

TECHNICAL NOTE

No. 1 Adamstown Boulevard

SUBJECT

Condition 2

PROJECT NO.

5150924

DATE

24/10/2024

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DISTRIBUTIONLand Use, Planning and
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South Dublin County Council

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TECHNICAL NOTE

1. Introduction

1.1 Background

Adamstown PCC Designated Activity Company (the Applicant) has appointed AtkinsRéalis to provide traffic and transport consultancy services in order to discharge planning conditions associated with the permitted Change of Use of the existing office building located at 1 no. Adamstown Boulevard to a health centre.

SDCC Decision Order 1244, issued on the 3rd of October 2022, granted permission for the development. The development description as per the permission is as follows:

“Change of Use from existing four-storey Office building to a Health Centre, including associated minor internal layout revisions (2,987 sq.m GFA); Amendments to elements of existing external facade of building including removal of glazed facade at ground, first and second floor level and replace with part clad/part glazed façade and replacement of ground floor timber cladding on eastern ground floor elevation with cladding; A new single storey bin store (c. 30 sq.m GFA); 21 surface level bicycle parking spaces; Alterations to the existing Adamstown Boulevard road consisting of relocation of cycle lane and footpath to allow for the creation of emergency vehicle set down and layby area associated with the Health Centre; All associated and ancillary site development and landscape works On lands generally bounded by Adamstown Boulevard to the west; Adamstown Avenue to the south; residential units in the Stratton development to the north and Stratton Way to the east; This application is being made in accordance with the Adamstown Planning Scheme 2014, as amended and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001.”

As outlined in the Decision Notice, the granted of permission for the development was subject to ten conditions. Condition 2 specifically deals with roads and car parking and is replicated below:

“Prior to the commencement of development, the applicant/developer shall submit, for the written agreement of the Planning Authority, following consultation with SDCC's Roads Department if needed, the following:

- A. A Mobility Management Plan detailing how any overspill into neighbouring residential areas would be avoided or mitigated.*
- B. Unless otherwise agreed, a revised Car Parking provision within Block F with reference to the pre-agreed rate of 60% of the Maximum Car Parking Rate in Table 12.25 of the SDCC Development Plan 2022-2028.*
- C. A detailed parking strategy which addresses how mobility impaired patients will be accommodated and how the ambulance layby parking will be managed. This shall include an examination of the scope for providing mobility impaired car parking spaces on the subject site, in close proximity to the health centre. This might involve amending the existing car parking spaces on Adamstown Avenue, in proximity to the building, to mobility impaired spaces.*
- D. A revised parking layout showing the location and number of mobility impaired parking spaces and EV parking spaces to be provided for the development.*

TECHNICAL NOTE

- E. *A Road Safety Audit which specifically examines the proposed ambulance lay-by and associated cycle lane re-alignment.*
- F. *A revised layout of not less than 1:200 scale showing the location and number of bicycle parking spaces to be provided at the development. Please refer to Table 12.23: Minimum Bicycle Parking Rates – from the SDCC County Development Plan 2022 - 2028. All on-surface parking spaces shall be covered/sheltered.*
- G. *A Construction Traffic Management Plan. Thereafter, the development shall be implemented in accordance with the agreed details.*

REASON: In the interests of traffic safety and appropriately managing car and bicycle parking.”

This Technical Note responds to and provides further details in relation to the above conditions.

It is important to note that No. 1 Adamstown Boulevard is an existing building that does not have any car parking, either via a car park or on-street provision associated with its current use. There is no car parking currently provided on Adamstown Boulevard fronting the site and car parking on Adamstown Avenue is allocated to other users.

1.2 Permitted Development

The permitted development is located at No. 1 Adamstown Boulevard, Adamstown, Lucan, Co. Dublin, K78 E726. Relevant to traffic and transport, the permitted development includes the following:

- Change of Use from existing four-storey Office building to a Health Centre (Primary Care Centre, hereafter referred to PCC), including associated minor internal layout revisions (2,987sq.m GFA);
- 20 surface level bicycle parking spaces;
- Emergency vehicle set down and layby area including alterations to the existing Adamstown Boulevard consisting of realignment of the existing cycle lane and footpath;
- The provision of 40 no. car parking spaces within Level 1 and Level 2 of the multi-storey car park (MSCP), located ca. 120 metres to the south of the permitted development. This car parking provision comprises:
 - 20 no. staff spaces;
 - 20 no. general spaces which also accommodate visitors to the development. These spaces are provided as part of the overall non-residential car parking quantum i.e., the car parking for the complimentary land uses.

The location of the permitted development is illustrated in Figure 1 overleaf along with the location of the MSCP which will accommodate car parking associated with the development.

TECHNICAL NOTE



Figure 1 - Site Location and Context

TECHNICAL NOTE

2. Condition 2A – Framework Mobility Management Plan

2.1 Introduction

Condition 2A of the Permission states the following:

- A. *A Mobility Management Plan detailing how any overspill into neighbouring residential areas would be avoided or mitigated.*

In order to discharge this condition, a Framework Mobility Management Plan (MMP) has been developed. It should be noted that this MMP has been developed in a Framework format as the ultimate occupier of the permitted development has yet to occupy the premises. The purpose of this Framework Mobility Management Plan (MMP) is to outline the strategies and measures that will be implemented to ensure the efficient and sustainable movement of people and vehicles to and from the new PCC and to aid in the mitigation of potential overspill of car parking. This plan aims to minimise the impact of the permitted development on the adjoining local road network and the environment while providing effective access for patients, staff, and visitors.

The MMP shall assist in reducing the number of trips made to and from the proposed development by single occupancy private car. Staff and visitors to the PCC should be made aware of the MMP and encouraged to opt for more sustainable methods of transport, such as walking, cycling, public transport or car share where possible

2.2 Objectives

The key objectives of the MMP are to:

- Promote walking, cycling and public transport to the site for staff and visitors.
- Ensure efficient use of the available car parking spaces to avoid overspill.
- Manage the emergency vehicle layby and set-down area effectively.
- Continuously monitor and review the plan to improve its effectiveness.
- To deliver modal shift from single occupancy car journeys to alternative modes including increased multi-occupancy vehicle trips for staff and visitors;

2.3 Benefits

There are a large number of benefits that could be derived from the successful implementation of a MMP at the PCC for staff and visitors. Users of the proposed care home could expect to enjoy:

- improved health and fitness through increased levels of walking and cycling;
- increased flexibility offered through wider travel choices;
- the social aspects of sharing transport with others; and

TECHNICAL NOTE

- a better environment within the site and its immediate environs as vehicular movements are minimised.

2.4 Targets

MMPs aim to promote travel choice for staff and visitors of the care home, and hence to maximise the use of sustainable transport modes. Appropriate targets for the development are to be set once the first year's travel surveys have been carried out, within three months of full occupation of the PCC.

2.5 Measures

In order to achieve the targets of the MMP, a number of measures should be put in place.

- A Travel Coordinator (TC) will be appointed upon occupation. This TC will have a number of duties such as:
 - Acting as a point of contact for mobility management
 - Conducting surveys at regular intervals once the development is occupied in order to understand travel behaviour;
 - Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
 - Engaging with public transport companies and other service providers where necessary
 - Ongoing promotion and marketing of the MMP through various mediums;
 - Review and update of the MMP.

An information pack will be provided to members of staff and visitors of the care home. This pack should include information on travel to and from the development by sustainable means including walking and cycling routes and public transport routes and services. This information pack will also include information in relation to the provision of car parking and associated rules and enforcement measures.

Staff of the proposed development will benefit from secure, high-quality cycle parking and staff at the PCC would also benefit from secure lockers, changing areas and shower facilities to encourage cycling.

2.6 Car Parking and Lay-by Management

Car parking on the local road network in the vicinity of the site will be subject to a coordinated car parking management regime in a similar fashion to the existing situation within other areas of Adamstown. The existing development areas in Adamstown, together with local road network, are subject to on-going continuous management of car parking. Within residential areas, residents are issued with parking permits. Cars parked without permits are subject to enforcement measures including clamping, towing and associated fees.

Figure 2 shows a collection of streets within the Stratton residential development which adjoins the permitted PCC development. These images demonstrate that car parking within these streets is designated to residential occupiers, which mitigates against the potential for overspill car parking. Figure 3 overleaf shows vehicle clamping signage in the vicinity of the subject site demonstrating that public on-street car parking is controlled via a permit system operated by a clamping operator with enforcement measures such as clamping, relocation and fees in place.

TECHNICAL NOTE

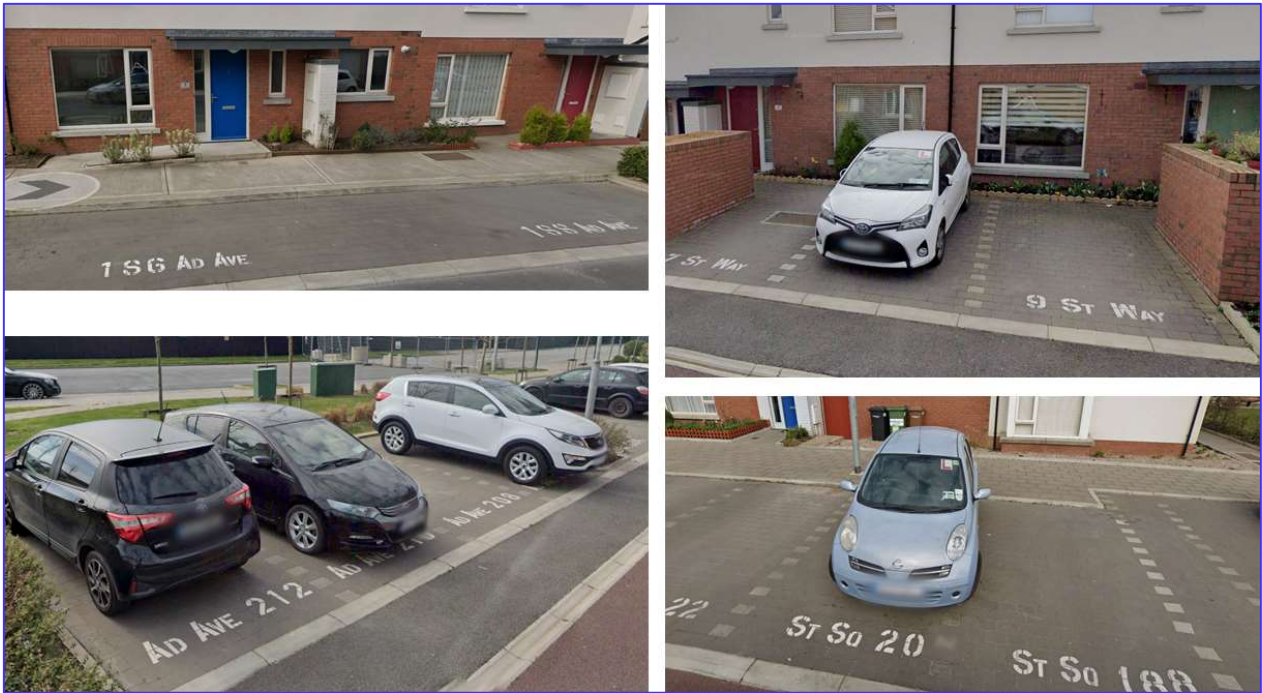


Figure 2 - Allocated Car Parking Spaces on Stratton Drive, Way and Court to Rear of PCC Building



Figure 3 – Example of Existing Clamping Signage in Vicinity of Site

TECHNICAL NOTE

The car parking provision associated with the PCC will be subject to a car parking management regime that will be designed to be prohibitive to long-stay parking. These spaces will be located in the MSCP, the location of which is detailed in Figure 1. Entry and exit will be via a barrier system and these spaces will be subject to a parking tariff operated on a 'pay as you leave' basis.

In all circumstances, any vehicles parked in spaces allocated to the PCC (i.e., within the MSCP) without a valid parking permit or without proof of the required parking tariff or similar will be subject to enforcement measures by parking controllers/clamping operators in line with the Vehicle Clamping Act 2015.

Car parking facilities within the MSCP and the set-down area associated with the proposed development will be identified with appropriate signage, including restrictions (if any), hours of operation and parking rates where applicable and all other necessary signage as per the Vehicle Clamping and Signage Regulations 2017. Any visitor may park in a visitor car parking bay within the MSCP in accordance with the parking regime. Where car parking occurs that is not in accordance with parking rules, enforcement measures will take place. Car parking in the layby / emergency set-down area which does not conform to the rules will also be subject to enforcement measures including relocation.

Due to the nature of the development, the car parking facilities and layby area for set-down and emergencies will be continually managed by on-site personnel, either within the MSCP and the PCC. It should also be noted that due to the location of the layby and set-down area immediately adjacent to the PCC, this area will be subject to continuous surveillance.

2.7 Monitoring

A programme of monitoring and review of the MMP has been designed to collate information to evaluate the effectiveness of the measures in place. An MMP Coordinator will be responsible for maintaining this, focusing on the following:

- Monitor the level of usage of staff and visitor cycling;
- Monitor the level of staff and visitor car parking and car sharing;
- Monitor demand for additional cycle parking for staff and visitors;
- Monitor compliance / non-compliance with car parking and lay-by management regime; and
- Encourage and record comments received from management, staff and visitors related to the operation and implications of the Plan as part of the regular meetings.

2.8 Condition 2B - District Centre and Block F Car Parking Provision

Condition 2B states:

“Unless otherwise agreed, a revised Car Parking provision within Block F with reference to the pre-agreed rate of 60% of the Maximum Car Parking Rate in Table 12.25 of the SDCC Development Plan 2022-2028.”

TECHNICAL NOTE

2.8.1 PCC Car Parking Provision

The pre-agreed rate of car parking provision within Block F was 60% of the maximum car parking rate as per the Adamstown SDZ Planning Scheme, rather than Table 12.25 of the South Dublin County Development Plan 2022-2028, as per the Adamstown Station Masterplan Car Parking Provision Technical Note (Document Ref 5150924DG0036) issued in August 2020. It is also noted that this document, including the pre-agreed car parking rate, predates the adoption of the South County Dublin Development Plan 2022-2028.

Car parking within the District Centre and Block F MSCP Park continues to accord with the principles agreed with SDCC following the issuing of the Technical Note. The original masterplan technical note has been revised and updated following successive planning applications as land uses have become known and fixed. However, the principles agreed remain the same. They are:

1. A residential car parking ratio of 0.5 space per unit in line with the Standards for New Apartments - Guidelines for Planning Authorities (Apartment Guidelines March 2018) for central and intermediate locations
2. **Non-residential car 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.**
3. Non-residential car parking for the District Centre uses would be mainly provided via a centralised located in a Multi-Storey Car Park (MSCP), Block F with some limited on-street provision also provided.

Non-residential car parking rates for the scheme have been calculated based on the rates in Adamstown Strategic Development Zone (SDZ) Planning Scheme (Table 2.12 – Car Parking Standards). For reference, these are shown in Figure 4 overleaf. It should be noted that these rates are maximum, unless otherwise specified.

Table 2.12 Car Parking Standards	
Development Type	Car Parking Standard
Residential	
Dwelling with 1 bedroom	1 space per dwelling
Dwelling with 2 bedrooms	1.5 spaces per dwelling
Dwelling with 3 or more bedrooms	2 spaces per dwelling
Commercial	
Convenience retail	1 space per 15 square metres gross
Comparison retail/retail services	1 space per 30 square metres gross
Office/high tech industry (employment)	1 space per 45 square metres gross
Community/Leisure*	
Schools	1 space per 1.25 classrooms
Major Parks	1 space per 0.2 hectares
Creches/Community Centres	1 space per 30 square metres gross

* Minimum Car Parking Standard

Figure 4 - Adamstown SDZ Planning Scheme Car Parking Standards (Table 2.12)

TECHNICAL NOTE

Car parking rates for the permitted land use type are not included within the Adamstown SDZ Planning Scheme. Therefore, a maximum rate of 1 space per 45m² was adopted based on the “office/high tech industry (employment)” land use type as it represents the most similar land use type contained within the SDZ Planning Scheme.

Table 1 below details the maximum car parking provision for the development along with the resultant pre-agreed 60% provision.

Table 1 – Maximum Car Parking Provision for PCC as per SDZ Planning Scheme and 60% Pre-agreed Provision

Land Use	GFA (sqm)	Maximum Car Parking Rates (sqm)	Maximum Car Parking (No.)	60% Provision (No.)
Office/High Tech Industry (Employment)	2,987	45	66	40

Based on the above, 40 no. car parking spaces are proposed to be provided to accommodate the PCC. The car parking is proposed as being comprised of the following:

- 20 of the non-residential car parking spaces will be designated to PCC staff for use of staff holding a permit during the operating hours of the PCC. Outside of operating hours these spaces will revert to general use i.e., parking for the complimentary land uses; and
- The remaining 20 no. spaces are provided as part of the overall non-residential car parking quantum i.e., the car parking for the complimentary land uses.

These spaces are provided on the 1st and 2nd floor of the MSCP.

For the purposes of comparison, current car parking standards within the South Dublin County Development Plan 2022-2028 (Table 12.25: Maximum Parking Rates (Non-Residential)) have been reviewed. It should be noted that a land use for health centres/ Primary Care Centres specifically are not included within standards and therefore, ‘Clinics and Group Practices’ has been taken as the most similar land use type. It should also be noted that, due to the availability of public transport services in the vicinity of the permitted development, more restrictive Zone 2 rates are taken as being applicable. Again, it should be noted that the car parking rates are given as maximum.

Table 2 – Maximum Car Parking Provision for PCC as per SDC Development Plan 2022-2028

Land Use	Zone 2 Rate (Max)	No. of Rooms	Maximum Car Parking (No.)	60% Provision (No.)
Clinics and Group Practices	1.5 per consulting room	30	45	27

Table 2 above shows that, based on the requirements of the current Development Plan, a maximum of 45 no. car parking spaces would be required to facilitate the permitted development. For the purposes of comparison, a 60% provision of the 45 no. car parking spaces would equate to 27 no. car parking spaces. As noted above, while 40 no. spaces are proposed to accommodate the development, 20 of these spaces are provided as part of the overall non-residential car parking for complimentary land uses i.e., will be shared between land uses within District Centre.

TECHNICAL NOTE

Therefore, it is deemed that the provision of 40 no. spaces is adequate to accommodate the development, is in line with pre-agreed provision of 60% of the maximum SDZ Planning Scheme Rates and represents a minor difference to current SDCC standards. It should also be noted that as part of the Mobility Management Plan and car parking management measures to be implemented for the permitted development, car parking demand, usage and compliance with terms of use will be continually monitored.

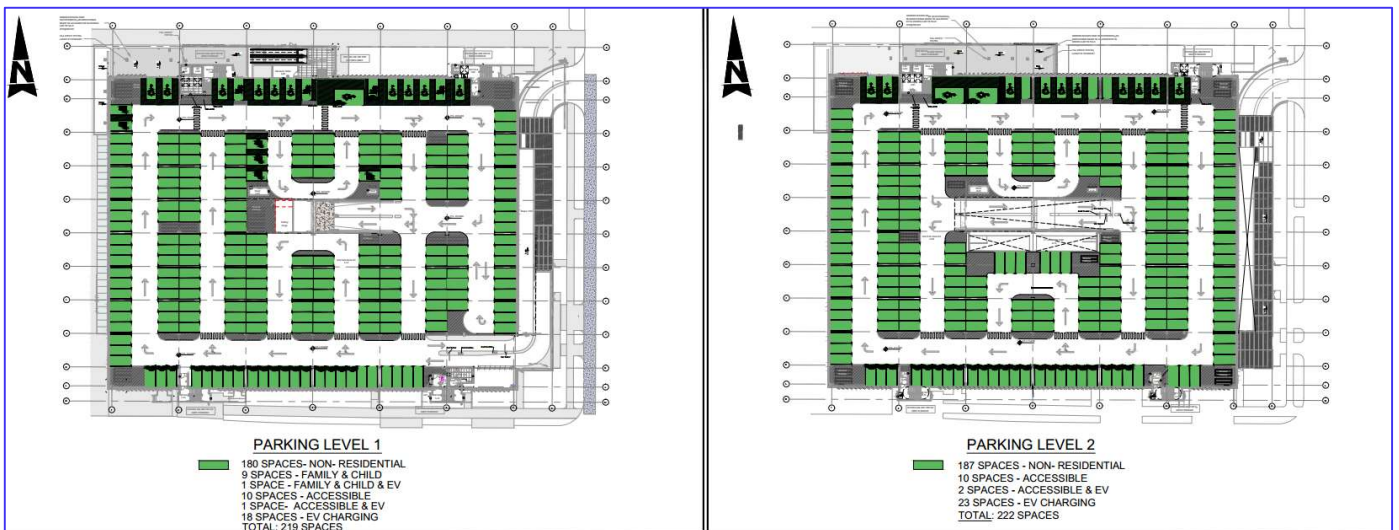
2.8.2 Overall Block F Car Parking Provision

For clarity, this section of the Technical Note sets out the overall Block F car parking provision. Table 3 below details the car parking provision with the proposed MSCP, subject to the grant of permission for the Block F Amendment Planning Application (SDZ21A/0017). A total of 674 no. car parking spaces are provided. the details of which are shown in drawing 5150924/HTR/08/SK/039 Rev H.

Table 3 - Block F Amendment Multi-Storey Car Park Provision

Level	No. of Spaces
MSCP – Level 1	219
MSCP – Level 2	222
MSCP – Level 3	233
Total MSCP	674

A total of 674 no. car parking spaces are provided. the details of which are shown in drawing 5150924/HTR/08/SK/039 Rev H. Of these 674 no. spaces, 441 no. spaces will be allocated for non-residential / public car parking. Block F Levels 1 and 2 have been exclusively allocated to non-residential uses, as shown on the drawing, an extract of which is illustrated in Figure 5 below.



TECHNICAL NOTE

Figure 5 - Extract of Block F MSCP 1st and 2nd Floor Plans Showing Non-Residential Public Car Parking

As set out above, 40 no. spaces will accommodate the PCC, based on SDZ Planning Scheme car parking rates and the pre-agreed 60% provision. The breakdown of these 40 no. spaces is proposed as follows:

- 20 of the non-residential car parking spaces will be designated to PCC staff for use of staff holding a permit during the operating hours of the PCC. Outside of operating hours these spaces will revert to general use i.e., parking for the complimentary land uses; and
- The remaining 20 no. spaces are provided as part of the overall non-residential car parking quantum i.e., the car parking for the complimentary land uses.

These spaces are provided on the 1st and 2nd floor of the MSCP only.

As set out above, Level 3 car parking spaces (233 no.) are allocated exclusively to residential uses as follows:

- Block ACD – 76 spaces
- Block B&E – 66 spaces
- Block G - 76 spaces
- Future development (Block H) – 15 spaces

An extract from drawing 5150924/HTR/08/SK/039 Rev H is shown in Figure 6.

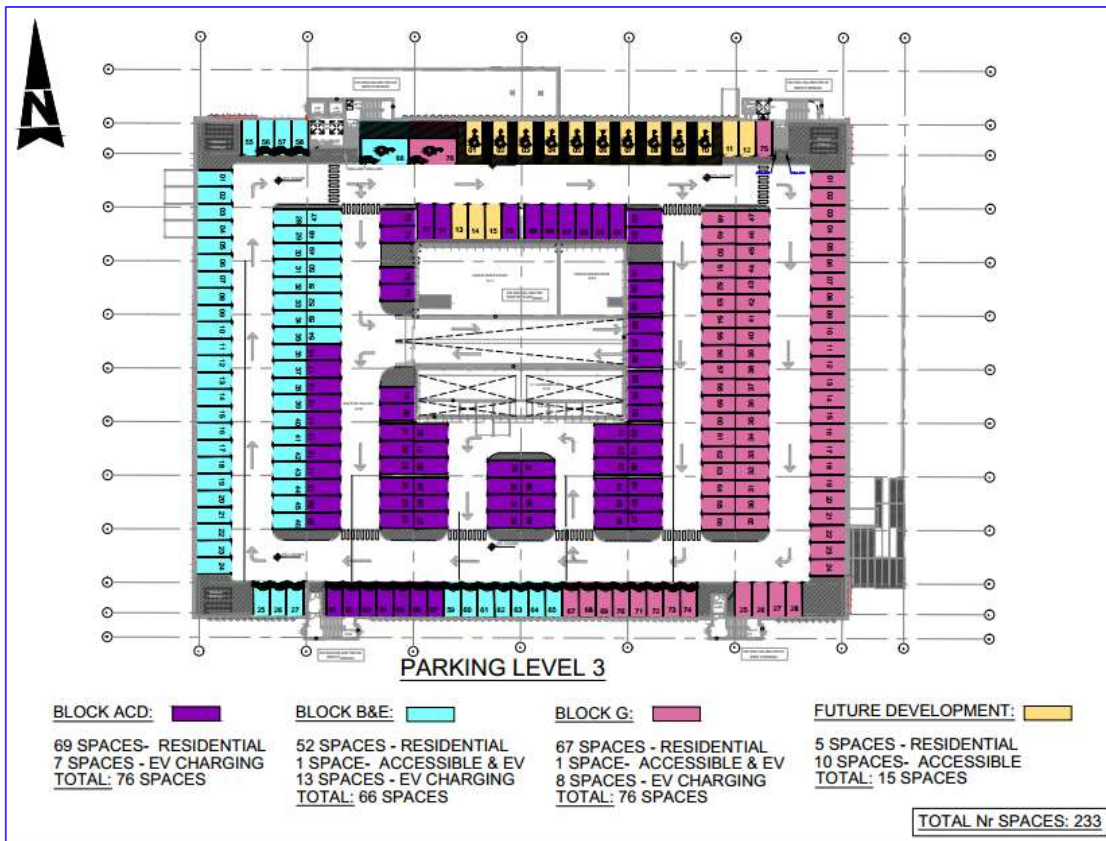


Figure 6 - Extract Showing Block F MSCP Level 3 Car Parking Allocation

TECHNICAL NOTE

3. Condition 2C – Car Parking Strategy and Options for Accessible Car Parking Provision

3.1 Introduction

Condition 2C states that:

“A detailed parking strategy which addresses how mobility impaired patients will be accommodated and how the ambulance layby parking will be managed. This shall include an examination of the scope for providing mobility impaired car parking spaces on the subject site, in close proximity to the health centre. This might involve amending the existing car parking spaces on Adamstown Avenue, in proximity to the building, to mobility impaired spaces.”

3.2 Car Parking Strategy

3.2.1 Car Parking Strategy Development

It is important to note that No. 1 Adamstown Boulevard is an existing building that does not currently provide any car parking, either within a car park or on-street. There is no car parking currently provided in the vicinity of the site on Adamstown Boulevard which bounds the site to the west and the existing car parking located on Adamstown Avenue is allocated to other uses and is outside the control of the Applicant.

The MSCP located to the south of the site includes 441 no. car parking spaces with the 1st and 2nd levels which accommodate public car parking associated with land uses within the District Centre. As outlined in the SDZ Planning Scheme, this provision includes for the PCC. This includes accessible bays, parent and child bays, standard bays and EV bays as outlined in Table 4 below and shown on AtkinsRéalis drawings 5150924/HTR/SK/039 rev H.

Table 4 - Breakdown of Public Car Parking Types in Block F MSCP

Level	Standard Bays	Parent & Child	Parent & Child EV	Accessible bays	Accessible EV	Standard EV	Total
1	180	9	1	10	1	18	219
2	187	0	0	10	2	23	222
Total	367	9	1	20	3	41	441

The parking strategy for the PCC building was developed in collaboration with the Design Team and SDCC taking cognisance of the building's location, the transport network surrounding the site and site constraints. In order to accommodate the permitted development, 40 no. car parking spaces will be provided along with a layby on Adamstown Boulevard on the western side of the building, which includes an emergency vehicle set-down area and a set-down area for accommodating pickup and drop-off activities for mobility impaired patients.

TECHNICAL NOTE

3.2.2 Car Parking Provision

As stated above, 40 no. car parking spaces will be provided on the 1st and 2nd floor of the MSCP comprising:

- 20 of the non-residential car parking spaces will be designated solely to PCC staff; and
- The remaining 20 no. spaces are provided as part of the overall non-residential car parking quantum i.e., the car parking for the complimentary land uses

3.2.3 Car Parking Management

The public car parking provision associated with the PCC will be subject to a car parking management regime that will be designed to be prohibitive to long-stay parking and to encourage the use of alternative and sustainable modes of transport. As set out above, these spaces will be located in the MSCP, the location of which is detailed in Figure 1. Entry and exit to the MSCP will be via a barrier system and these spaces will be subject to a parking tariff operated on a 'pay as you leave' basis.

Staff car parking provided as part of the development will be continually managed by way of a booking and/or permit system. This booking/permit system will also ensure that car parking will be used to accommodate staff who are unable to access the site via sustainable modes. 20 of the non-residential car parking spaces will be designated to PCC staff for use by staff holding a permit during the operating hours of the PCC. Outside of operating hours these spaces will revert to general use i.e., parking for the complimentary land uses.

Due to the nature of the development, the car parking facilities and layby area for set-down and emergencies will be continually managed by on-site personnel, either within the MSCP and the PCC. It should also be noted that due to the location of the emergency vehicle layby and drop-off area immediately adjacent to the PCC, this facility will be subject to continuous surveillance and strict enforcement.

3.2.4 Emergency Vehicle Layby and Drop-off Area

In order to facilitate emergency vehicles and drop-off and pickup requirements, a layby is provided on the western side of the building. This layby is ca. 37 metres long and 2.8 metres wide and requires minor modifications to the existing footpath and cycle lane on the western side of Adamstown Boulevard in order to accommodate its provision. It should also be noted that a 0.8 metres buffer between the layby and the cycle lane is also provided in order to provide additional space between parked vehicles and the cycle lane. A dropped kerb is also provided along with tactile paving is provided to indicate to cyclists that pedestrians will cross in this area. Cyclists approaching from the north will have appropriate visibility of vehicles parked in this area and the horizontal deflection of the cycle lane will aid in lowering cyclist speeds as the approach this location at the junction to the immediate south.

The southern portion of the layby, which is ca. 18 metres long, functions as drop-off area and will allow for mobility-impaired patients to be dropped off at the PCC without having to walk from the MSCP. The northern portion of the layby, which is ca. 19 metres long is for emergency vehicles only.

TECHNICAL NOTE

3.2.5 Enforcement Measures

In all circumstances, any vehicles parked in spaces allocated to the PCC (i.e., within the MSCP) without a valid parking permit or without proof of the required parking tariff or similar will be subject to enforcement measures by parking controllers/clamping operators in line with the Vehicle Clamping Act 2015.

Car parking facilities within the MSCP and the set-down area associated with the proposed development will be identified with appropriate signage, including restrictions (if any), hours of operation and parking rates where applicable and all other necessary signage as per the Vehicle Clamping and Signage Regulations 2017. Any visitor may park in a visitor car parking bay within the MSCP in accordance with the parking regime. Where car parking occurs that is not in accordance with parking rules, enforcement measures will take place. Car parking in the layby / emergency set-down area which does not conform to the rules will also be subject to enforcement measures including relocation.

The ambulance bay and drop off/pick up facility would be controlled by appropriate traffic regulation orders, road marking and signage. For example, the northern section of layby would be designated as emergency vehicle use only with road marking and signage demonstrating same. The southern section might have a dual use, that would allow loading / unloading / servicing at certain hours and at others a maximum duration of stay of 15 minutes facilitating drop of/pick up activities.

3.3 Assessment of Accessible Car Parking Provision Options

As per Condition 2C, a number of options have been examined for the potential provision of mobility impaired car parking spaces on the subject site. The details of these options are outlined within the subsequent Sections 3.3.1 to 3.3.4. The locations of the options assessed are shown in Figure 7 below and within AtkinsRéalis drawing no. 5150924/HTR/13/SK008.

TECHNICAL NOTE

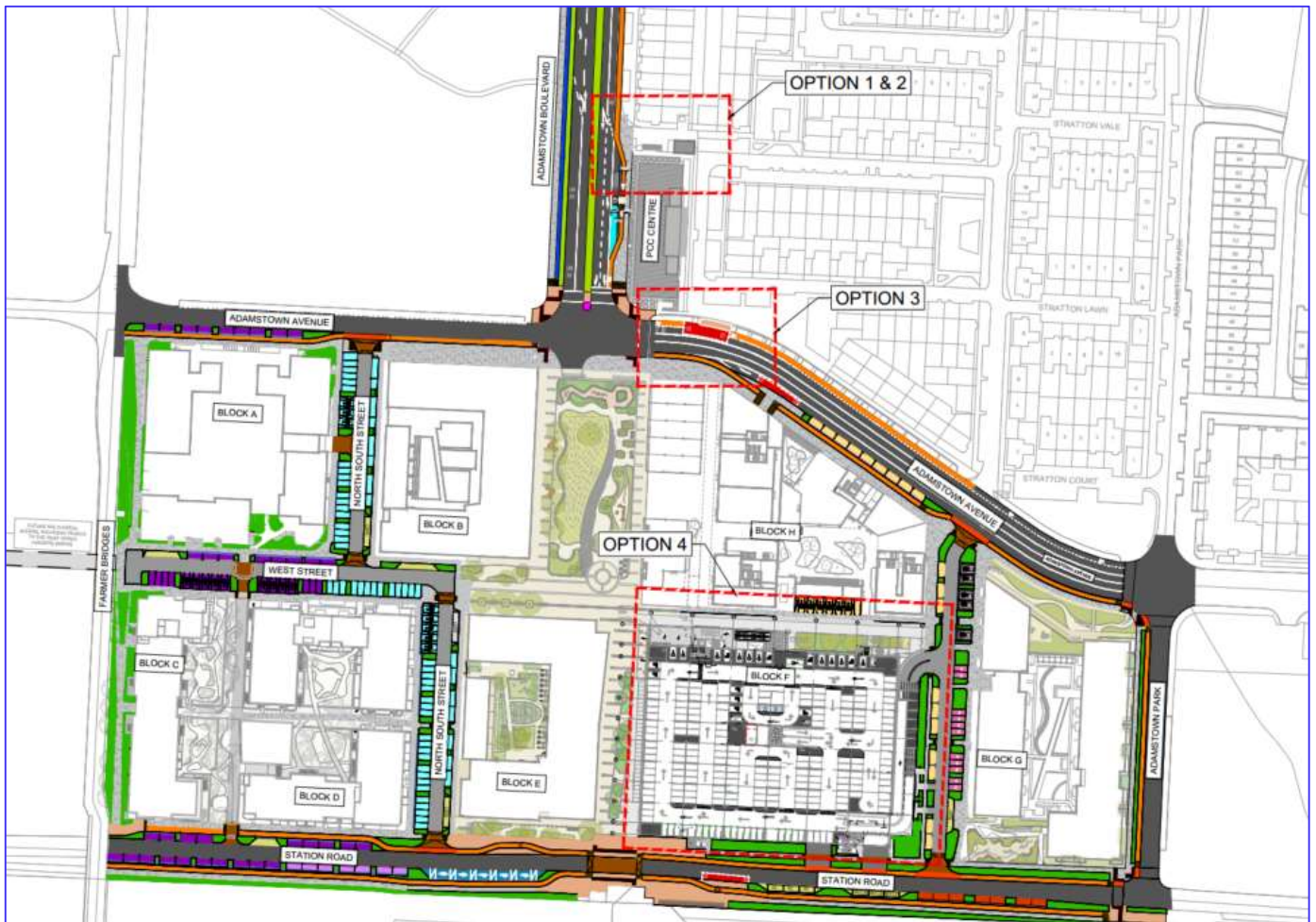


Figure 7 - Location of 4 no. Accessible Car Parking Options for PCC

TECHNICAL NOTE

3.3.1 Option 1 – Parking to North of Permitted PCC

Option 1 is shown in Figure 8, with full details shown in AtkinsRéalis drawing 5150924/HTR/13/SK009. As illustrated, Option 1 involves the introduction of a car parking area (including 1 no. accessible bay) between the PCC building and the row of residential properties from Adamstown Boulevard beginning at No.3.

As indicated within the drawing and Figure 8, there is level change between the building and the landscaped area. Upon examination, there was found to be insufficient space available to facilitate a car parking area in terms of providing enough area for manoeuvrability of vehicles and the spatial requirements of the bays themselves i.e., the bays would partially fall outside the ownership boundary of the Applicant.

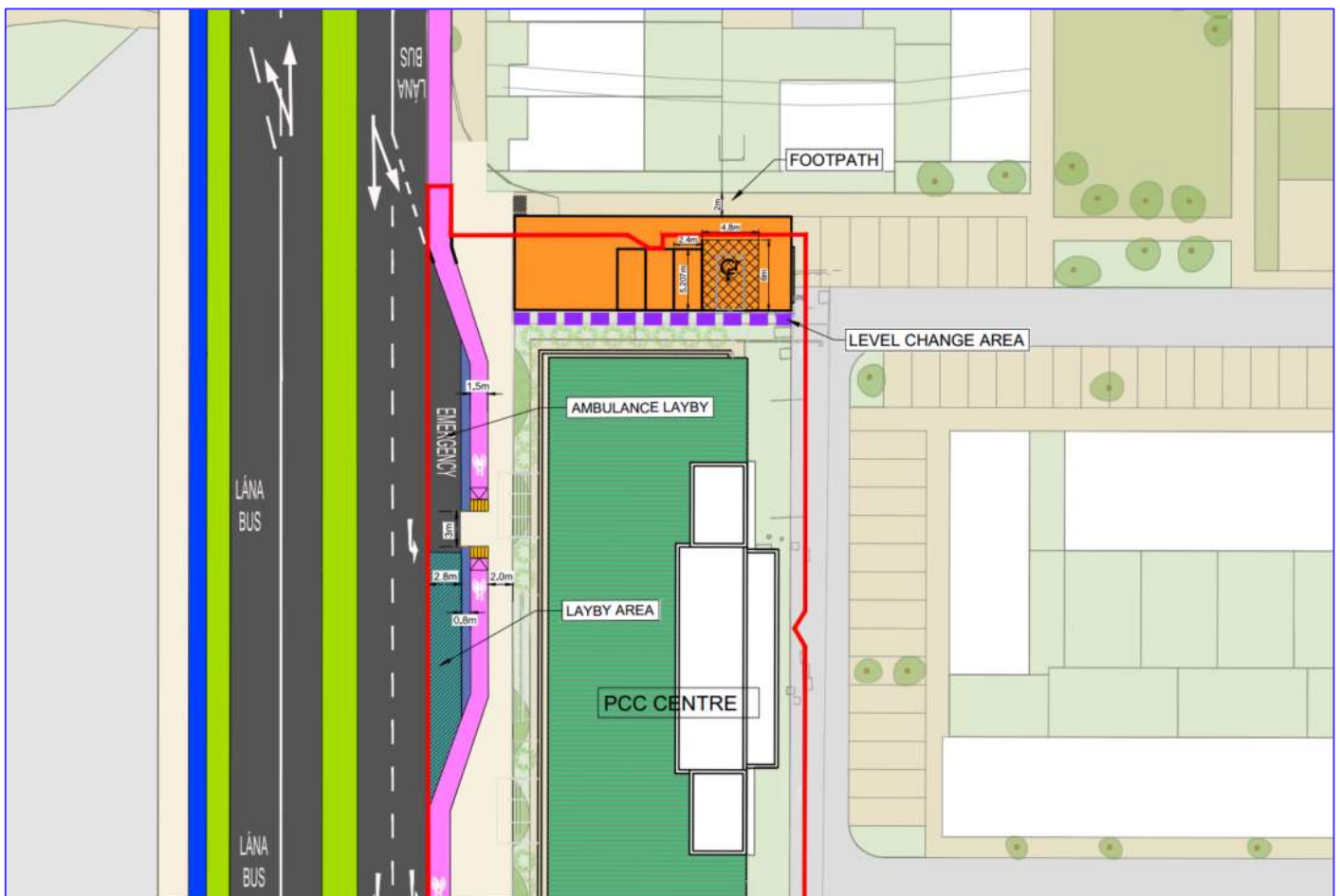


Figure 8 – Option 1 Parking to North of Permitted PCC

TECHNICAL NOTE

3.3.2 Option 2 – Perpendicular Car Parking off Adamstown Boulevard

Option 2 is shown in Figure 9, with full details shown in AtkinsRéalis drawing 5150924/HTR/13/SK0010. Option 2 involves the provision of 2 no. car parking spaces, one of which is an accessible bay, within the area to the north of the PCC building which would be provided perpendicularly to Adamstown Boulevard. This option was discounted for the following reasons:

- Adverse impact on the pedestrian and cycle infrastructure on Adamstown Boulevard, with poor intervisibility impacting on pedestrian and cyclist safety;
- Insufficient space – at best, one accessible bay or alternatively 2 standard bays could be provided within the available space;
- Poor visibility from the bays onto and Adamstown Boulevard impacted by the built environment, in particular the terraced of dwellings limiting intervisibility between parked vehicles and vehicles operating on Adamstown Boulevard;
- Perpendicular car parking adjoining Adamstown Boulevard is discouraged by the Planning Scheme and Adamstown Street Design Guide (Section 6); and
- The prospective PCC operator has highlighted safety issues associated with reversing onto Adamstown Boulevard at a location where the mandatory bus lane terminates and vehicles begin changing lanes as they travel towards the junction located to the south.

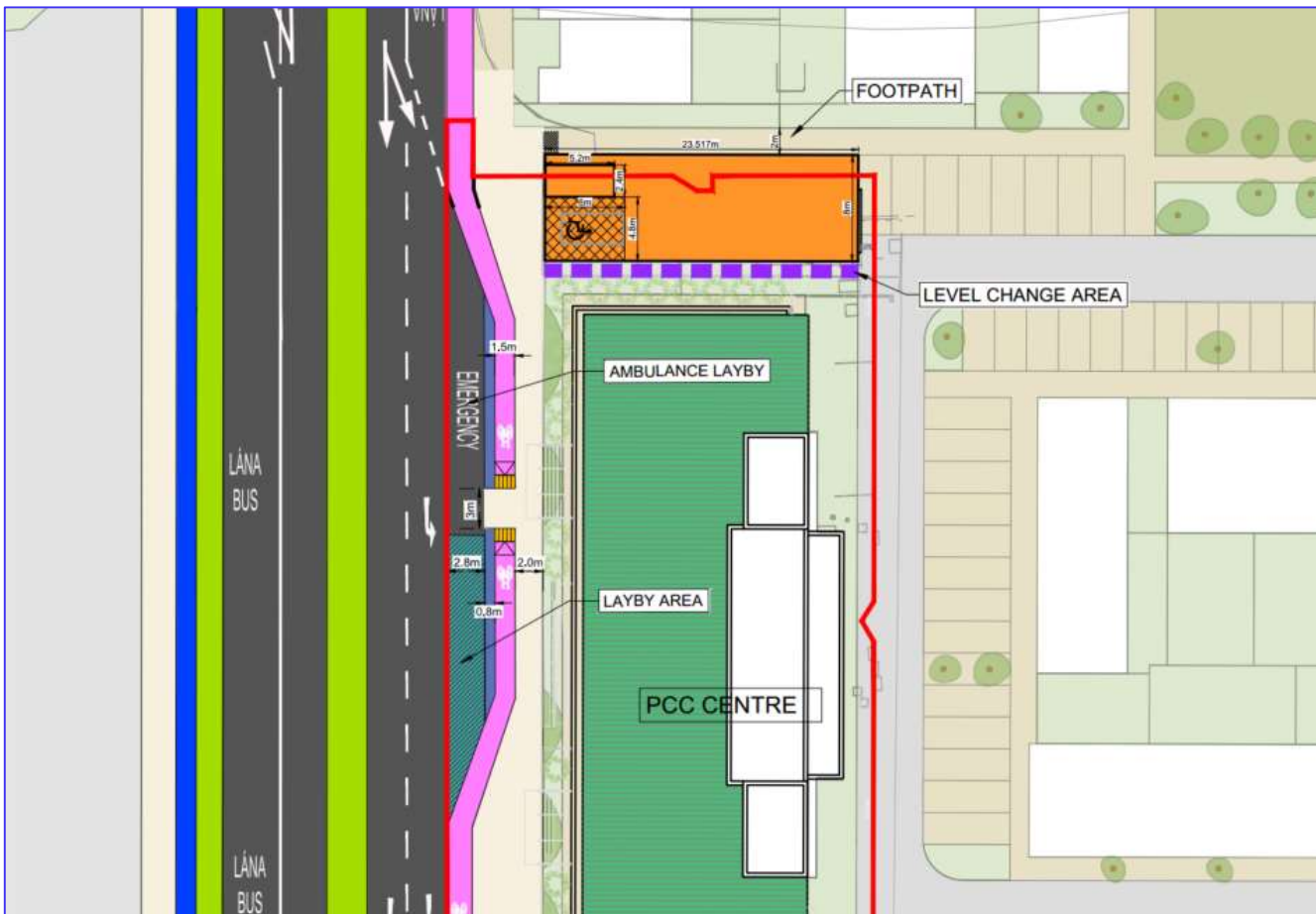


Figure 9 – Option 2: Perpendicular Car Parking off Adamstown Boulevard

TECHNICAL NOTE

3.3.3 Option 3 – Parallel Car Parking on Adamstown Avenue

Figure 10 shows this option with further details shown on AtkinsRéalis drawing 5150924/HTR/13/SK0011. This involved shifting the proposed bus stop and car parking currently providing on the northern side of Adamstown Avenue closest to the PCC building to the east and inserting a number of disabled bays. This option was discounted for the following reasons:

- Lack of suitable location to provide bus stop facility and difficulty in getting agreement with NTA and SDCC on a viable alternative location;
- The car parking displaced is allocated to residents located on Adamstown Way and is outside of the ownership of the client; and
- Reduced footpath provision due to additional depth of accessible car parking bays.

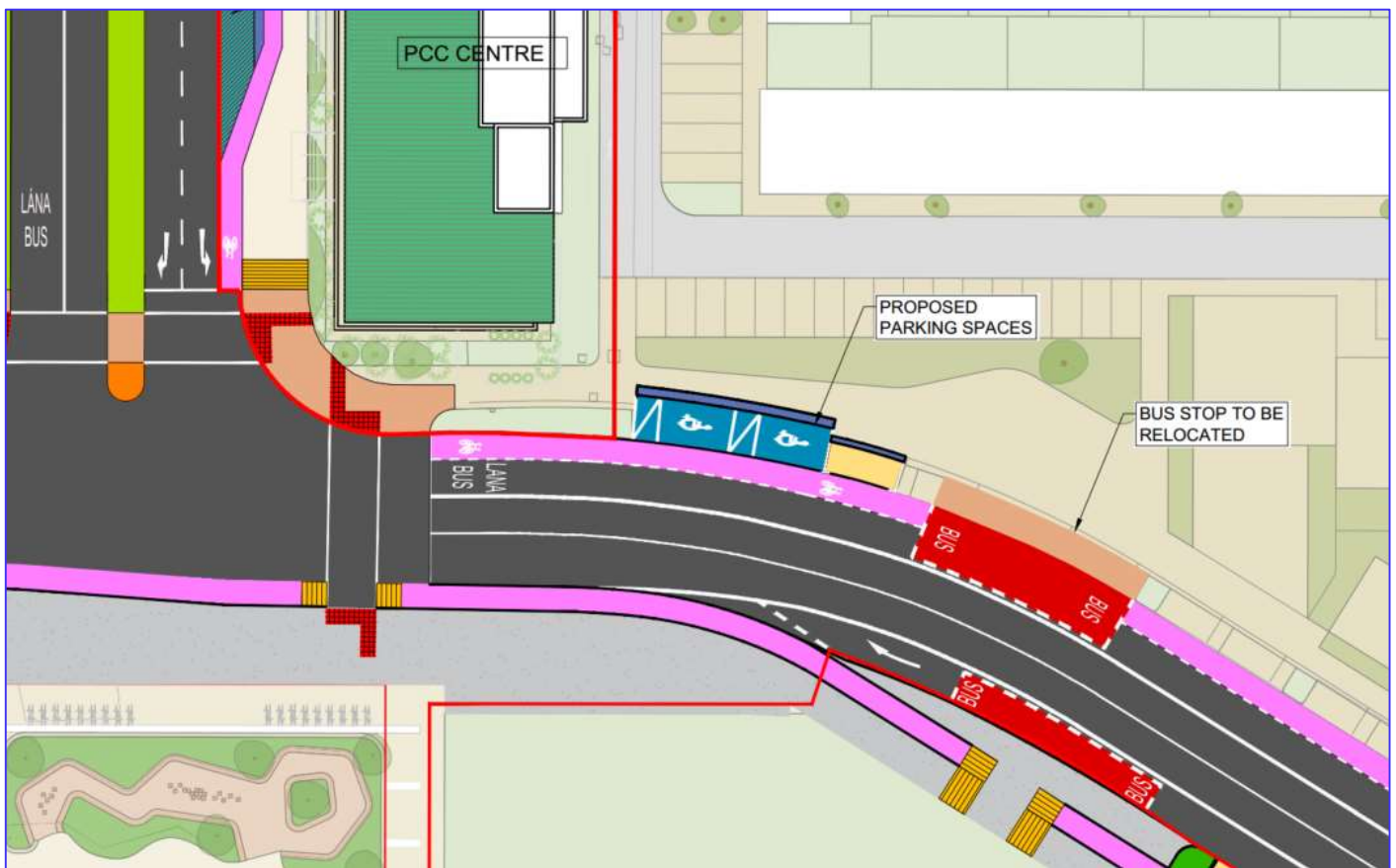


Figure 10 – Option 3: Parallel Car Parking on Adamstown Avenue

TECHNICAL NOTE

3.3.4 Option 4 – Provision within MSCP

Option 4 is illustrated within Figure 11 and on AtkinsRéalis drawing 5150924/HTR/13/SK0012. Option 4 involves using the public car parking provided within Block F MSCP to facilitate the car parking demand associated with the permitted PCC. This aligns with the agreed car parking strategy for District Centre to central car parking for non-residential uses as outlined in Section 3.2 above.

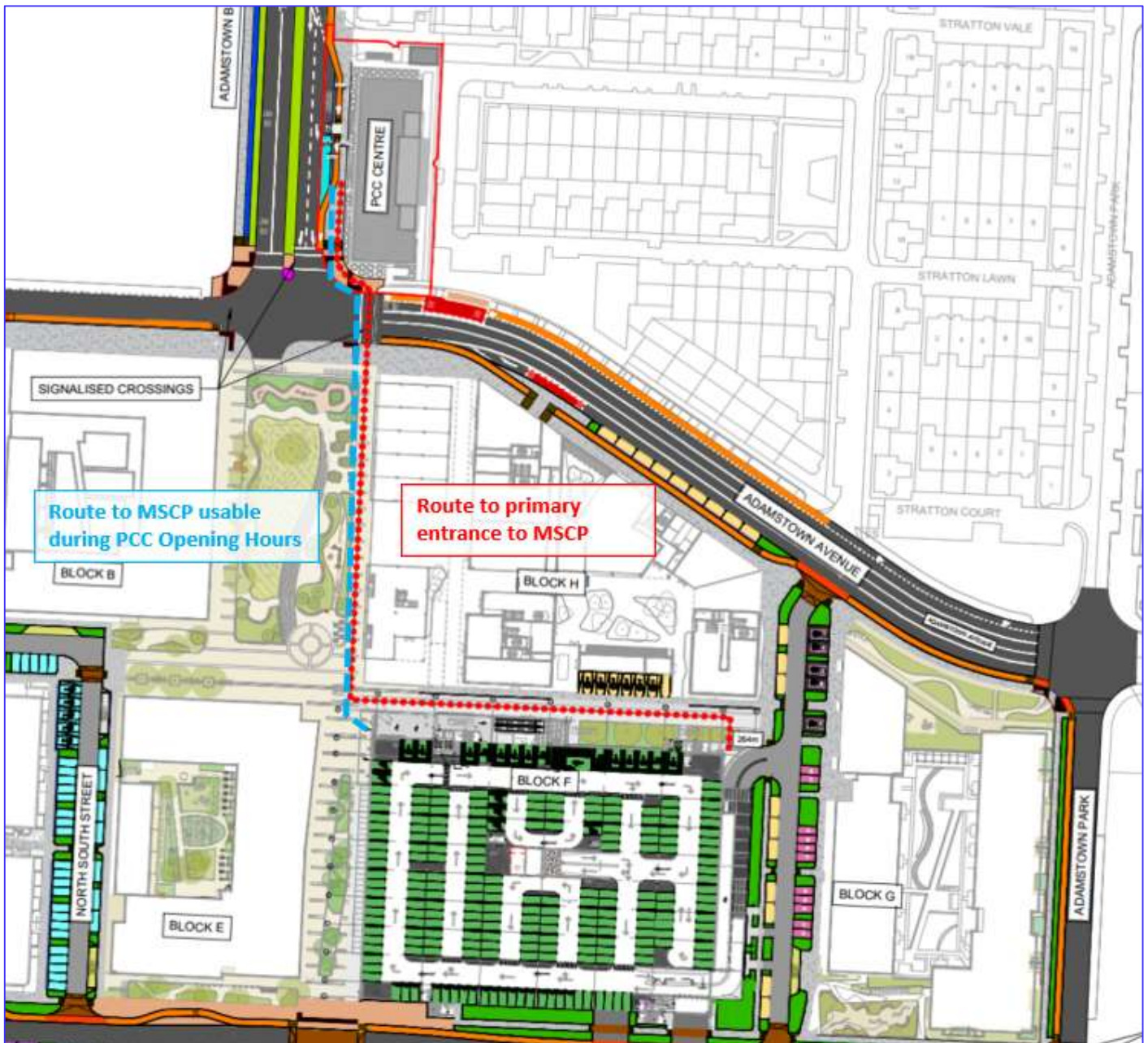


Figure 11 – Option 4: Provision within MSCP

TECHNICAL NOTE

The PCC is located ca. 120 metres walking from the access to the MSCP on its north-western side where accessible spaces are located. The design of the MSCP is fully compliant with Part M requirements. There are level wide footpaths provided along the entire route from the MSCP to the PCC building. At the junction of Adamstown Avenue and Adamstown Boulevard, there is a controlled crossing including dropped kerbs and tactile paving providing a safe means of crossing this junction for the mobility impaired. Figure 12 below shows the high-quality level route that would be taken between the MSCP and the PCC while Figure 13 illustrates the existing signal-controlled crossing.



Figure 12 – High-Quality Level Route Through District Centre

TECHNICAL NOTE



Figure 13 – Existing Pedestrian Crossing Facilities

While the distance between the permitted PCC and the MSCP is noted, in light of the issues identified with alternative options, particularly those in relation to safety, it is deemed that Option 4, i.e., the provision of accessible car parking required to support the scheme within the MSCP, is the most preferred option. It should also be noted that as no on-site car parking is being provided to support the scheme, those with impairments to accessibility are not being disenfranchised by the provision of accessible car parking within the MSCP, as all standard car parking associated with the development is also being provided there. As noted above, as the MSCP is fully compliant with the requirements of Part M in relation to access, the provision of car parking at this location would best accommodate mobility impaired users when compared to the alternative options outlined above. Furthermore, as a set-down area is provided immediately adjoining the development, the mobility-impaired are well accommodated by the permitted development.

TECHNICAL NOTE

4. Condition 2D – Number and Location of Mobility Impaired and EV Car Parking Spaces

Condition 2D states that:

“A revised parking layout showing the location and number of mobility impaired parking spaces and EV parking spaces to be provided for the development.”

Block F MSCP Floor 1 and 2 provides a full range of accessible and EV car parking. Please refer to Table 5 and AtkinsRéalis drawing 5150924/HTR/SK/039 rev H. Figure 14 and Figure 15 show extracts from the AtkinsRéalis drawing of the 1st and 2nd floor plans respectively and provide a breakdown of parking types.

Table 5 - Breakdown of Car Parking Types in Block F MSCP

Level	Standard Bays	Parent & Child	Parent & Child EV	Accessible bays	Accessible EV	Standard EV	Total
1	180	9	1	10	1	18	219
2	187	0	0	10	2	23	222
Total	367	9	1	20	3	41	441

It should be noted that accessible bays and EV bays, as well as all bays which are not reserved for staff, are provided to accommodate the District Centre including the PCC and will be available for use for visitors to the District Centre and PCC on a “first come, first served” basis. Again, it should be noted that those with additional needs will have the benefit of the layby on Adamstown Boulevard.

TECHNICAL NOTE

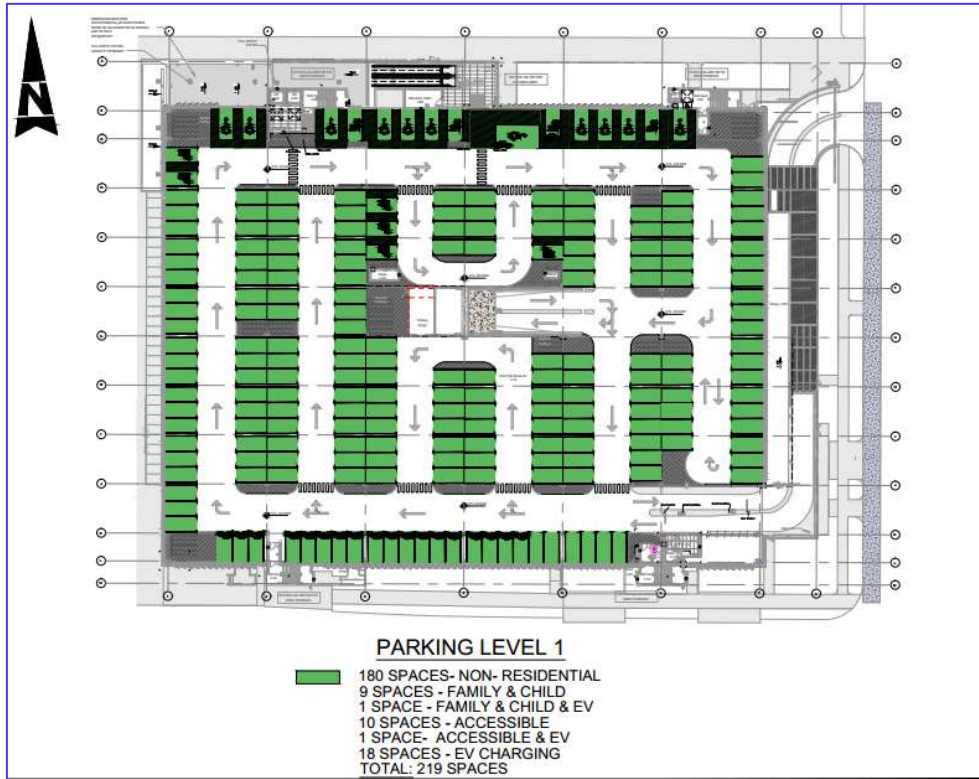


Figure 14 – Block F MSCP 1st Floor Plan

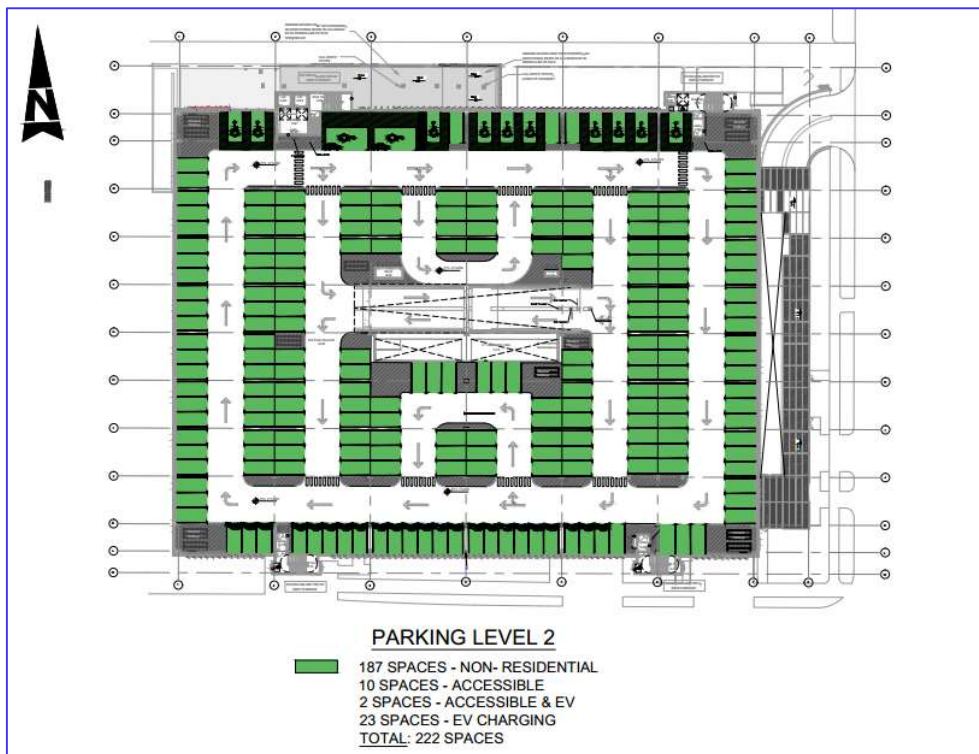


Figure 15 – Block F MSCP 2nd Floor Plan

TECHNICAL NOTE

5. Condition 2E – Road Safety Audit

Condition 2E states that:

“A Road Safety Audit which specifically examines the proposed ambulance lay-by and associated cycle lane re-alignment.”

Once the urban realm and car parking strategy has been agreed with SDCC, a Stage 2 Road Safety Audit which specifically examines the proposed ambulance lay-by and associated cycle lane re-alignment will be undertaken by an independent audit team. Any recommendations will be incorporated into the design and the final agreed RSA and final drawing(s) will be submitted to SDCC for approval.

6. Condition 2F - Cycle Parking

Condition 2F states that:

“A revised layout of not less than 1:200 scale showing the location and number of bicycle parking spaces to be provided at the development. Please refer to Table 12.23: Minimum Bicycle Parking Rates – from the SDCC County Development Plan 2022 - 2028. All on-surface parking spaces shall be covered/sheltered.”

The minimum bicycle standards for bicycle parking for new developments as per the SDZ Planning Scheme and the current South Dublin County Development Plan and are shown below in Table 6 and

Table 7 respectively.

Table 6 – Minimum Cycle Parking Requirement for PCC as per SDZ Planning Scheme and 60% Pre-agreed Provision

Land Use	GFA (sqm)	Minimum Cycle Parking Rate (sqm)	Maximum Cycle Parking (No.)
Office/High Tech Industry (Employment)	2,987	200	15

Table 7 – Minimum Cycle Parking Requirement for PCC as per SDC Development Plan 2022-2028

Land Use	Long Stay Rate	Short Stay Rate	Staff (No.)	Consulting Rooms (No.)	Minimum Long Stay Spaces (No.)	Minimum Short Stay Spaces (No.)
Clinics and Group Practices	1 per 5 staff	0.5 per consulting room	100	30	20	15

TECHNICAL NOTE

As shown above, based on the requirements of the SDZ Planning Scheme, a minimum of 15 no. spaces are required to facilitate the PCC while based on the requirements of the current South Dublin County Development Plan, 20 no. long-stay spaces and 15 no. short-stay spaces are required.

The proposed development is proposing to provide 20 no. staff cycle parking spaces on the northern side of the building in the form of two-tier cycle parking which is proposed to be sheltered and not accessible to the general public. Please refer to the drawing produced by Doyle & O'Troithigh Landscape Architecture (drawing no. LP-01-CE, 1:25 scale) included in Appendix A which details the location and provision of the cycle parking spaces, in compliance with the requirements of the *South Dublin County Development Plan 2022- 2028*.

It is intended that the visitor parking requirements will be facilitated within the public cycle parking provision within the Adamstown District Centre. There are 54 no. cycle parking spaces located directly across from the permitted development (illustrated in Figure 16 below) with a further 36 no. cycle parking spaces located to the west on Adamstown Way (See Figure 17).

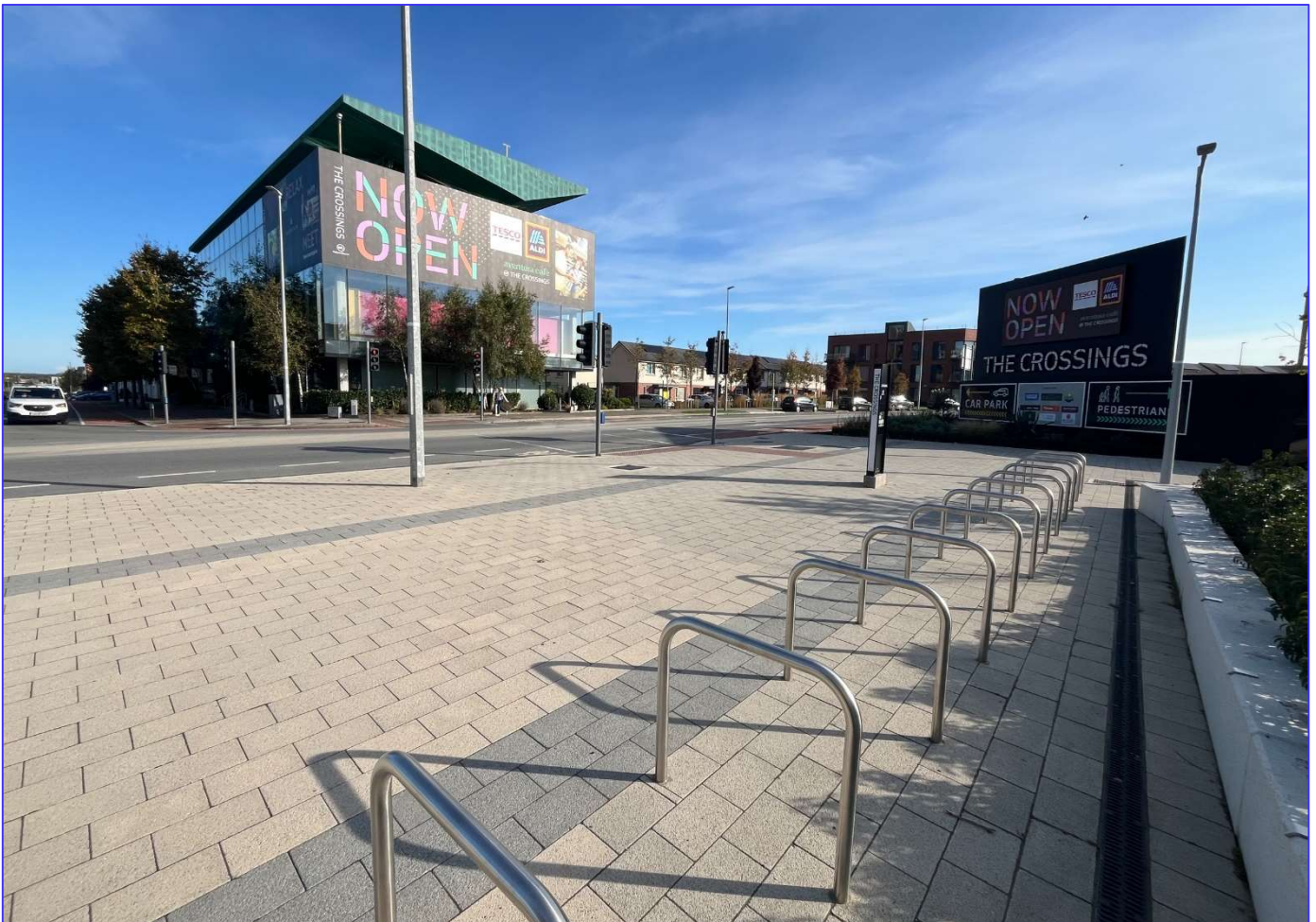


Figure 16 – Existing Cycle Parking across from Permitted Development (54 no. spaces)

TECHNICAL NOTE



Figure 17 – Further Cycle Parking on Adamstown Way (36 no. spaces)

There is significant capacity within the existing cycle parking (90 no. spaces) to accommodate visitors to the permitted development. It should also be noted that this cycle parking benefits from significant passive surveillance due to their location in the district centre and through being overlooked by both the permitted development and apartment units.

7. Condition 2G - Construction Traffic Management Plan

Condition 2G states:

“A Construction Traffic Management Plan. Thereafter, the development shall be implemented in accordance with the agreed details.”

A Construction Traffic Management Plan will be completed by the main contractor upon appointment and submitted to SDCC for approval prior to the commencement of work on site.

TECHNICAL NOTE

Appendices

TECHNICAL NOTE

Appendix A. Drawings

A.1 Landscape Architect's Drawing including Cycle Parking Provision

