

TRANSPORT ASSESSMENT & PARKING STRATEGY

TRANSITIONAL CARE FACILITY AT UNIT 21 FIRST AVENUE, COOKSTOWN INDUSTRIAL ESTATE, DUBLIN 24

Bartra Property Cookstown Limited

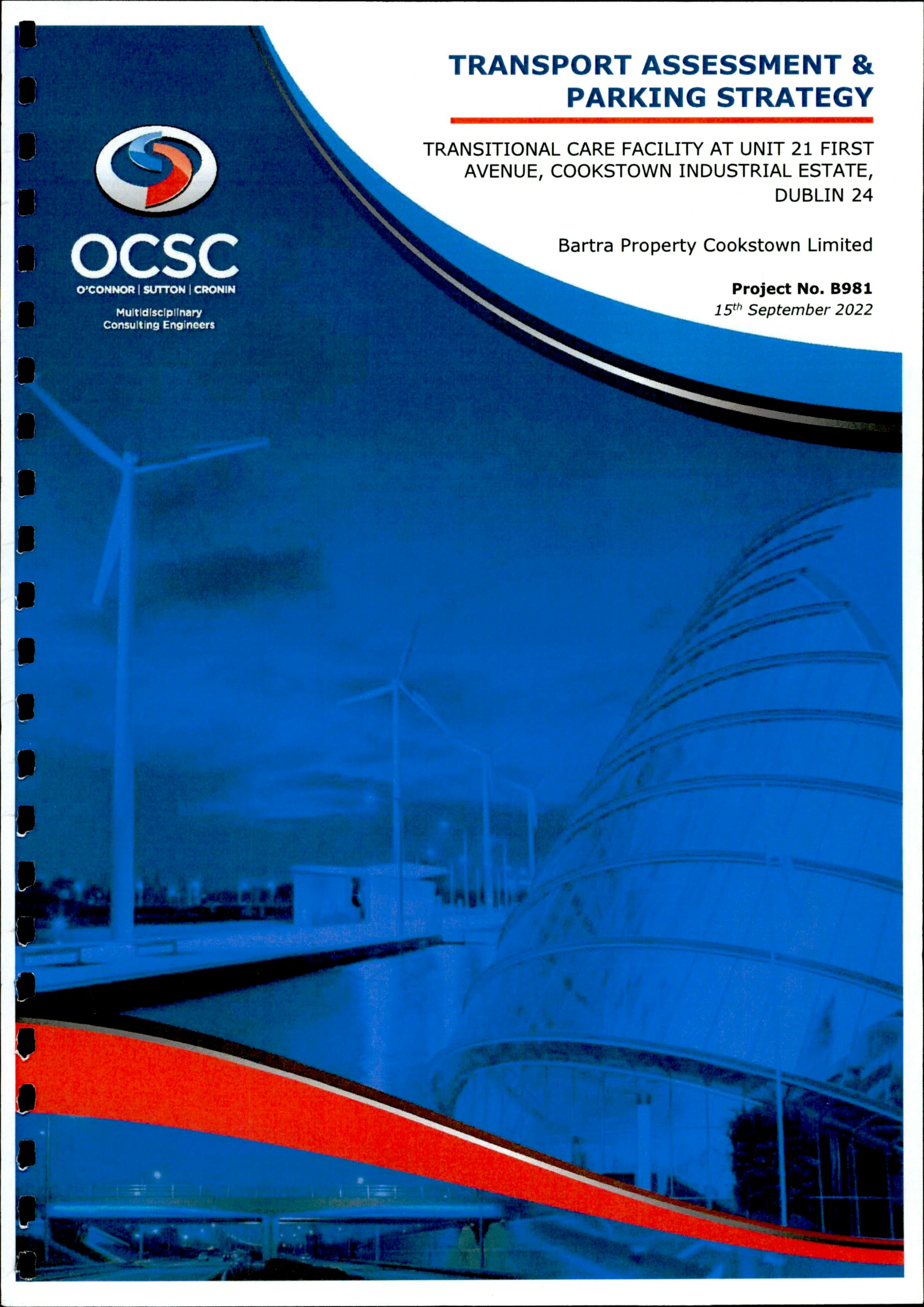
Project No. B981
15th September 2022



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DOCUMENT CONTROL & HISTORY

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1. INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been appointed to prepare this Transport Assessment and Parking Strategy with respect to the proposed development at a site in the Cookstown Industrial Estate in Tallaght, Dublin 24 as indicatively shown following.

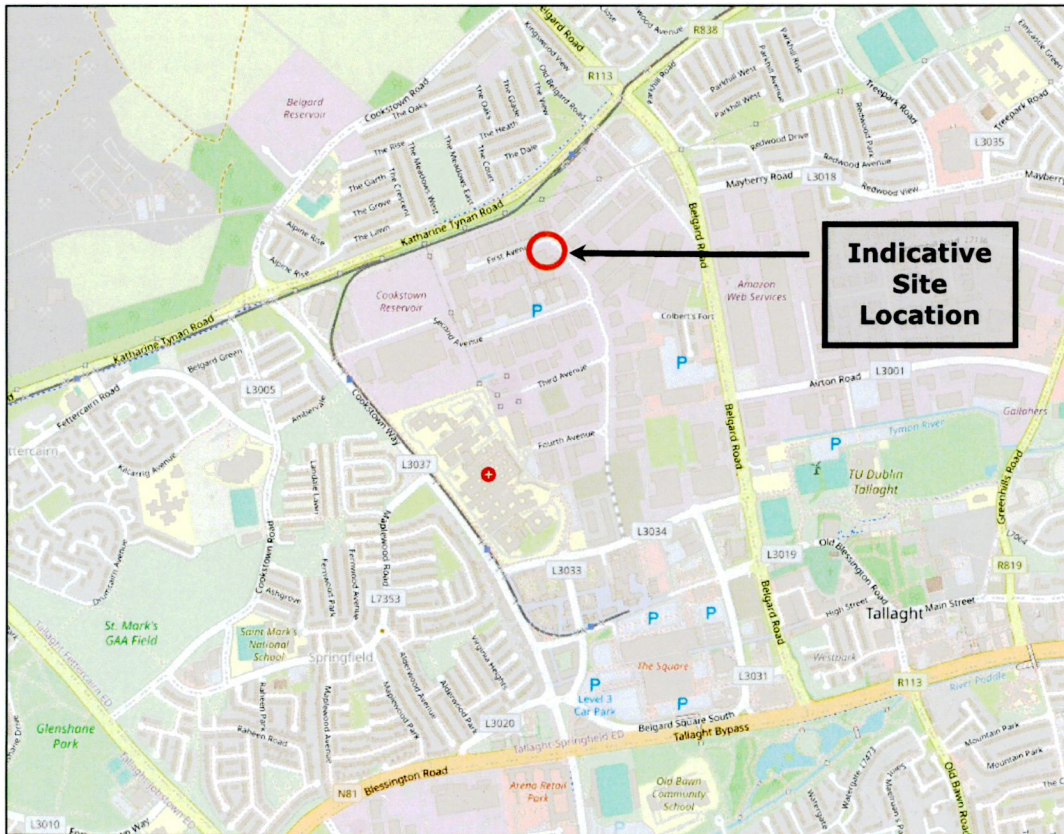


Figure 1: Indicative Site Location Map

The development will consist of the following:

- Demolition of all existing 1-3 storey industrial/commercial structures and small café on site totalling c.5,500sqm in area;
- Construction of a 1-5 storey Transitional Care Facility (step-up/step-down) providing 131 no. bedspaces over partial basement (total floor area c.6,743sqm) with central courtyard (c.519sqm);
- The basement consists of a sprinkler tank and pump rooms, water tank room, plant room and workshop;

- Provision of dining and kitchen areas, siting/family rooms, activity rooms, coffee dock, hair salon, oratory, lobbies/reception areas, ancillary offices and staff areas, stores, toilets, shower/changing facilities, ESB substation, generator, switchroom, service yard and waste areas serving the facility;
- Lobbies, stair/lifts, photovoltaic panels and green roofs throughout;
- Partial provision of the pocket park identified in the Tallaght LAP (c.1,286sqm);
- New vehicular access from First Avenue and egress onto Cookstown Road via a one-way system through the subject site;
- Entrance signage on the eastern elevation of the proposed facility;
- All associated site development works, services provision, connection to the water supply, foul and surface water networks on First Avenue and Cookstown Road including partial diversion of the foul line to the north east of the site at First Avenue, attenuation/bioretention systems, vehicular and pedestrian access including internal road and footpaths, public realm upgrade works, landscape and boundary treatment works, tree removal, bicycle storage (68 no. spaces), car parking (32 no. spaces), set-down parking spaces, 1 no. ambulance set-down space serving the facility and delivery/loading areas to First Avenue.

It is noted that a potential residential development with ancillary retail uses is expected to be proposed for the remaining portion of the development site but this will be subject to a separate, future planning application. This is expected to consist of approximately 123. no apartments with ground floor retail to serve the locality. This assessment does consider the potential traffic impact of the overall development. Consideration is also given to the overall development with respect to the parking strategy as while the residential element does not form part of this application, the associated car parking is included.

Overall, the development seeks to embrace the principles of sustainable transport and the highly accessible nature of the site to facilitate the continually growing demand for sustainable lifestyle options and a desire to

offset individual carbon footprints. This in turn will lead to a natural reduction in travel by private car at the development and the associated demand for car parking.

It is on this basis that this report is being prepared, to outline the suitability of the site for such a development and identify the key measures incorporated into its design to further facilitate the movement by sustainable modes. This report will also assess the potential traffic impact of the proposed development in line with best practice guidance including the *Traffic and Transport Assessment Guidelines* (May 2014) as published by Transport Infrastructure Ireland (TII).

2. SITE & LOCAL AREA CHARACTERISTICS

EXISTING SITE USE & LAYOUT

The development site, shown following indicatively bound in red, currently houses a number of industrial warehousing units which are not occupied at the time of writing but were operational in the recent past. As can be seen, the previous use facilitated a significant quantum of car parking on the site which is expected to have resulted in a relatively high trip generation, primarily by workers during peak commuting times.



Figure 2: Existing Site Layout

As can be seen, the site is bounded to the north by First Avenue, to the east by Cookstown Estate Road and to the west and south by third party industrial uses. There is an existing site entrance in the northwest corner on First Avenue.

SITE ACCESSIBILITY

The site is located in a highly developed urban location within a short walking distance of both Tallaght Town Centre and the Luas Red Line's Belgard stop. It is also within a reasonable walking distance of a number of bus routes which include high frequency services. These, along with cycle/pedestrian facilities and proposed future infrastructure, are summarised following. However, further detail on site accessibility and measures to facilitate and encourage travel by sustainable means can be found in the Mobility Management Plan submitted under separate cover as part of this application.

Rail

The site is located within 500m (6 minutes) walk of the Luas Red Line's Belgard Stop, linking it to the overall Dublin rail network which extends across the city, county and country.

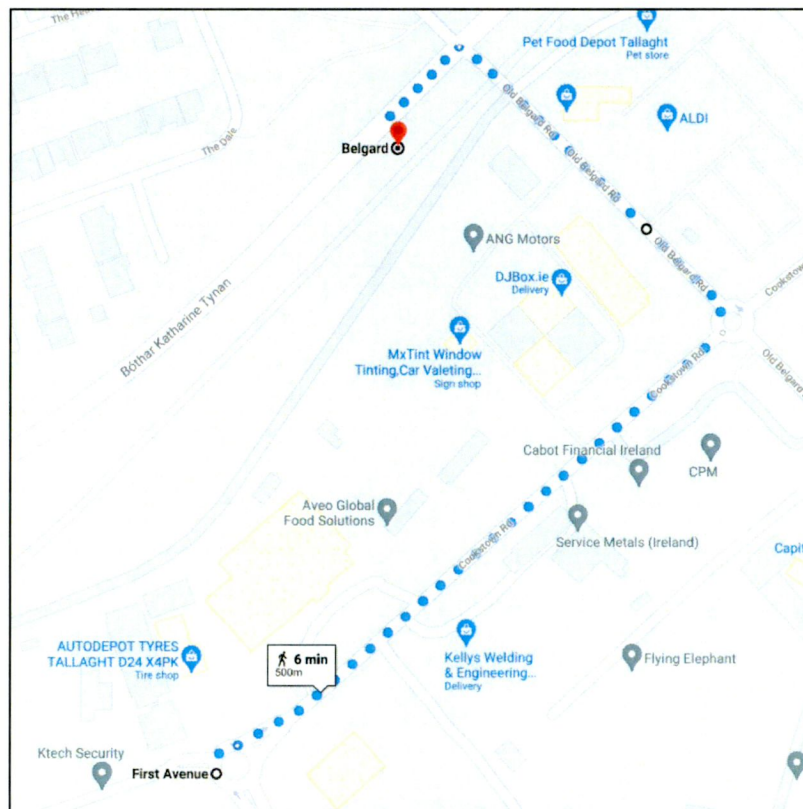


Figure 3: Walking Distance to Luas Belgard Stop

This accessibility to the wider rail network is outlined clearly in the following map from Transport for Ireland which highlights the considerable inter-connectivity between the Luas and other public transport services.

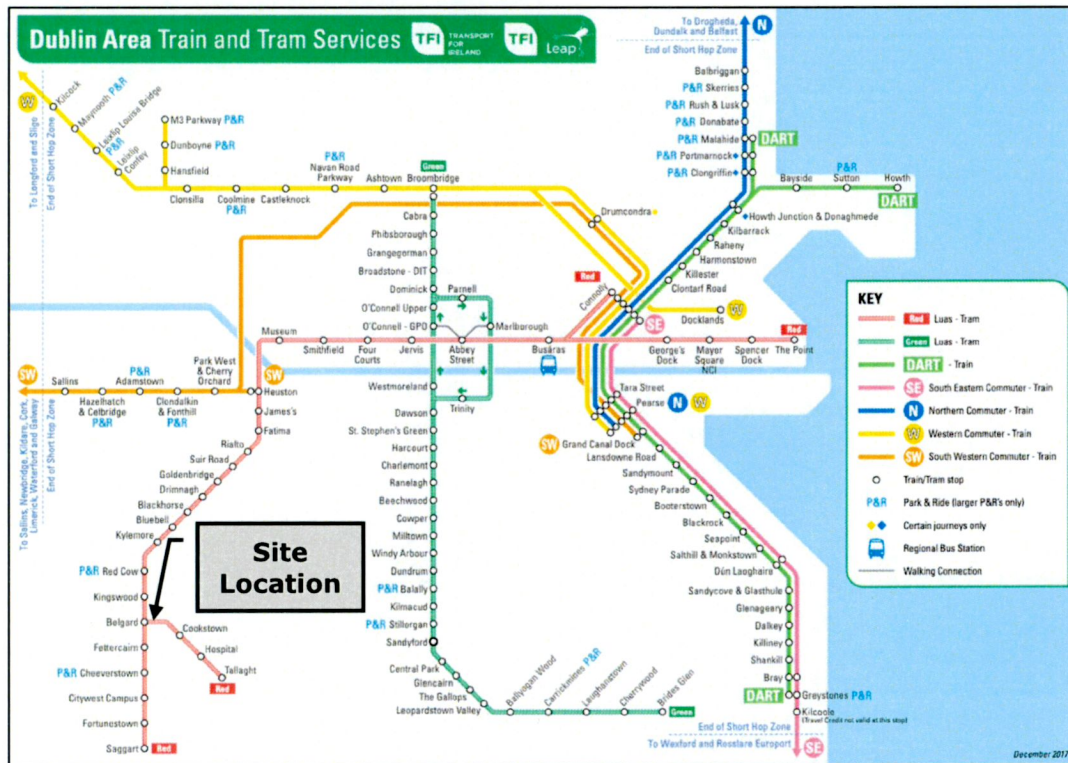


Figure 4: Dublin Rail Network Map

Services at the Belgard stop operate at an average peak hour frequency of every 4 minutes, extending to an average of 5 – 7 minutes outside of peak times. The Tallaght Local Area Plan (LAP) also sets out proposals for improved linkage to the Belgard stop as highlighted in Figure 3.7 of the plan and as discussed in further detail later in this report.

The Belgard stop benefits from being on both the Saggart and Tallaght lines which allows for this increased level of service. The Red Line provides a direct link to Dublin City Centre and other key locations including the Red Cow, O’Connell Street and the Point Village. This provides easy access to a significant number of employment locations throughout the city including the IFSC.

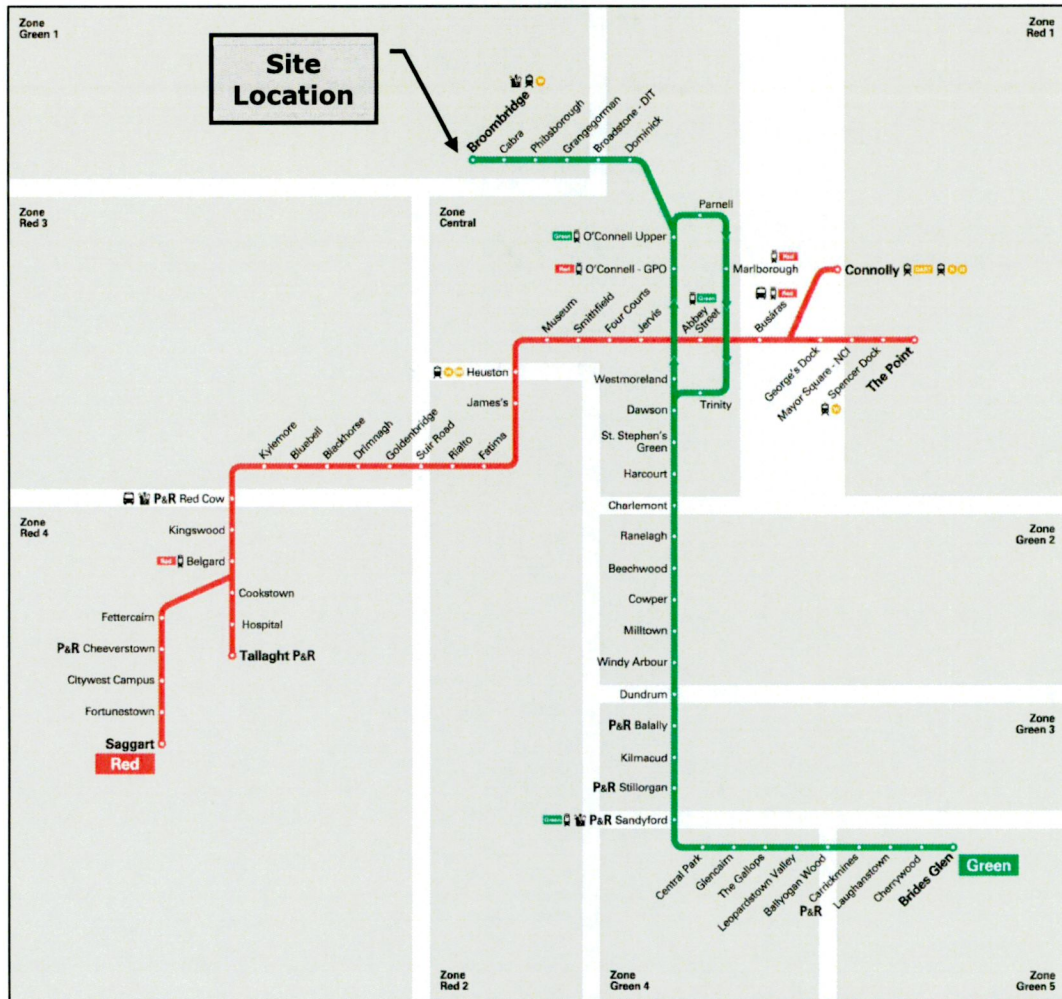


Figure 5: Luas Network Map

The Red line includes stops which interchange with all other major rail and bus services in Dublin at Heuston Station, Connolly Station and Busáras. This effectively links the site to all rail services operating within and to/from Dublin which are summarised following:

- Dublin Heuston Routes – Cork, Galway, Limerick, Ennis, Waterford, Westport, Ballina, Portlaoise (which numerous intermediate stops on each);
- Dublin Connolly Routes – DART, Commuter, Belfast, Rosslare, Sligo, Dundalk, Maynooth, Longford, Portlaoise (which numerous intermediate stops on each).

The site is further linked to all express, intercity and commuter bus services operating through Busáras, linked directly by the Luas. This level of connectivity means any area served by a public transport service that operates in Dublin City is accessible from the development site by sustainable means.

Furthermore, the Luas Red Line links with the Luas Green Line through their respective Abbey Street and O'Connell Street stops. The Luas Green Line operates a similar service between Broombridge and Bride's Glen with key intermediate stops including St. Stephen's Green, Dundrum and Sandyford which house extensive areas of employment.

There are also proposals for significant infrastructural upgrades to these existing services which will further benefit the development site and enhance overall accessibility. These include:

- MetroLink – a high capacity, high-frequency heavy rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and thereby creating a fully integrated public transport network in the Greater Dublin Area. It will link with the Luas Red Line at O'Connell Street;

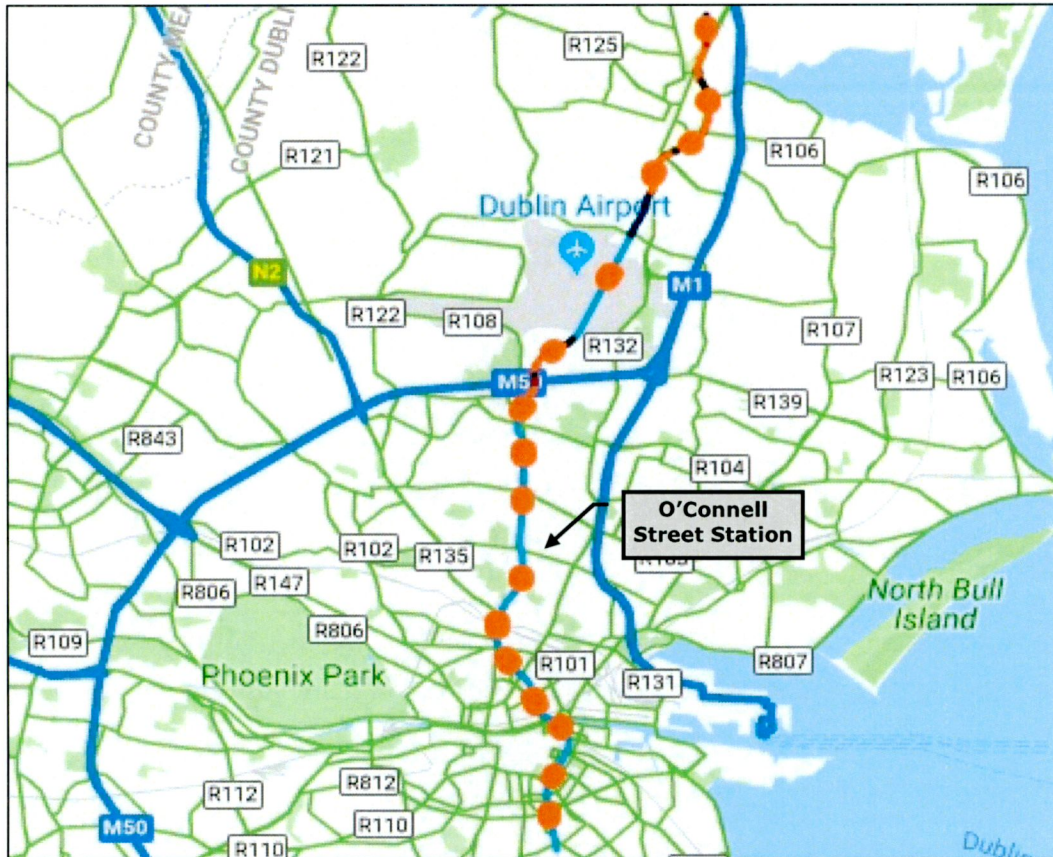


Figure 6: Metrolink Map

- The DART+ Programme will treble the length of the existing DART network through electrification of existing Commuter lines including those to Drogheda and Maynooth and improvements to the existing train fleet to increase capacity and frequency. This enhanced DART network will be accessible via Heuston and Connolly Stations which link with the Luas Red Line as set out previously.

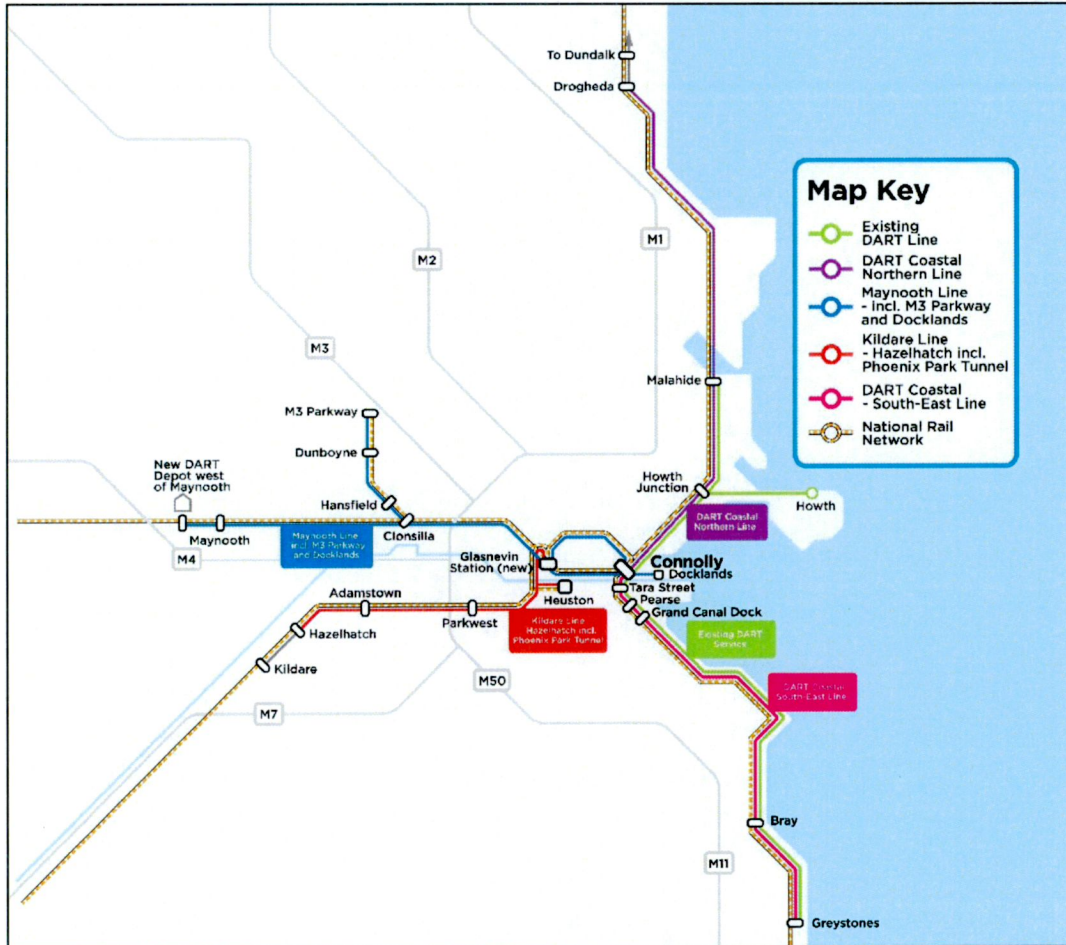
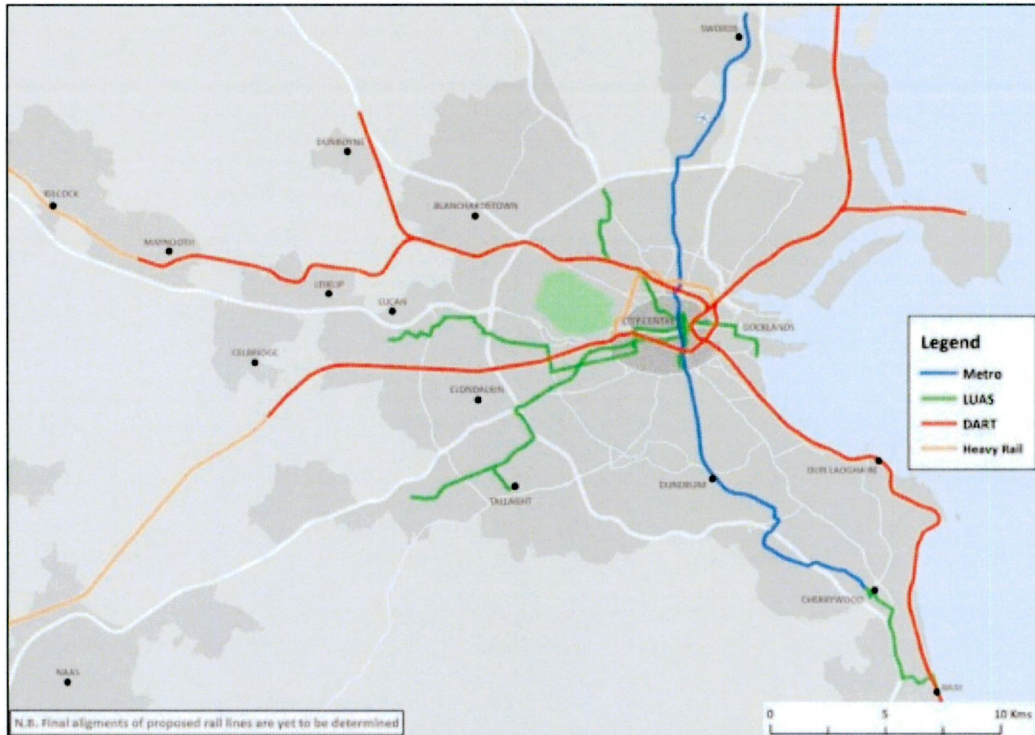


Figure 7: DART+ Map

- The Transport Strategy for the Greater Dublin Area (2016-2035) sets out proposals for further extensions to the Luas Network including extensions to Lucan, Finglas and Bray which will be accessible through the aforementioned overall Luas connectivity. These proposals are also reflected in the Draft Transport Strategy for the Greater Dublin Area (2022-2042).



*Figure 8: Greater Dublin Area Transport Strategy 2016 – 2035 Overall
Heavy & Light Rail Network*

- The South Dublin County Development Plan sets out proposals for a “long term high capacity public transport” service running east of the development site along Belgard Road and continuing north across Dublin.

Bus

There are a number of Dublin Bus and Go Ahead routes serving stops in the local area within an approximate 800m (10 minute) walk on Belgard Square North and Belgard Road. The key routes serving these nearby stops are summarised in the following table.

Route	Description	Frequency
27	Clare Hall – Jobstown	10 mins
54a	Pearse Street – Ellensborough/Kiltipper Way	15-30 mins
65	Poolbeg Street – Blessington/Ballymore	2 hours
76/76A	Tallaght – Chapelizod	15-20 mins
77a	Ringsend Road – Citywest	15-20 mins

Table 1: Local Dublin Bus Services

As can be seen, there is one service operating with a peak hour frequency of every 10 minutes with a number of other services operating at 15 – 20 minute frequencies. These, combined with the other services operating locally, provide access to a wider catchment, particularly for commuters.

Further improvements to the local bus network are planned as part of the BusConnects project which will offer considerable additional benefit to the proposed development site. BusConnects includes a complete overhaul of the existing bus route network to provide a higher quality and more reliable service combined with infrastructural upgrades along key routes.

Relative to the development site, the key proposals include provision of a number of routes within close proximity of the development site along Belgard Square North and Belgard Road. These routes will have varying service frequencies ranging from 12 – 30 minutes.

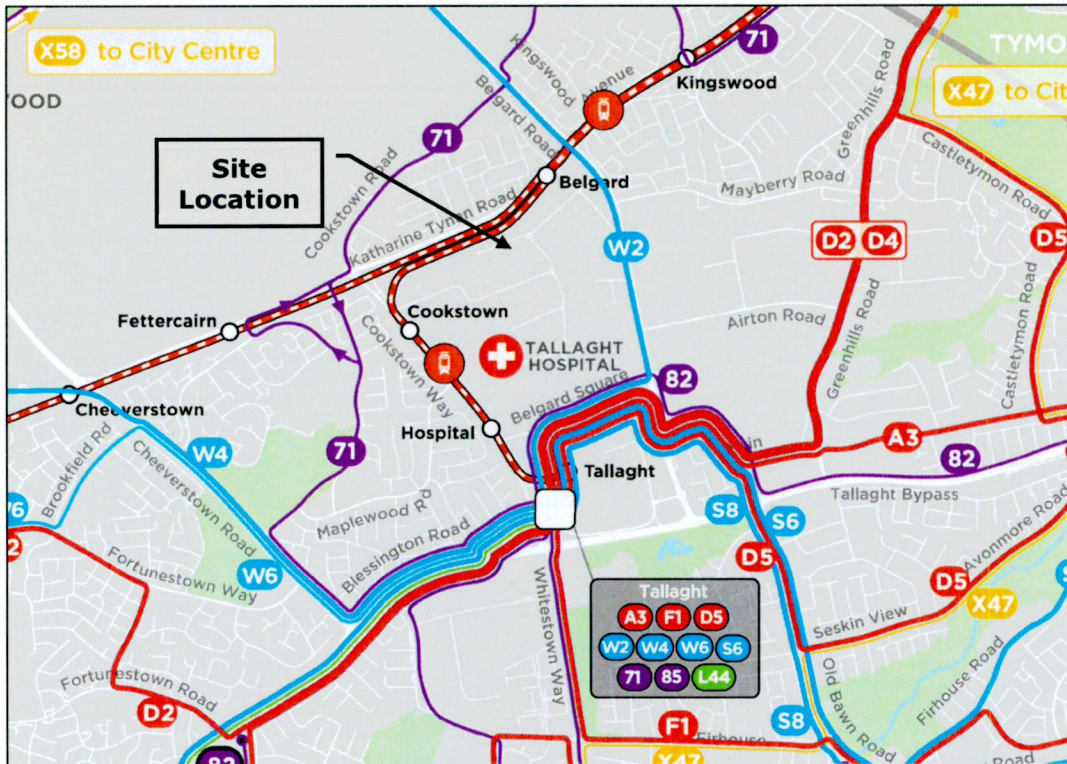


Figure 9: Bus Connects Proposed Network Map

The Tallaght LAP also sets out proposals with respect to a future bus network as per the following extract.

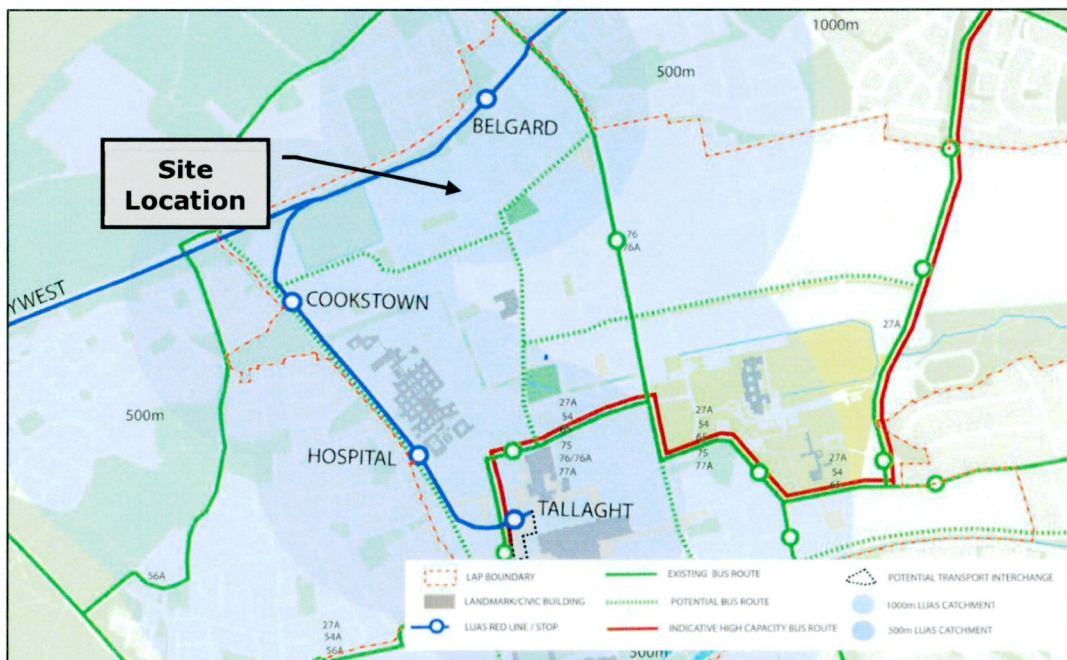


Figure 10: Tallaght LAP Public Transport Network

Cycle/Pedestrian

The National Transport Authority (NTA) has surveyed the cycle facilities for the Greater Dublin Area as part of the *Greater Dublin Area Cycle Network Plan*. An extract from this plan showing the existing facilities in the vicinity of the proposed development is shown following.

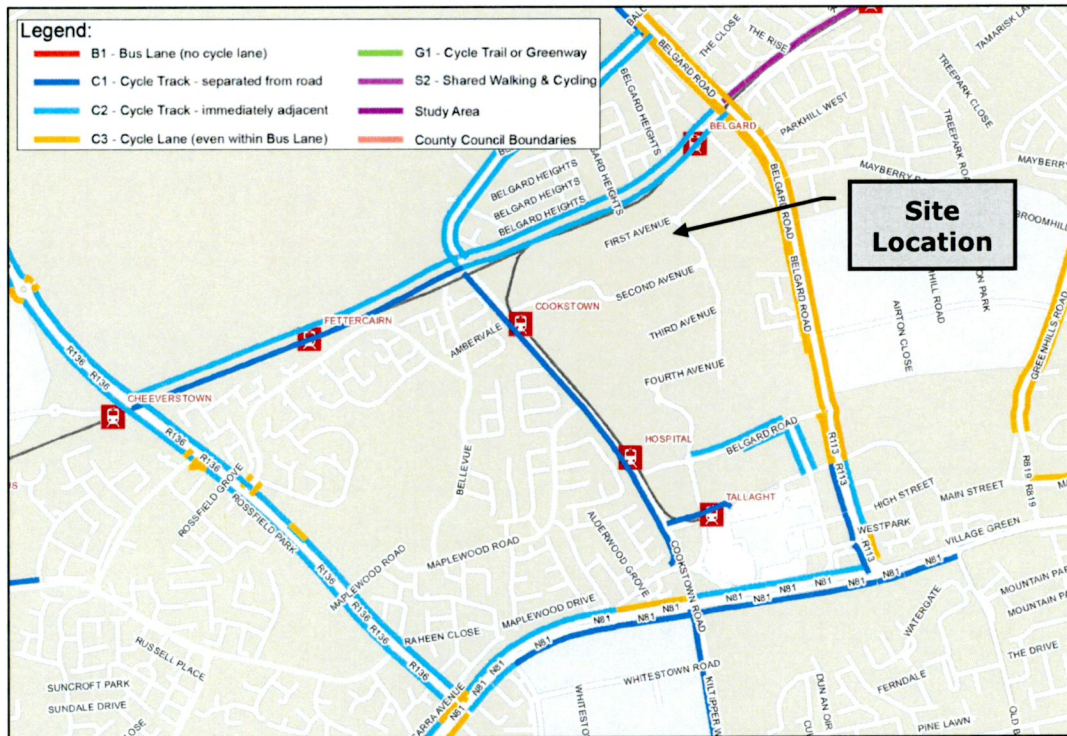


Figure 11: Existing Cycle Network Map

The plan sets out extensive proposals for future cycle network improvements, which are highlighted in the following extract from the associated mapping.

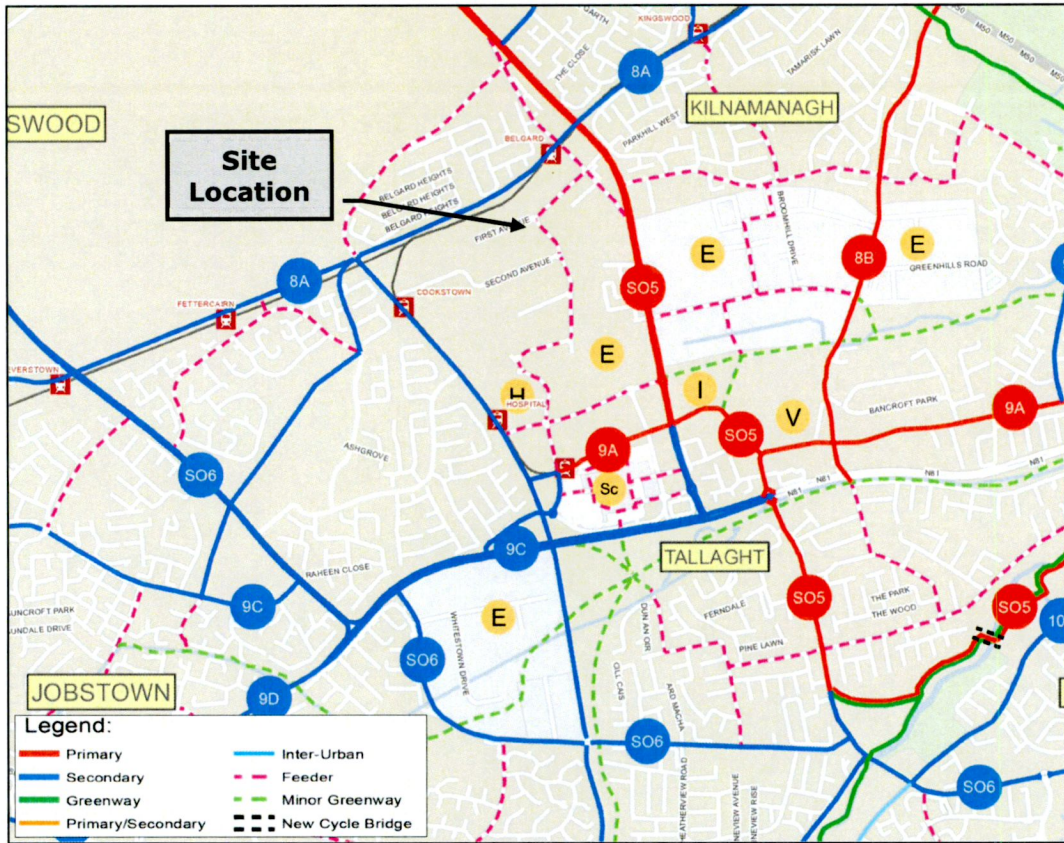


Figure 12: Proposed Cycle Network Map

The proposals include both primary and secondary routes in the vicinity, linked by a feeder route running along Cookstown Estate Road directly adjacent the development site. This is reflected by similar proposals in the Tallaght LAP 2020 as per the following extract.

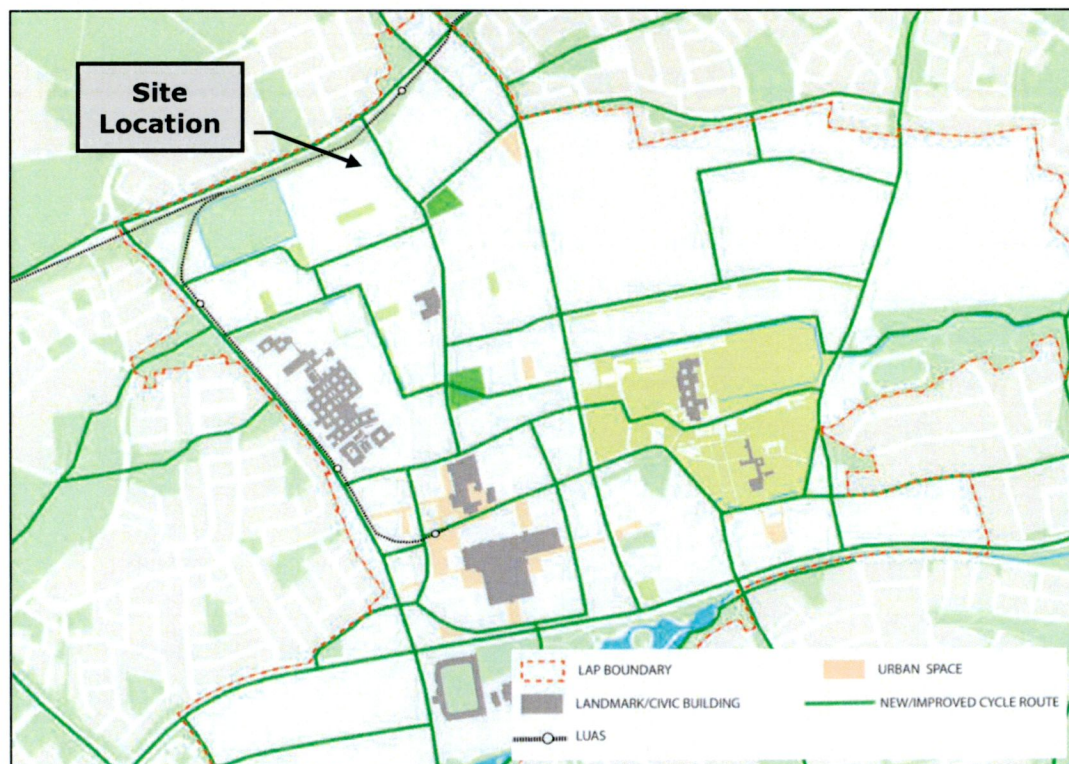


Figure 13: Tallaght LAP Cycle Network

In addition, it is understood that South Dublin County Council have received funding to progress a number of active travel schemes which are relevant to Tallaght and will provide improved pedestrian/cycle routes to Clondalkin and Knocklyon. There are to be progressed in the near future and are expected to be delivered in a similar timeframe to the proposed development.

CHARACTERISTICS OF THE LOCAL AREA

The need to travel by car, particularly for residential uses, is often a factor of the availability of commonly used services and amenities in the local area. This is considered here in the context of the proposed parking for the separately proposed residential use on the overall site which will be subject to a separate future application. The central location of the development site near the heart of Tallaght presents a clear opportunity in this regard to effectively reduce the need to travel by, and by association, own a car.

The site is approximately 1km (12 minutes) walk from the Square Tallaght which provides access to an extensive combination of amenities with over 160 stores including:

- Multiple major supermarkets;
- A wide variety of other convenience and comparison retail options;
- Numerous restaurants and cafes;
- A medical centre, dentist and optometrist;
- A post office;
- Travel agents;
- Cinema.

Not only does the Square Tallaght provide access to a significant number of retail and leisure amenities, it also represents a major employment centre in the area. A further expansion to the centre has also been approved and is due to commence in the coming years which will further improve the variety of retail, commercial and leisure options available as well as facilitate increased employment in the area.

The site location in the centre of Tallaght means it is within a reasonable walking and cycling distance of a nearly all employment opportunities within Tallaght. In addition to this, there are a considerable number of amenities and employment areas in the local area including:

- Tallaght University Hospital is located approximately 700m (9 minutes) walk from the development site;
- Technological University Dublin Tallaght, with a student population of over 6,000 and over 300 staff members, is located approximately 1.3km (16 minutes) walk from the development site;
- Belgard Retail Park is located 1km (12 minutes) walk away and provides access to a variety of retail, café & food outlets;
- An AIB Bank located in the grounds of Tallaght University Hospital;
- An Aldi supermarket 350m (4 minutes) walk from the site;
- Multiple gyms within a 5 – 10 minute walk of the site;

- Multiple bars within a 20 – 25 minute walk or a very short taxi journey of the site;
- A number of schools within a 700m – 1.5km walk/cycle of the site.

The proximity of the above will significantly reduce the need to travel by car on a regular basis which in turn facilitates a reduced level of car ownership for residential uses.

In addition, it is noted that alternative services are becoming more widespread which further reduce the need for travel. This includes delivery services for groceries from major retailers which residents at the development can avail of as a substitute for trips which previously may have been considered to require a car.

CENSUS DATA

With respect to the parking proposed to serve the future residential use of the site which will be subject to a separate planning application, the Census data is considered a key source of area specific information on local travel patterns which should form the basis of any associated car parking strategy for the residential units. The development site is located in the Electoral Division of Tallaght – Springfield which covers a relatively large area but is considered to be a good representation of the local area and the associated travel characteristics given its proximity to the major transport infrastructure.

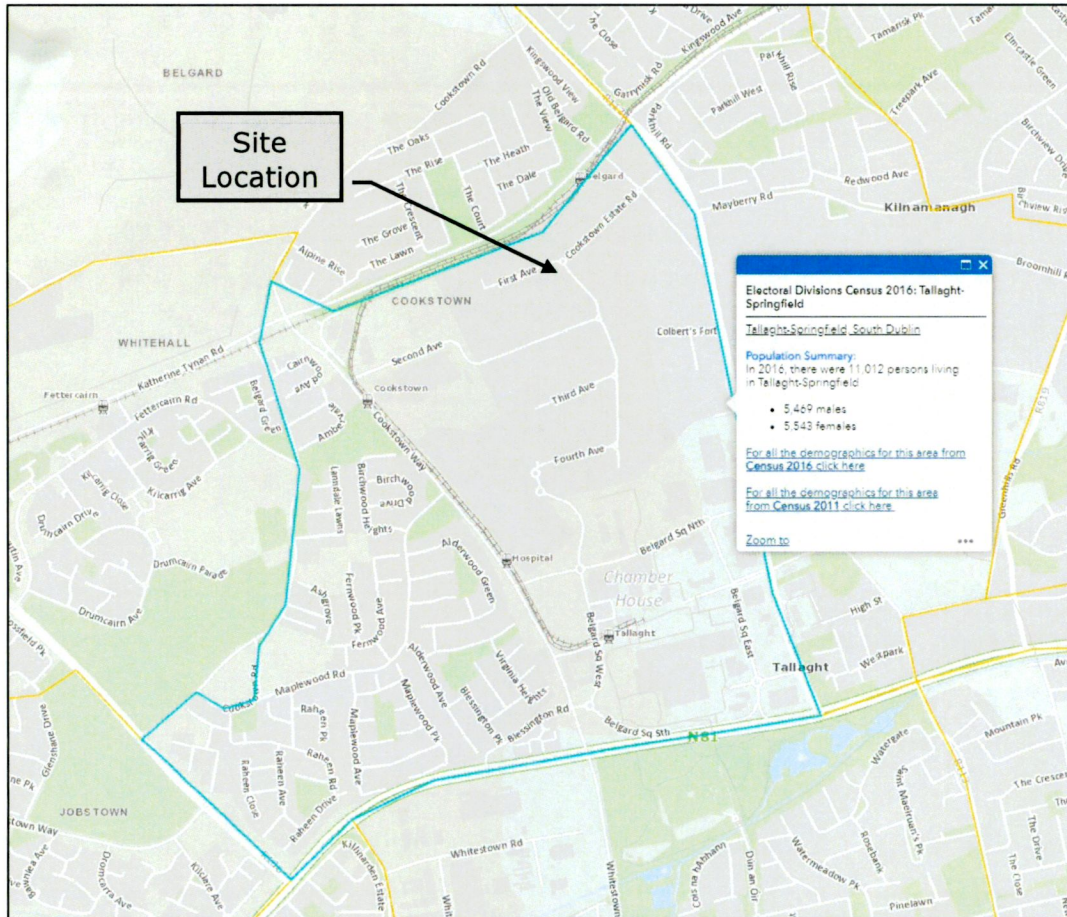


Figure 14: Map of Electoral Division of Tallaght – Springfield

Based on the Census 2016 data made available by the Central Statistics Office (CSO)¹, this area contains a total of 3,676 permanent private households, with approximately 47% of these comprising houses and 53% apartments. Of these households, approximately 52% were occupied by 3 or more people, with 41% owner occupied and 51% occupied by one or more families.

The future residential use is expected to consist entirely of apartments, split approximately 49% 1 bed units and 51% 2 bed units meaning the demographic of occupants will be largely different to that currently experienced in the area. As a result, it is expected to experience a lower level of car ownership and car usage than the Census data for this overall area due to the notable difference in unit type, unit size, expected

¹ Source: <http://census.cso.ie/sapmap/>

occupancy and expected demographic of residents. Existing residential developments in the area would also be expected to have a car parking provision of at least 1 space per unit given their construction date which facilitates a higher level of car ownership. Furthermore, the existing residential developments locally are unlikely to experience the benefit of any site specific mobility management measures which would facilitate a cultural shift away from car use and, by association, ownership.

Despite this, it is noted that a total of 917 (25%) of the 3,676 households do not own a car at present. However, more importantly, of the 4,730 workers recorded living in this area, 2,616 (55%) do not use a car to commute. Again, it is stressed this is likely without the benefit of any site specific mobility management measures which would facilitate a further reduction in car based travel.

Looking in a wider context, the development site is located in the north section of the constituency of Dublin South-West. This constituency also contains a significant area in its southern portion that would be classed as rural lands which are distant from public transport services, unlike the development site location in Tallaght meaning related statistics will be conservative. Nevertheless, this area contains approximate 6,400 households who do not own a car and so require no car parking. It also contains over 22,700 people who do not use a car for their commute and so are generally considered to not require regular enough access to a car to necessitate owning a vehicle.

To put this in context, the future residential development is estimated to have a total person occupancy in the range of 140 – 410 people. Even allowing for the highest estimated occupancy there is enough existing demand from people who do not use a car on a regular basis in the constituency of Dublin South-West to fill over 55 developments of the type and scale expected. This is again without the benefit of any specific management measures in place to facilitate reduced car ownership currently experienced in this area.

In addition, consideration should also be given to the fact that the majority of properties locally contain ample parking provision to facilitate people looking to live in the area while also owning a car. This includes both established housing developments and properties constructed when parking provision was considered a necessity prior to sustainable transport objectives becoming more prominent. However, this development seeks to fully embrace the highly accessible nature of the site and the overarching objectives with respect to sustainability to provide a development which meets the demands of those who have no need to own a car, the numbers of which have been shown to be substantial in the area and which are growing on a continual basis.

Taking a slightly different approach, OCSC have consulted the data made available by CSO from the 2016 Census with respect to commuting locations, known as Place of Work, School or College - Census of Anonymised Records (POWSCAR)². Specifically, the tabular data on commuting has been interrogated which includes the number of people travelling between specific electoral divisions. In this instance, the data has been used to identify where people currently living in this area are commuting to/from on a regular basis for work or school/college.

The data shows that of all commuting for work or school/college from the Electoral Division of Tallaght – Springfield, 19% of trips remain in this Electoral Division alone while up to 46% of trips are to any of the combined Tallaght Electoral Divisions.

As noted previously, the development site is located within a very short walk of the Luas Red Line which links directly to Dublin City Centre (35 minute journey time) and the associated vast transport network that operates to/from the centre including expanded rail services and extensive bus routes that can be used to access virtually any location in Dublin. In this context, it is noted that 45% of trips occur to/from Electoral Divisions that are served directly by the nearby Luas Red Line and this is without

² Source: <https://www.cso.ie/en/census/census2016reports/powscar/>

considering Electoral Divisions that are within a reasonable walking distance of the Luas and the connectivity to other rail and bus services including the Luas Green Line, Heuston and Connolly Stations, Busáras and the extensive connecting Dublin Bus/Go Ahead bus services. This clearly indicates that the existing travel patterns experienced in the area are such that do not require a car to complete and instead can be facilitated by walking, cycling and public transport in the vast majority of instances.

Thus, there is a clear opportunity for a cultural shift away from unnecessary private car ownership and the inefficient and cost ineffective use of land to facilitate car parking towards a more sustainable type of development which encourages travel by sustainable means but also facilitates access to a vehicle where absolutely necessary. It is on this basis, combined with the unique constraints associated with the site in the form of the heritage structure, that the strategy for the overall development has been prepared.

3. PARKING STANDARDS

SOUTH DUBLIN COUNTY COUNCIL DEVELOPMENT PLAN & TALLAGHT LOCAL AREA PLAN

Section 12.7.4 of the *South Dublin County Council Development* considers in some detail the parking requirements for various types of development. Specifically, *Table 12.25* set out the parking standards for car parking which is clearly noted to represent the **maximum** provision. This is based on the site location, categorised into 3 separate zone types as follows:

- **Zone 1** – General rate applicable throughout the County;
- **Zone 2 (Non-Residential)** – More restrictive rates for application within town and village centres, lands zoned REGEN, and brownfield / infill sites within Dublin City and Suburbs settlement boundary within 800 metres of a train or Luas station and within 400-500 metres of a high quality bus service (including proposed services that have proceeded to construction);
- **Zone 2 (Residential)** – More restrictive rates for application within town and village centres, lands zoned REGEN, and brownfield / infill sites within Dublin City and Suburbs settlement boundary within 400-500 metres of a high quality public transport service (includes a train station, Luas station or bus stop with a high quality service).

As noted previously, the Development site is within 500m walk of the Luas Red Line Belgard stop placing it in the Zone 2 definition. It is further noted that the Tallaght Local Area Plan (LAP) proposes infrastructure which will shorten this walking route to less than 300m as indicated in the following extract from Figure 3.7 of the LAP.

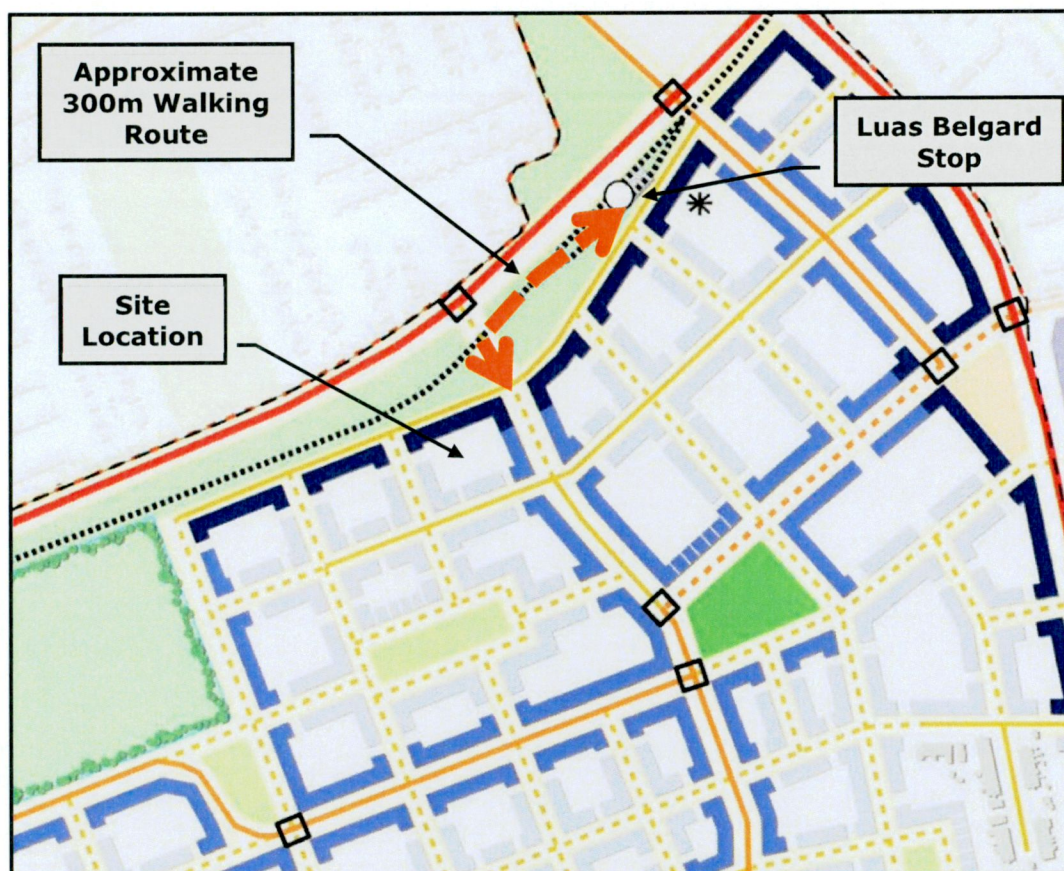


Figure 15: LAP Proposed Shortened Route to Luas

The Development Plan maximum parking rates do not have a specific standard for transitional care facilities, however, the below is considered to be the most appropriate approximation:

- Nursing Home (Zone 2) – 1 per 8 residents;
- Apartment 1 Bed (Zone 2) – 1 space per unit;
- Apartment 2 Bed (Zone 2) – 1.25 space per unit.

With respect to the residential standards, the Plan goes on to note that *“the maximum provision should not be viewed as a target and a lower rate of parking may be acceptable”*. This is subject a number of factors, the relevant ones to the proposed and future residential development are listed as follows:

- The proximity of the site to public transport and the quality of the transport service it provides;

- The proximity of the development to services that fulfil occasional and day to day needs;
- The existence of a robust and achievable Workforce Management or Mobility Management Plan for the development;
- The ability of people to fulfil multiple needs in a single journey;
- The levels of car dependency generated by particular uses within the development;
- The ability of residents to live in close proximity to the workplace

The characteristics of the site as outlined previously in this report meet a number of these thresholds including proximity to public transport, local services and areas of employment. A detailed Mobility Management Plan is submitted with this application under separate cover and will be applied to any future residential use on the site. Furthermore, extensive works are set out to improve accessibility to the Town Centre and nearby Luas Stop, to be provided in co-ordination with South Dublin County Council. This is discussed in more detail later in this report.

Taking the above into consideration, there is considerable scope in accordance with the Development Plan standards for a reduction in car parking provision at the development.

GUIDELINES FOR PLANNING AUTHORITIES – DESIGN STANDARDS FOR NEW APARTMENTS

The updated *Guidelines for Planning Authorities, Design Standards for New Apartments (December 2020)* from the Department of Housing, Planning and Local Government are also applicable with respect to the residential car parking provision. Section 4 of these guidelines' states:

"In larger scale and higher density developments, comprising wholly of apartments in more 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 policies above would be particularly applicable in highly accessible areas

such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity.

These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services".

As noted previously, the site is highly accessible by rail, bus, bicycle and on foot and is specifically within a 5 minute walking distance of the Luas. Thus, it is clear that the development falls into this category meaning it is appropriate to provide a significantly reduced quantum of car parking at the development. In this regard it is noted that there are number precedent planning applications which have received a grant of permission with substantially reduced parking provision, with a number of these summarised following.

Scheme Name & Location	Type	Permitted Car-Parking Ratio
Belgard Gardens, Tallaght, Dublin 24 (ABP-303306-18)	Residential	0.25
Swiss Cottage Santry, Dublin 9	Residential	0.3
Units 66 & 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24 (ABP-308398-20)	Build to Rent	0.34
Former Gallaher's Cigarette Factory, Airtown Road/Greenhills Road, Tallaght, Dublin 24 (ABP 306705-20)	Mixed Use	0.40
Swords Road and School House Lane, Santry, Dublin 9 (ABP-303358-19)	Build to Rent	0.33
Former Dulux Factory site, Davitt Road, D12 (ABP-303435-19)	Build to Rent	0.44

Table 2: Precedent Planning Approvals

The Belgard Gardens development is of particular relevance given its proximity to the proposed development site as set out following.

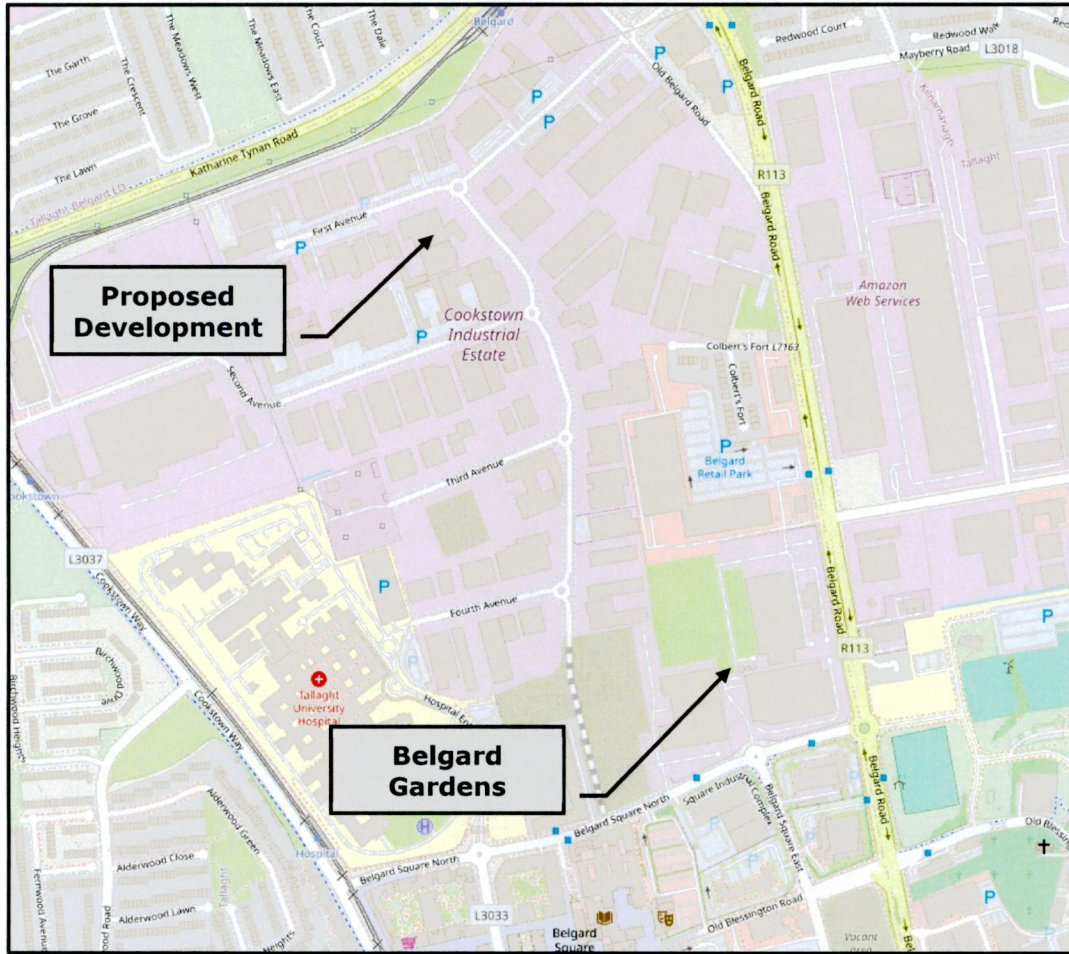


Figure 16: Proposed Development Proximity to Approved Belgard Gardens Development

4. PROPOSED DEVELOPMENT

The proposed development will see the provision of a 131 no. bedspace transitional care facility. As noted, the remainder of the site is expected to house a residential development consisting of apartment units which will be subject to a separate, future planning application.

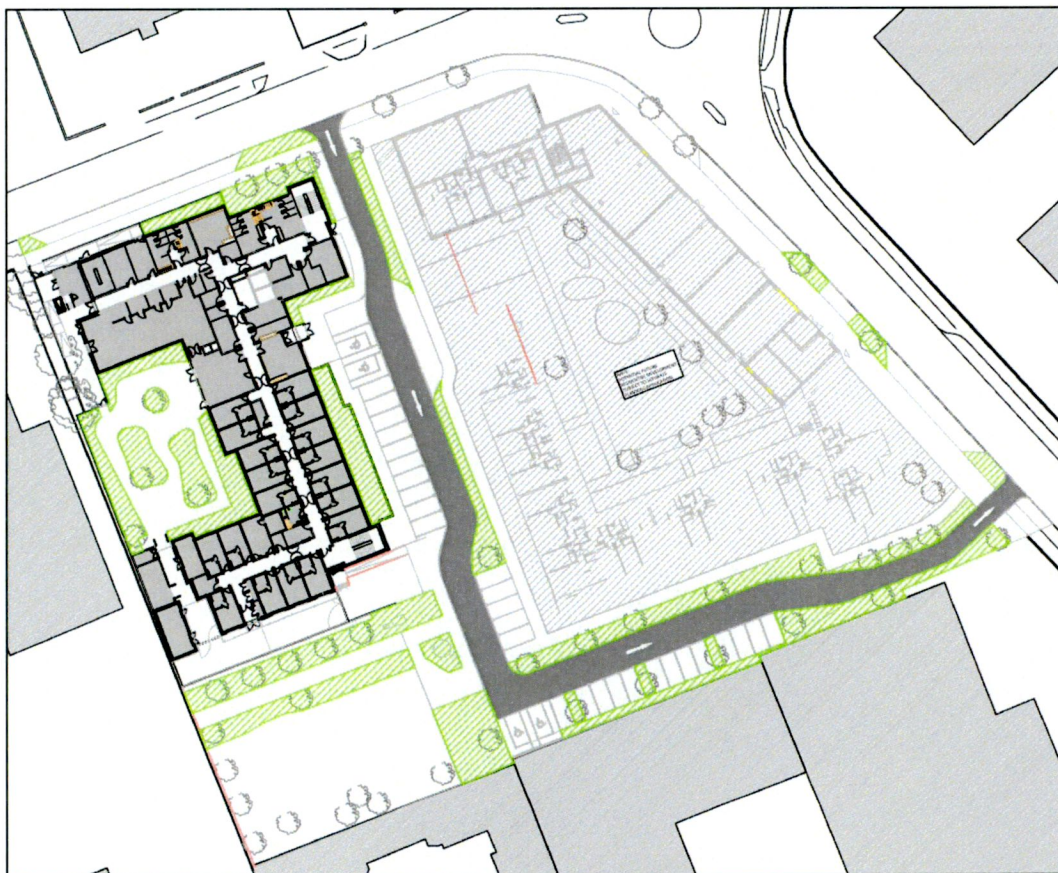


Figure 17: Proposed Development Layout

Vehicular access to the development is proposed via an entrance on First Avenue with a one-way system proposed through the site and a corresponding exit in the southeast corner of the site on Cookstown Estate Road.

The internal road width has been reduced in line with the proposed one-way system while also being mindful of the accessibility to the car parking along its length. A swept path analysis has been carried out showing there is sufficient width available for a variety of car sizes, up to a large car, to

manoeuvre in and out of the parking spaces. A swept path analysis has also been carried out for a fire tender vehicle. The aforementioned is shown in the following drawings submitted as part of this application:

- B981-OCSC-XX-XX-DR-C-0120;
- B981-OCSC-XX-XX-DR-C-0121;
- B981-OCSC-XX-XX-DR-C-0122.

It is proposed to provide a total of 17 no. spaces to serve the transitional care facility based on the standard in the SDCC Development Plan. 15 no. car parking spaces are proposed for the future residential development. Additional car public parking/loading areas are proposed along the boundary of the site to facilitate servicing while an internal set down and ambulance bay is also provided. The specific elements of the strategy to facilitate the proposed parking provision are set out in further detail in the following section.

With respect to the interface with the public roads, it is acknowledged that the Tallaght LAP sets out proposals for the future road infrastructure in the wider area, including changes to the Cookstown Estate Road and First Avenue which border the site. These are indicated in Figure 3.7 of the LAP which is recreated following.

Ultimately, the LAP proposes that the sections of First Avenue and Cookstown Estate Road which border the site will become tertiary routes/local routes/homezones. OCSC contacted South Dublin County Council (SDCC) at pre-planning stage to establish if there were any specific proposals with respect to these future road upgrades and any associated cross section which could be incorporated into the proposed design. However, at the time of writing it was advised that there were currently no such proposals beyond the limited detail included in the LAP. An extract of the LAP mapping is shown overleaf.

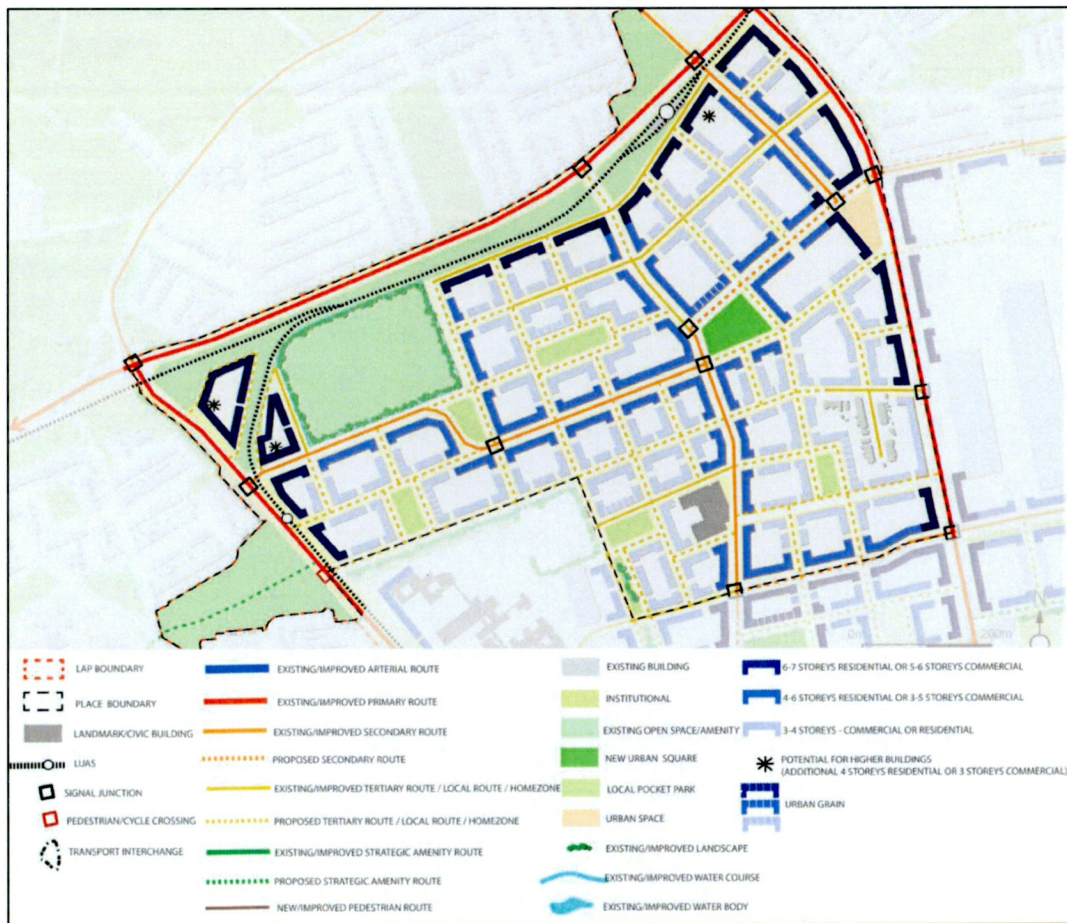


Figure 18: Tallaght LAP Roads Proposals

In order to improve accessibility in the area, a series of upgrades to the existing public infrastructure are set out as part of this application. These fall into two categories:

- Permanent work provided in line with the LAP vision relating to roads directly bordering the development site
- Interim infrastructure upgrades to be improve accessibility to the nearby Luas and Town Centre which will ultimately be replaced by, and do not prejudice the delivery of, the long term solution as per the development of the LAP lands.

Refer to the below OCSC Drawings for further detail, with a summary of the works outlined following:

- B981-OCSC-XX-XX-DR-C-0111;
- B981-OCSC-XX-XX-DR-C-0112;
- B981-OCSC-XX-XX-DR-C-0113;
- B981-OCSC-XX-XX-DR-C-0114;
- B981-OCSC-XX-XX-DR-C-0115;
- B981-OCSC-XX-XX-DR-C-0116.

The permanent public infrastructure upgrades include improvements to the footpaths directly bordering the works in line with the LAP vision. While the Design Manual for Urban Roads and Streets and the National Cycle manual would indicate that shared usage by cars and cyclists of the roads directly bordering the site would be in line with the LAP proposals, a conservative approach has been adopted in this instance. As a result, a minimum 2m wide footpath is proposed on all boundaries while a 2.1m wide cycle track is also proposed along the eastern boundary in accordance with the National Cycle Manual design standards. This will promote a higher degree of pedestrian priority, will offer a substantial improvement to the public realm in the area and improved accessibility for pedestrians.

The interim design upgrade proposals are to be delivered in conjunction with South Dublin County Council and include the provision of an upgraded footpath and cycle track link on the east side of Cookstown Estate Road heading south from the development site to Tallaght Town Centre and on the north side of Cookstown Estate Road heading East to Old Belgard Road, improving linkage to the nearby Luas stop. Give the interim nature of the works and to maintain access arrangements for the existing developments along the routes while avoiding abortive work which could prejudice the delivery of the long term LAP upgrades, the upgrade allow for the following:

- Retention of existing kerbs and carriageway edge, including drop kerb access at existing entrances and removal of the existing grass verge and some uncontrolled parking bays;
- Provision of a 1.8m wide concrete footpath in line with Section 4.3.1 and Figure 4.34 of DMURS;

- Dedication of the remainder of the cross section to a cycle track facility with widths dependent on the available space, generally approximately 2m;
- Pedestrian/cycle crossings linking to the development site on its north and east boundaries to link with the aforementioned permanent design.

To the east, the upgrade will extend as far as the Old Belgard Road roundabout which is a significantly improved quality road with good quality pedestrian infrastructure linking to the Luas Belgard Stop. To the south, the upgrade will extend as far as the Fourth Avenue junction which is to be upgraded as part of the approved SHD development (Ref: ABP-308398-20). This will then link to the recently completed Cookstown Link road which includes high quality pedestrian and cycle facilities lining back to the Town Centre.

As noted, the delivery of these upgrades will be in co-ordination with South Dublin County Council. However, it is noted that the buildout of the LAP lands will include significant upgrades to the wider road network including both pedestrian and cycle infrastructure. Furthermore, it is acknowledged that South Dublin County Council have received a grant of permission for the Tallaght to Clondalkin Active Travel Scheme which includes 4.9KM of cycle route building interconnectivity from Tallaght to Clondalkin Village. Given the potential timeframe for delivery of the proposed development and this active travel scheme, it is expected that they will be progressed in parallel with one another given the expected minimum 3 year delivery timeframe for the proposed development.

On that basis, the proposed infrastructure upgrades in this planning application will be seen as an interim solution and may be superseded by the delivery of the Active Travel Scheme. Thus, the Applicant will work closely with South Dublin County Council to ensure that the required linkages are put in place, either via the aforementioned interim proposals carried out as part of the proposed development or through the permanent Active Travel solution before the proposed development is operational.

5. PARKING STRATEGY

As set out clearly in this report, the location and nature of the site predisposes it to a reduced need for car usage, ownership and, by association, provision of car parking which is in line with current applicable standards. In order to facilitate this, a series of hard and soft measures are proposed as set out following which will apply to the proposed transitional care facility and the future residential development which is subject to a separate, future planning application.

CAR CLUB

Traditionally, car parking has been provided within Dublin to primarily facilitate a storage role. This is on the basis that a car is not used on a regular basis such as for commuting and is instead required for infrequent trips such as bulky shopping trips which could not be facilitated through public transport or weekend, off peak recreational trips. This is considered to be a particularly inefficient use of space, particularly at a constrained brownfield location in a highly developed urban area such as the development site.

Taking this into consideration, the provision of car club spaces is considered an improved alternative option which both reduces the need for car ownership and provision of dedicated car parking while also maintaining access to a vehicle for infrequent use. This is in line with the *Guidelines for Planning Authorities, Design Standards for New Apartments* which state:

"As well as showing that a site is sufficiently well located in relation to employment, amenities and services, it is important that access to a car sharing club or other non-car based modes of transport are available and/or can be provided to meet the needs of residents, whether as part of the proposed development, or otherwise. 'Car free' development is permissible and if developed, must be fully communicated as part of subsequent apartment sales and marketing processes".

This is further supported by the aforementioned Census data which shows relatively low existing demand for regular car based travel and further potential for a modal shift towards more sustainable means.

Car club services are very simple to use, with licensed and registered users able to book a vehicle through a convenient means such as a phone app. Fuel, tax, insurance, cleaning and maintenance costs are all typically included as part of the overall package which is a further incentive for users to switch from private car ownership as the overall cost of owning a car relative to the amount of use is not as attractive in many instances.

GoCar is an example of such an operator who are a well-established and experienced car club operator in Dublin. GoCar have carried out a survey of their existing users to show the effectiveness of such a service, with the key results summarised as follows:

- 86% of GoCar use was for personal use with 14% for business use;
- 59% of GoCar users have used the service to replace a personal vehicle;
- 69% of users cite convenience as the biggest advantage of GoCar;
- 30% of users cite insurance costs as the biggest issue with owning a car while 26% cite maintenance and fuel costs as the biggest issue;
- Each GoCar takes 14 cars off Dublin streets;
- Top uses of GoCar are:
 - Day trips;
 - Family taxi;
 - Big shopping trips.
- The average GoCar is used for just 1 hour a day.

Thus, such a facility would have numerous benefits over the current parking provision model, including:

- Reducing the need for car ownership and thereby reducing the potential for unnecessary travel by car;
- Maintaining access to travel by car to satisfy infrequent, unique trips as outlined previously;

- Reducing the space required for car parking provision and associated cost which has an associated positive impact on unit affordability;
- Reducing costs associated with car use as long term tax, insurance and maintenance costs associated with car ownership (estimated at €10,849.92 by AA Ireland) are replaced with significantly lower, short term costs consolidated into one payment;
- Facilitating more environmentally friendly car travel as 10% of the GoCar fleet consists of electric vehicles, with this share set to increase in the future.

Car clubs also have the added bonus of not contributing to long term commuting by car. As the vehicles must be returned from the point of origin, i.e. the development site, the cost associated with using them on a daily basis for commuting purposes means it would not be a realistic option.

Taking the above into consideration, it is felt that the inclusion of a car club base at the development site would provide a viable and attractive option which will facilitate the level of car parking proposed at the development while maintaining access to a car where necessary. On this basis and based on the demand of ultimately experienced at the development from its residents as part of the overall mobility strategy, it is estimated that 2 no. car club spaces would be suitable for the proposed and future residential development and these spaces could be located either within the development site or in the parking areas proposed along the boundary. The latter would potentially make them available and more accessible to the local area, providing an additional wider community benefit.

CYCLE PARKING PROVISION

In order to offset the lack of car parking provision, extensive, high quality cycle parking is proposed at the development. The cycle parking for the residential component will be set out as part of the respective future planning application for this use but will be in line with the standard set out in the *Guidelines for Planning Authorities, Design Standards for New Apartments* which considerably above the Development Plan.

The transitional care facility provision is in line with the Development Plan standard of 1 space per 5 staff members and 1 space per 10 residents.

MOBILITY MANAGEMENT PLAN

A Mobility Management Plan has been prepared and submitted under separate cover as part of this application. The plan set out a series of objectives which relate to facilitating and encouraging travel by sustainable means. The plan includes details of a combination of hard and soft measures included in the development design and proposed to be put in place for its operation to achieve the stated objectives.

The plan will be a living document, continually updated in light of the experience gained through its operation in conjunction with the occupants and the Local Authority to ensure the maximum benefit is achieved.

COMMUNICATION & TENANT MANAGEMENT

A key aspect of the strategy will be early and effective communication with prospective tenants for the future residential development. The units are expected to be marketed on the basis of sustainable living, embracing the highly accessible nature of the site and local amenities to specifically target residents who do not have need for a car nor a car parking space. The demand for more sustainable living continues to grow in line with objectives to improve quality of life as well as address significant environmental issues such as climate change, a key contributor to which is burning of fossil fuels created by car based travel. As people are becoming more aware of these issues, which are becoming more and more prominent in day to day life, it is leading to a cultural shift and change in priority for many residents who would prefer to lead a more sustainable lifestyle. It is on this basis that the development has been designed, to facilitate this growing demand.

The communication strategy will make the overall sustainability strategy and the associated parking strategy clear to the prospective tenants as part

of the marketing for the units from the initial stages of contact in line with Section 4.24 of the Design Standards for New Apartments.

The communication strategy will also highlight the following:

- The proximity of local areas of employment;
- The proximity of local retail, commercial and leisure amenities;
- Key local transport options in the area;
- Key measures proposed to facilitate no car ownership at the development including availability of car club vehicles, extensive cycle parking provision, implementation of a Mobility Management Plan etc.

PARKING MANAGEMENT

The Management Company will be responsible for the ongoing management and allocation of car parking. On this basis, they will retain the ownership of all residential car parking spaces to provide necessary flexibility of use and ensure that spaces are assigned on a demand basis as appropriate.

The use of the parking provided will be continually monitored and strictly controlled by the Management Company. In order to prevent unauthorised car parking taking place, a clamping system will be in place throughout the site whereby any cars parked in an unapproved location will be clamped and the owner required to pay a fine for release. All tenants will be advised of this system as part of the initial consultation with appropriate signage also provided.

6. TRAFFIC ASSESSMENT

CONSTRUCTION STAGE

Relative to the operation stage, the construction period will be temporary in nature. Construction traffic is expected to consist of the following categories:

- Private vehicles owned and driven by site construction staff and by full time site supervisory staff and occasional professional supervisory staff i.e. design team members and supervisory staff from utility companies;
- Materials delivery and removal vehicles.

It is difficult to assess the exact quantum of traffic that will be generated during the construction period as it will vary throughout the construction process as different activities have different associated transportation needs. However, the following points are noted with regard to construction traffic:

- In general, the construction day will begin and end outside of peak travel hours. As a result, the majority of workers travelling to and from the site will arrive before the a.m. peak hour and depart after the p.m. peak hour;
- On-site parking will be provided for use by critical staff only with the remainder of staff encouraged to travel by the numerous public transport options serving the locality;
- Adequate on-site compounding will be provided to prevent any potential overflow onto the local transport network;
- The potential for construction staff to be brought to the site in vans/minibuses will be investigated;
- Excavation and materials delivery vehicles travelling to and from the site will be spread across the course of the working day meaning the number of HGV's travelling during the peak hours will be relatively low.

Overall, it is expected that the level of traffic generated by the construction works will be negligible during the peak traffic hours and, as a result, it is expected to have a negligible impact on the surrounding road network with respect to capacity.

This stage of the development is considered in more detail in the *Outline Construction Management Plan* submitted with this application. This plan will be further revised prior to the start of construction by the appointed contractor in conjunction with the Local Authority.

OPERATIONAL STAGE

The traffic impact of the proposed development is expected to be negligible, even when considering the future potential residential development in addition to the proposed transitional care facility. It is noted that the future residential development is expected to have a reduced quantum of car parking provision based on the allowances in the Development Plan and the Sustainable Urban Housing: Design Standards for New Apartments based on the highly accessible nature of the site. Thus, the low level of car parking will considerably reduce car based trips to and from the proposed development, particularly during peak hours.

Section 12.7.2 of the *South Dublin County Development Plan 2022-2028* sets the *Traffic and Transport Assessment Guidelines* as published by TII as the appropriate standard for such assessments. Table 2.1 of these guidelines set out initial standards where a detailed assessment would be required as follows:

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road;
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive;
- Residential development in excess of 200 dwellings;
- Retail and leisure development in excess of 1,000m²;
- Office, education and hospital development in excess of 2,500m²;

- Industrial development in excess of 5,000m²;
- Distribution and warehousing in excess of 10,000m².

While a threshold is not provided for a transitional care facility, associated visitor activity will generally be in the evenings and at weekends while staff travel patterns would not be expected to coincide with the standard commuting times given the nature of the use. The scale of the transitional care facility proposes 131 no. beds. Even conservatively allowing for an equivalence with 1 bed/2 person apartments, this would equate to just 61 units meaning it is considerably below the above criteria. This continues to be the case when allowing for a future residential development of c. 123 residential units on the remainder of the site, subject to a separate application.

Furthermore, in the context of the previous development in operation at the site which facilitated extensive car parking for a relatively dense employment use, it is expected that the proposed development will result in a nett positive traffic impact as trips associated with the site reduce relative to the previous use.

However, Table 2.3 of the guidelines sets out a series of further thresholds which include:

- The character and total number of trips in / out combined per day are such that as to cause concern;
- The site is not consistent with national guidance or local plan policy or accessibility criteria contained in the Development Plan;
- The development is part of incremental development that will have significant transport implications;
- The development may generate traffic at peak times in a heavily trafficked/ congested area or near a junction with a main traffic route;
- The development may generate traffic, particularly heavy vehicles in a residential area;
- There are concerns over the development's potential effects on road safety;

- The development is in a tourist area with potential to cause congestion;
- The planning authority considers that the proposal will result in a material change in trips patterns or raises other significant transport implication.

Once again, the proposed development is not considered to exceed any of the above sub-thresholds.

Taking the above into consideration, the traffic impact potential of the proposed development is considered to be negligible and is likely to be nett positive in the context of the previous site use and extensive parking provision that was available.

7. SUMMARY & CONCLUSIONS

The proposed development is located on a brownfield site in a highly accessible urban area within walking distance of a variety of rail and bus services, including the Luas within a 5 minute walking distance. The site is also located within walking distance of a considerable number of amenities such as a variety of retail, commercial and leisure uses.

Car parking is proposed in accordance with the allowances set out in the *South Dublin County Development Plan 2016-2022* and as per the *Guidelines for Planning Authorities, Design Standards for New Apartments*.

The development has incorporated a series of hard and soft proposals to facilitate the sustainable nature of the development and associated parking strategy including provision of dedicated car club vehicles, extensive cycle parking provision, implementation of a Mobility Management Plan, parking management objectives and a communications policy.

The development proposes notable upgrades to the wider road network to be delivered in conjunction with South Dublin County Council which will dramatically improve accessibility to the Town Centre and nearby Luas until such time that the LAP lands are fully developed and associated permanent road upgrades can be delivered.

With respect to traffic, the potential impact of the proposed development has assessed in accordance with SDCC and TII guidance and on this basis, been deemed negligible and potentially nett positive relative to the previous use.

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