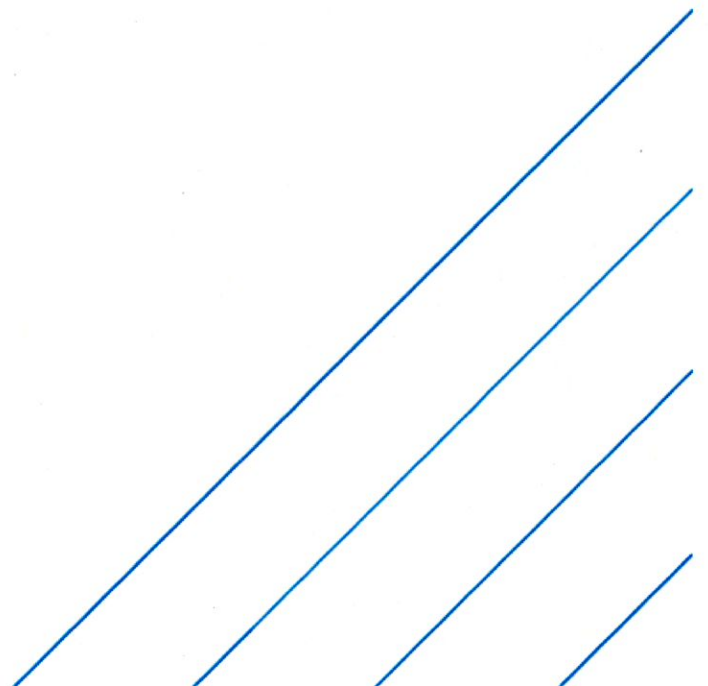
Member of the SNC-Lavalin Group

No1 Adamstown Boulevard

Transport Statement

Quintain Developments Ireland Limited

August 2022



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This document has 14 pages including the cover.

Document history

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1. Introduction and Principles

This Transport Statement sets out the overall transport strategy and proposals for the proposed development at No.1 Adamstown Boulevard. The Transport Statement has been prepared in support of an application by Quintain Developments Ireland Ltd (the applicant) for a Health Centre in an existing property at No1 Adamstown Boulevard. The building was constructed a showroom for residential accommodation in Adamstown. The building is no longer required for this purpose and will be modified to accommodate the proposed use.

The proposed development is located at the junction of Adamstown Boulevard and Adamstown Avenue. The site location and in its wider context is shown in Figure 1-1.

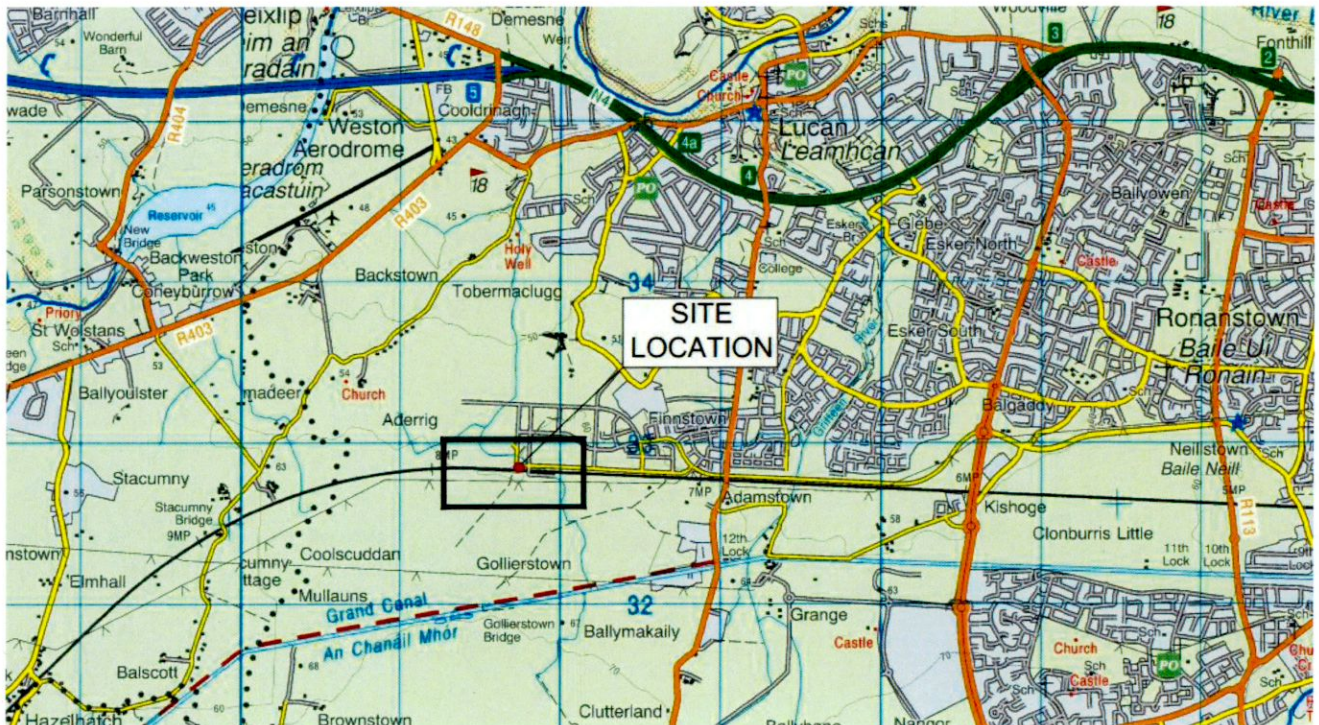
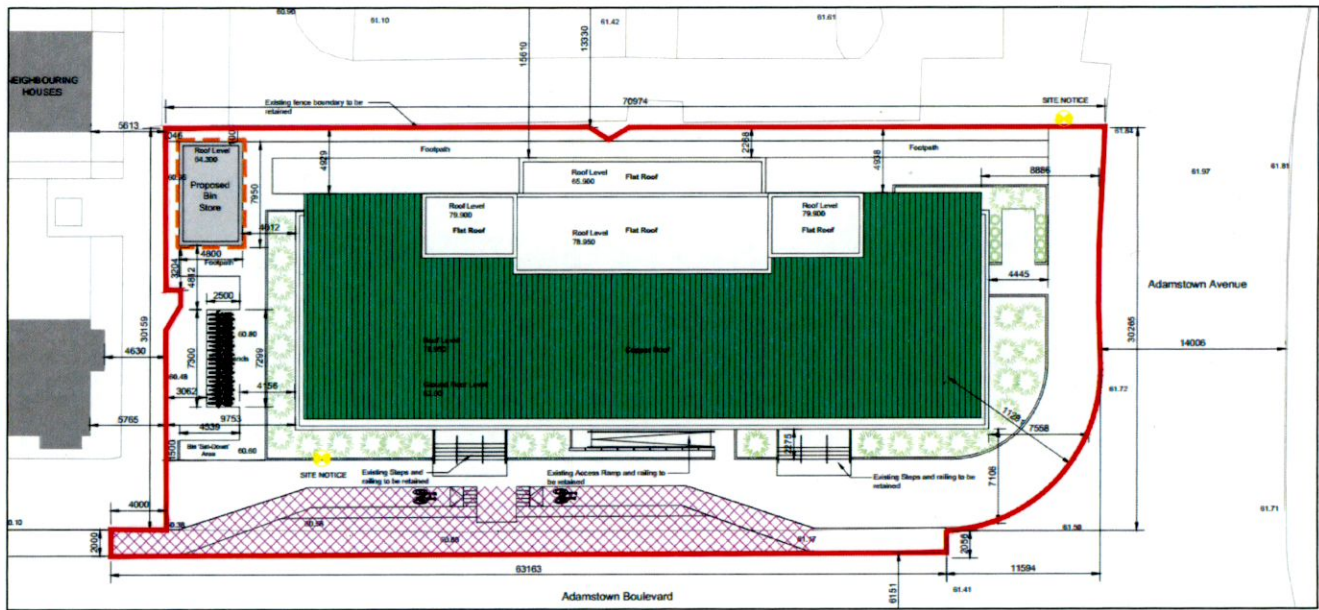


Figure 1-1 - Site location and context

Figure 1-2 - Site Extent



This Transport Statement (TS) provides the following details and scenarios:

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

- The No1 Adamstown Boulevard development of itself;
- The traffic and transport connections surrounding the site, in particular sustainable transport access;
- The connections between the development and Adamstown District Centre tile; and
- Proposed car parking strategy for the development.

1.1. Proposed Development Description

The proposed development is on a site of approximately 0.22 Ha located in Development Area 9 - Adamstown Square, in the Adamstown SDZ Planning Scheme. The proposed development comprises:

- Change of use of existing 4 storey office building to health centre, including associated minor internal layout revisions;
- Alterations to the façade of the existing building;
- Bin store;
- Bicycle parking; and
- Alterations to existing Adamstown Boulevard Road consisting of relocation of cycle lane and footpath to allow for creation of emergency vehicle set down area and layby area, and all associated ancillary site development and landscape works.

1.2. Transport Principles

The development at No1 Adamstown Boulevard has been designed in accordance with the following guidance documents:

- Adamstown Strategic Development Zone (SDZ) Planning Scheme;
- Adamstown Street Design Guide;
- Design Manual for Urban Roads and Streets (DMURS);
- NTA - National Cycle Manual; and
- TII Traffic and Transport Assessment Guidelines.

1.3. Traffic Impacts

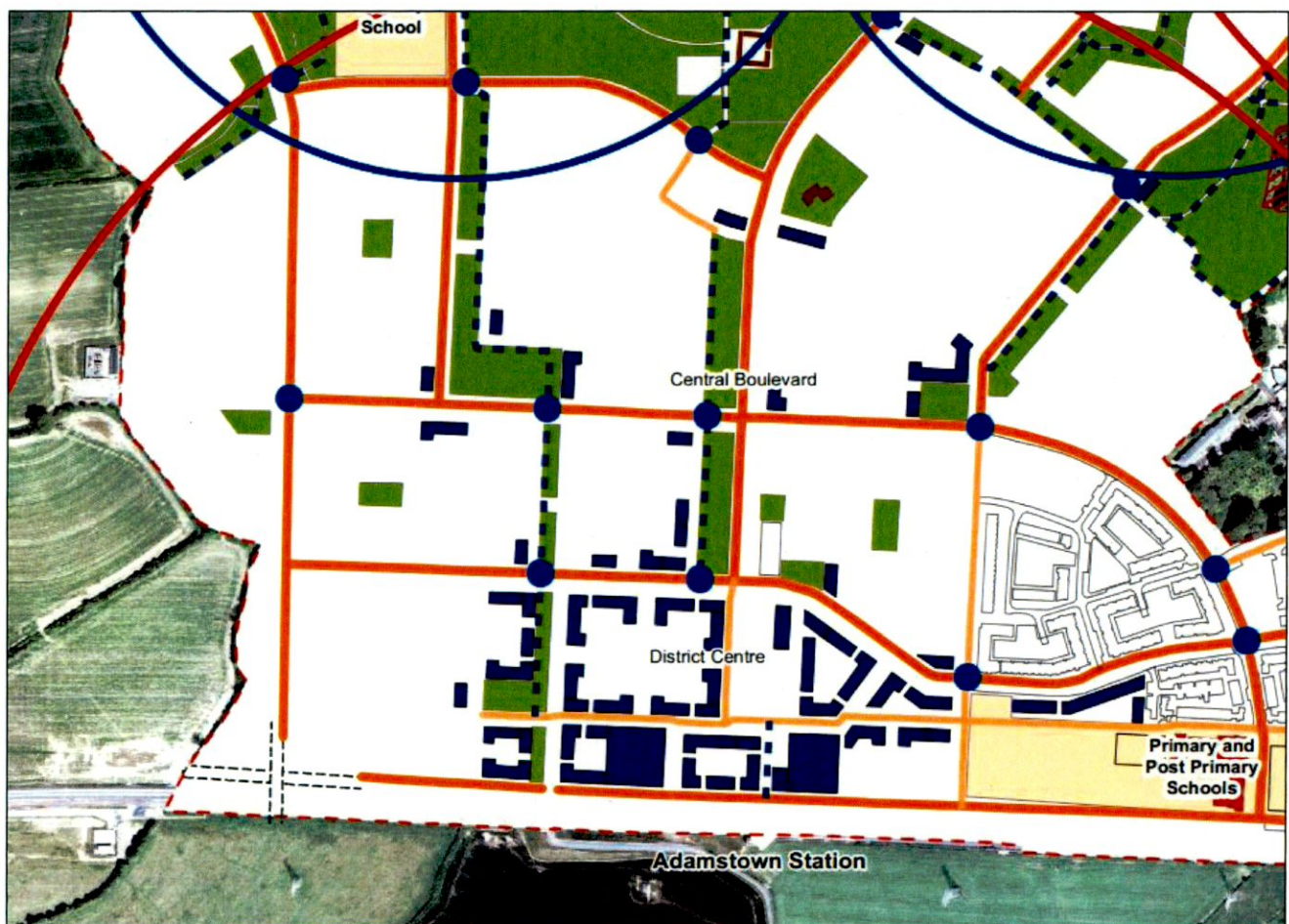
In the adoption of the Adamstown SDZ the traffic impacts of the entire SDZ were fully assessed in the Adamstown SDZ Strategic Environmental Assessment (SEA). Section 2.3 of the SEA specifically details the traffic impacts.

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 No1 Adamstown Boulevard over and above that envisaged in the adopted Adamstown SDZ.

2. Pedestrian and Cycle Provision

Figure 2.22 Pedestrian and Cyclist Permeability Adamstown SDZ Planning Scheme outlines the key walking and cycling routes within the planning scheme. These are shown in Figure 2-1 with reference to the proposed application.

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 are generally located along Avenues, such as Adamstown Way, Adamstown Avenue, Station Road etc. 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. The Linear Park Road is an example of such a route on this Tile
- **Shared Routes:** These supplementary routes provide several links between nodes and/or other routes. The routes integrate vehicular and cyclist movement (and in some cases pedestrian movement) in a clearly marked shared routes

The above cycle route types are consistent with Section 4.3 *Link Types* of the National Cycle Manual.

As noted above on adjacent to the proposed development there are major pedestrian and cycle routes located on Adamstown Boulevard and Adamstown Avenue and Adamstown Way.

The proposed pedestrian and cyclist provision along with crossing facilities directly adjacent to No1 Adamstown Boulevard is detailed in Figure 2-2 (Drawing number: 5150924/HTR/13/SK/005).

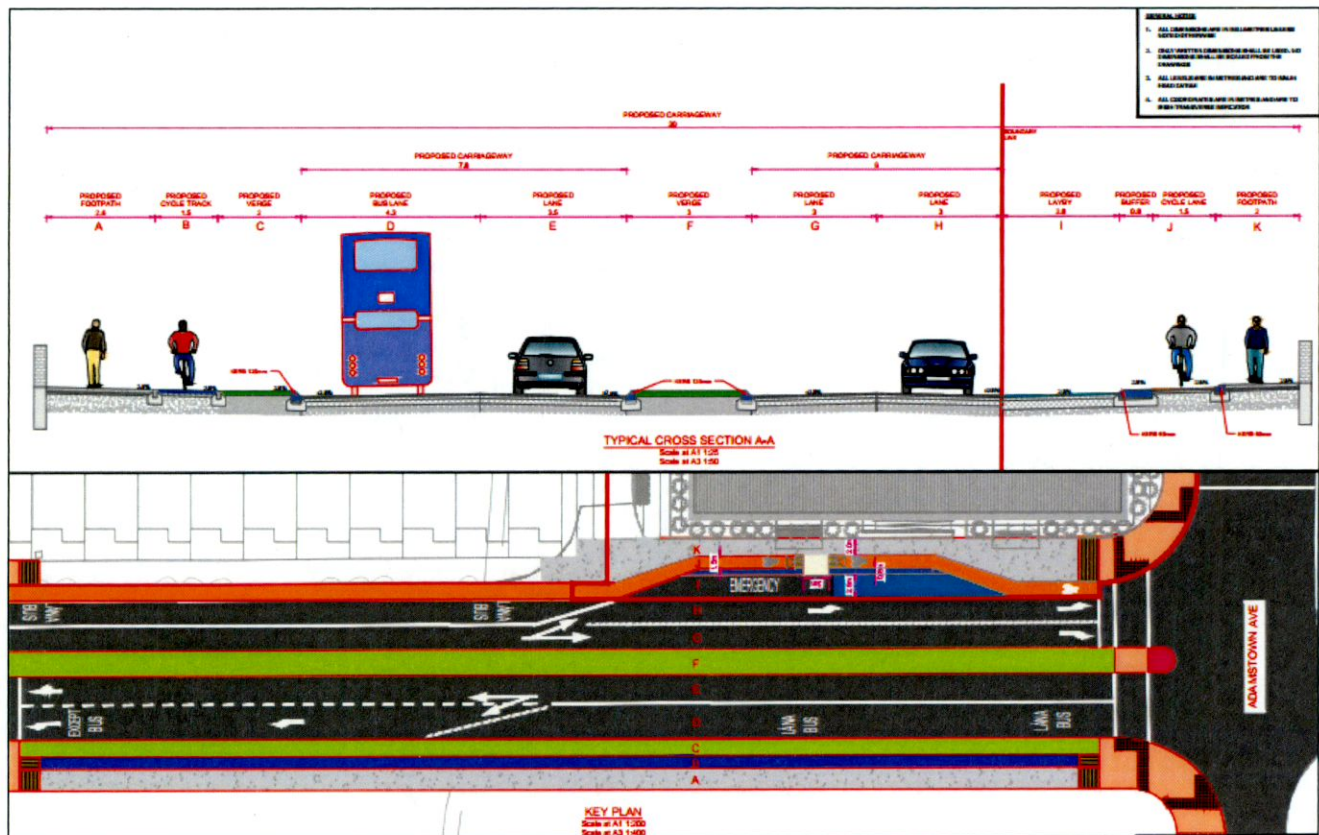


Figure 2-2 - No1 Adamstown Boulevard - proposed pedestrian and cycle provision

Facilities consists of pedestrian pathway & dedicated cycle track on both sides of the road. A dedicated lay by is proposed for emergency vehicle considering health centre development. Pedestrian crossing is proposed at the junction.

3. Public Transport

No1 Adamstown Boulevard is well connected to public transport with a range of bus and rail services available within a short walk from the site for future staff and visitors.

3.1. Current Bus Services

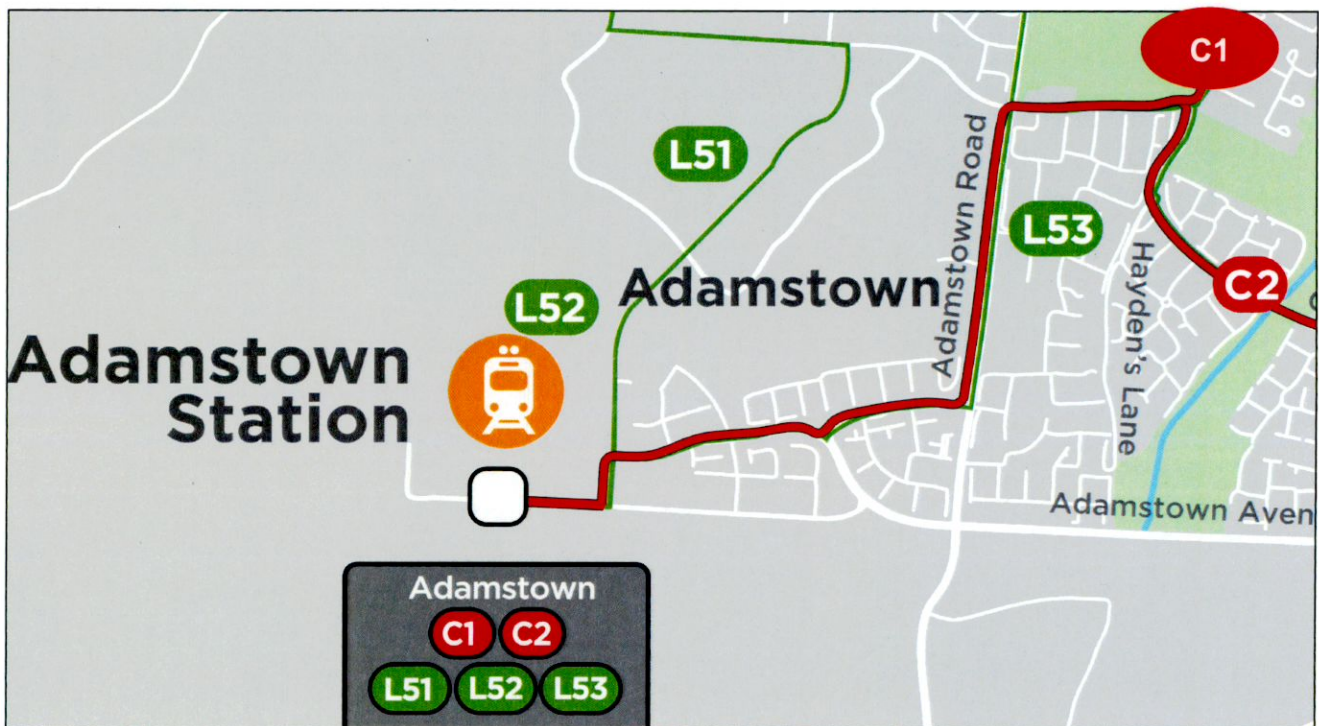
Adamstown District Centre is currently served by several bus services set out in Table 3-1.

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	Every hour
L53	Adamstown Station - Balgaddy - Liffey Valley	Every 30 minutes

These routes are illustrated in Figure 3-1.

Figure 3-1 -Bus Routes in Adamstown



3.2. 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 3-2.

Figure 3-2 - 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 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	
PORTLAOISE	Dep	05.40	...	...	...	06.25	...	...	06.47	...	06.56	...	...	07.20	...	...	08.02	...	08.12	...	08.26	
Portarlington	Dep	05.48	...	06.02	...	06.34	...	...	06.56	...	07.13	...	...	07.28	...	07.41	...	08.12	...	08.21	...	08.26
Monasterevin	Dep	...	...	...	...	06.39	...	...	07.01	...	07.08	...	...	...	...	...	...	...	...	...	...	...
Kildare Village Outlet	Dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	08.10	...	08.33	08.39	...
Naas (Poplar Square)	Dep	...	...	...	...	06.30	...	...	07.00	...	...	...	...	...	07.30	...	...	...	...	...	...	08.20
Sallins & Naas	Dep	...	...	...	...	06.50	...	...	07.20	...	...	...	...	...	07.50	...	...	...	...	...	...	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	...	08.46
Celbridge (Salesian Coll.)	Dep	...	...	...	...	06.40	...	...	07.10	07.19	...	...	...	...	07.45	07.45	...	...	...	...	...	08.30
Hazelhatch & Celbridge	Dep	...	...	...	...	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
Clondalkin 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	Dep	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	08.58	09.20
Drumcondra	Dep	...	07.01	...	07.19	...	07.46	...	08.06	...	...	...	...	...	08.47	...	...	...	...	...	...	09.07
DUBLIN Connolly	Dep	...	07.09	...	07.24	...	07.52	...	08.13	...	...	...	...	...	08.52	...	...	...	...	...	...	09.13
Tara Street	Dep	...	07.12	...	07.27	...	07.55	...	08.15	...	...	...	...	...	08.55	...	...	...	...	...	...	09.16
DUBLIN Pearse	Dep	...	07.15	...	07.29	...	07.58	...	08.18	...	...	...	...	...	08.58	...	...	...	...	...	...	09.18
GRAND CANAL DOCK	Dep	...	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 3-3.

Figure 3-3 - 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	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	...	18:30
Park West & Cherry Orchard	Dep	...	15:53	16:28	...	...	...	17:01	...	17:15	...	17:30	17:35	...	18:03	18:13	18:32	18:35	...	...	...	...
Clondalkin 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	Dep	...	16:05	16:40	...	...	...	17:16	...	17:27	...	17:44	17:48	...	18:16	18:25	18:46	18:48	...	...	...	...
Hazelhatch & Celbridge	Dep	...	...	...	...	...	16:55	...	...	...	...	17:50	17:50	...	18:30	18:30	19:00	19:00	...	...	...	...
Celbridge (Salesian Coll.)	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
Sallins & Naas	Dep	...	...	16:55	...	...	17:05	...	...	...	...	...	...	17:55	18:28	...	...	...	...	...	...	19:00
Naas (Poplar Square)	Dep	...	...	17:20	...	...	17:30	...	...	...	...	...	...	18:20	18:50	...	...	...	...	...	...	19:20
NEWBRIDGE	Dep	...	...	16:59	...	16:51	...	...	17:33	17:45	...	...	18:05	17:55	...	18:34	18:44	...	...	...	...	19:05
KILDARE	Dep	...	...	17:09	...	17:02	17:20	...	17:44	...	17:54	...	18:15	...	18:09	...	18:55	...	...	...	...	19:16
Kildare	Dep	...	...	17:10	...	...	17:30	...	...	...	18:10	...	...	...	...	...	...	...	...	...	...	...
Kildare Village Outlet	Dep	...	...	17:20	...	...	17:40	...	...	...	18:20	...	...	...	...	...	...	...	...	...	...	...
Monasterevin	Dep	...	...	17:18	16:59	...	...	...	17:51	...	...	...	18:23	...	...	...	...	...	...	...	...	19:25
Portarlington	Dep	16:17	...	17:24	17:05	...	...	...	17:59	...	18:05	...	18:30	18:13	...	...	19:06	...	...	...	...	19:30
PORTLAOISE	Dep	...	...	17:34	17:15	...	...	...	...	...	18:15	...	18:39	...	...	...	19:16	...	...	...	...	19:40

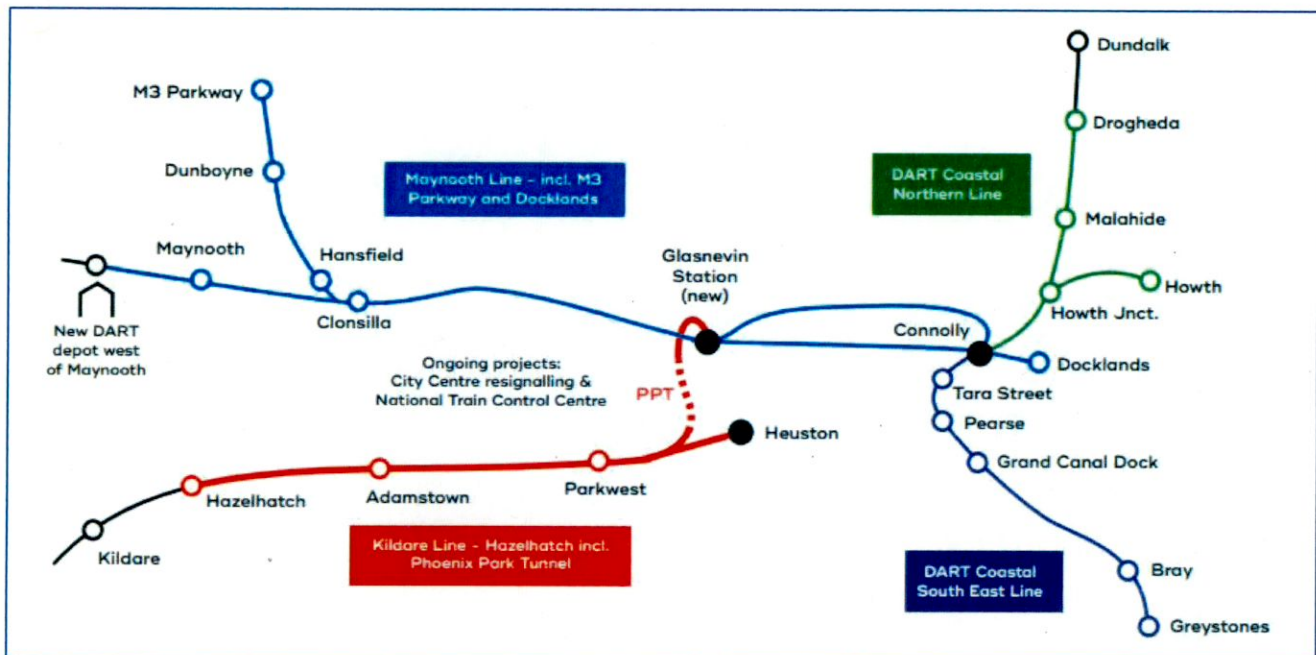
3.2.1. Future Rail Services

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. Parking Provision

Based on the promotion of low car usage the parking is proposed to be provided in line with the car parking standard set out in the SDZ Planning Scheme Table 2.12 Car Parking Standards. As the proposed use type is not contained in Table 2 12, we have included rates from the SDCC County Development Plan, Table 11.23. The rates are shown in Table 4-1.

Table 4-1 - SDZ & Development Plan Car Parking Standards

Document	Development Type	Car Parking Standard
SDZ Planning Scheme	Office / High Tech industry (employment)	1 space per 45sqm
SDCC Development Plan	Medical clinics and group practices	1.5 per consulting room

Based on the above standards the proposed development could provide a maximum of 66 parking spaces

These standards are expressed as maximum standards and therefore there is scope of provide reduced level of car parking based on site circumstances such as proximity to public transport and active travel facilities. Given the context of the site described above it is reasonable consideration to provide a low level of car parking so as not to undermine sustainable and active travel within the SDZ.

Car parking for No1 Adamstown Centre must be understood in the context of the District Centre car parking and Block F Multi-Storey Car Park.

4.1. 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.

It should be noted that the public car park, on level 1 and 2 of the Block F car park, will be available for use to those using the Health Centre.

Table 4-2 details the Adamstown District Centre development non-residential car parking provision requirements.

Table 4-2 - Adamstown District Centre Parking Requirements

Type	Adamstown District Centre Uses			
Type	Areas / No. (m ²)	Adamstown SDZ Table 2.12	Maximum Car Parking ¹	60% Complementary Uses
Supermarket Block F	5,745	1 per 15m ² GFA	383	230
Other retail and commercial uses ²	8,085	1 per 30m ² GFA	272	163
Total			655	393
Health Centre ³ and other uses	2,987	1 per 30 - 45m ² GFA	66	10 ⁴
Total Non-Residential Car Parking Requirements				443

¹ Figures rounded up

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

³ Health Centre car parking associated will be accommodated in MSCP

⁴ Based on specific minimum requirement for a Health Centre

Table 4-3 outlines the agreed car parking ratio for the maximum Adamstown District Centre Residential component

Table 4-3 - 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, the revised maximum car parking requirement for Adamstown District Centre land uses.

Table 4-4 - Adamstown District Centre Proposed Car Park Provision

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

As noted in Table 4-4 a total of 931 No. car parking spaces are required to serve the District Centre Tile.

4.2. Revised Block F Car Parking Provision

Table 4-5 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 4-5 - 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

4.3. Car Parking Management Strategy

Car parking within Adamstown Station and on the adjacent roads and within the adjacent development areas (including this site) 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.

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.

4.3.1. 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.

4.3.2. 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.

4.4. Bicycle Parking

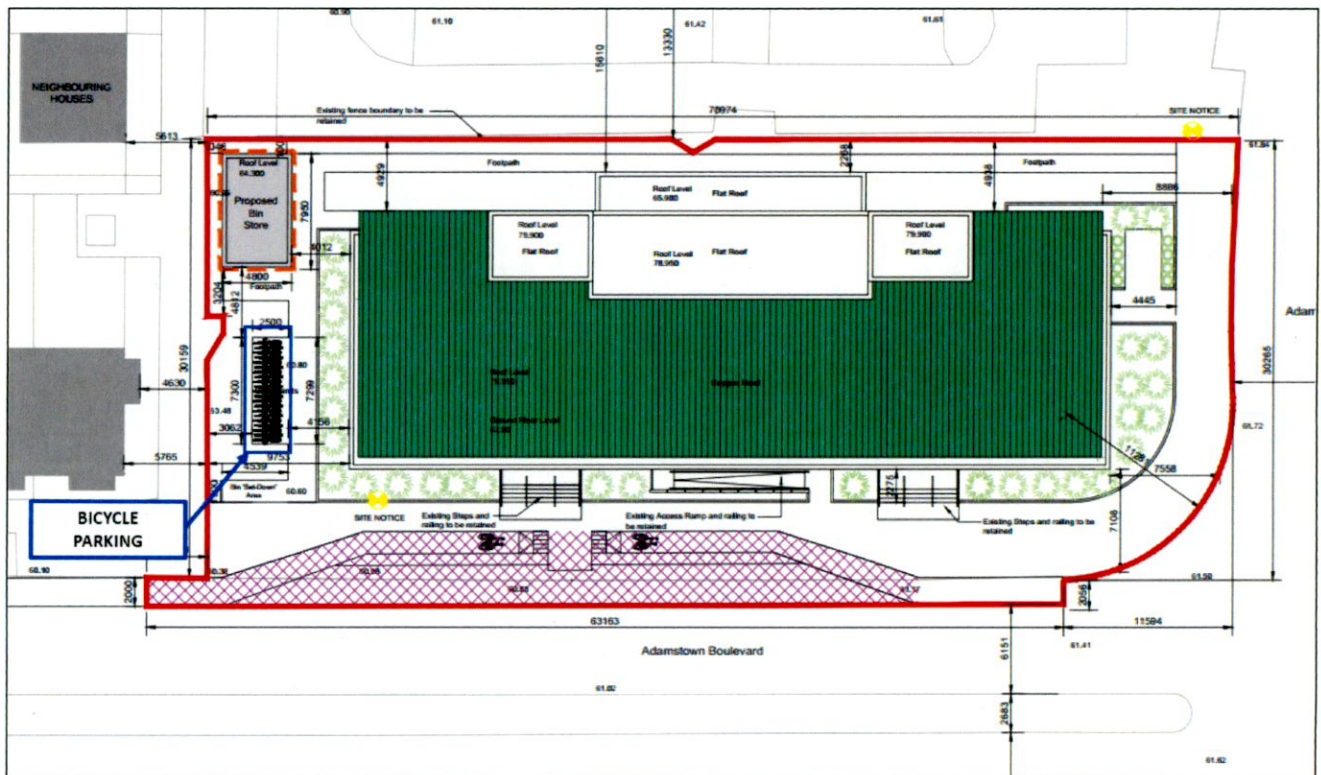
The minimum bicycle standards for bicycle parking for new development are set out in Table 11.22 of the SDC Council Development Plan and are shown below in Table 4-6.

Table 4-6 - SDC Council Development Plan Bicycle Parking Standards

Document	Development Type	Car Parking Standard
SDZ Planning Scheme	Office / High Tech industry (employment)	1 space per 200 sqm gross

Based on the SDC rate this equates to a minimum of 16 spaces. The proposed development is proposing to provide 21 bicycle parking spaces.

Figure 4-1 - Bicycle Parking Provision



5. Access for Arrangements for larger vehicles

In addition to infrequent access being required for ambulances it is anticipated that the proposed development will require occasional refuse collection and deliveries of goods and materials for its operation. The strategy for accommodating these occasional movements is that this would be catered for by the lay-by to the front of the Health Centre building as shown in figure below. Use of and activity on the layby can be controlled by a combination of Traffic Regulation Orders regulating who can use the layby, when and for how long as well as management and coordination of deliveries by the management of the Health Centre building. Proposed lay by facility for larger vehicles shown in Figure 5-1 (Drawing number: 2147-QNA-XX-XX-DR-A-2101).

Figure 5-1 - Lay by Facility for Larger Vehicles

