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PROPOSED RESIDENTIAL DEVELOPMENT AT MAYESTON, POPPINTREE, CO. DUBLIN

Parking Assessment

for

Downes Associates

November 2022



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1 Introduction

1.1 INTRODUCTION

Roadplan Consulting has been commissioned by Downes Association to prepare a Parking Assessment of a proposed residential development at Mayeston, Poppintree, Co. Dublin.

In preparing this report, Roadplan Consulting has made reference to:

- The 'Fingal Development Plan 2017 2023',
- The 'Draft Fingal Development Plan 2023 2029',
- 'Design standard for New Apartments (2020)' by the Department of Housing, Local Government and Heritage (DHLGH).

1.2 THE DEVELOPMENT

The proposed development is to be located on site close to the M50 motorway and accessed off the R104 and Mayeston Rise. See *Figure 1 Site Map* below. The site is bounded on the south and east by existing developments, on the west by a large green area, and on the north by the M50 motorway.



Figure 1.1 Site Map

The proposed development consists of a creche and apartment blocks, as shown in *Table 1.1 "Development Schedule*".

Item	Units	Total
Creche	1	1
Apartment blocks:		
 1 Bed units 	36	404
2 Bed units	73	121
 3 Bed units 	12	

The proposal is for a residential development of 121 no. residential apartment units and creche, arranged in 5 buildings varying in height from 3 storeys to 6 storeys.

- Block A 16 no. 1-bed units, 12 no. 2-bed units, 6 no. 3-bed units;
- Block B 9 no. 1-bed units, 30 no. 2-bed units;
- Block C 6 no. 3-bed units and creche:
- Block D − 8 no. 1-bed units, 15 no. 2-bed units;
- Block E 3 no. 1-bed units, 16 no. 2-bed units.

1.3 METHODOLOGY

Car parking provision in the proposed development was assessed against the following:

- The parking standards as set out in Table 12.8 and Table 12.9 of the 'Fingal Development Plan 2017 2023',
- The parking standards as set out in Table 14.17 and Table 14.19 of the 'Draft Fingal Development Plan 2023 2029';
- 'Design standard for New Apartments (2020)'.

2 Accessibility Assessment

The road network surrounding the development site provides good connectivity to the Greater Dublin Area. Being located approximately 8km from the city centre, the site offers good conditions for the provision of sustainable travel measures.

2.1 BUS

The proposed development is well served by existing bus services.



Figure 2.1 Bus Stops and route numbers in the vicinity of the development

There are three number Bus stops located along the R104 St Margaret's Road, only 300m – 850m from the development, or 4 to 10min walking distance. There are also two bus stops on Balbutcher Drive and Belclare Park, located approx. 650m south of the development, which offer good connection to many destinations (as listed in Table below). The location of these bus stops and the bus route numbers serving these stops are shown on Figure 2.1. The red lines on that figure indicate the walking routes between the sites and the bus stops.

More details on bus routes and destinations can be found in the following Table 2.1 and Figure 2.2.

Bus route no	Destinations
140	Ballymun (IKEA) - Palmerston Park (Rathmines)
13	Harristown - Grange Castle
220, 220a	DCU - Lady's Well Road via Blanchardstown Shopping Centre
N6	Finglas Village - Naomh Barróg GAA Kilbarrack (towards Howth)
155	Ballymun (IKEA) - Bray via City centre

Table 2.1 Bus route number and destinations



Figure 2.2 Some of the Bus Routes serving the development

The service frequency is approx. every 10 min during the AM and PM peak hour on most of these routes, and 10 to 20 min during the off-peak period.

Full details on Dublin Bus services can be found on <u>www.dublinbus.ie</u>. For real-time information, or to plan a journey, the website <u>www.transportforireland.ie</u> can be used.

The National Transport Authority in conjunction with Dublin Bus launched the the BusConnects network for Dublin in June 2021. Spine E2 route will serve the proposed development. Route is shown on Figure 2.3 below. More details on route can be found on *busconnects.ie* website.



Figure 2.3 Bus Connect E-spine route serving the development

2.2 RAIL

The proposed development is not served by existing rail services.

Figure 2.4 below shows the MetroLink - proposed high-frequency rail line running from Swords to Charlemont, linking Dublin, Irish Rail, DART, Dublin Bus and Luas services. The closest stop to reach MetroLink from the proposed development is Northwood stop, located 1.6km east on R108, which is equivalent to 20min walking distance.

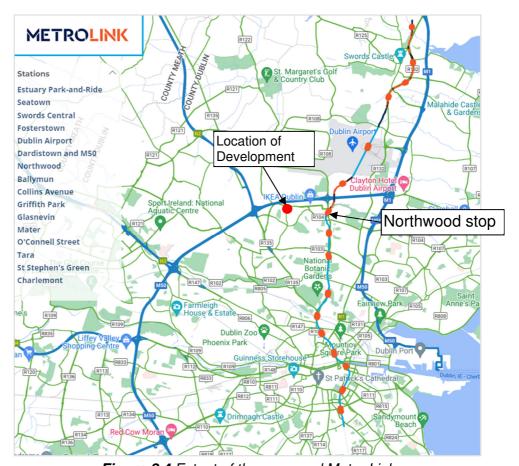


Figure 2.4 Extent of the proposed Metro Link

2.3 CYCLING

Figure 2.5 shows the existing cycle network in Greater Dublin area. The location of the development site provides good accessibility via cycle mode.



Figure 2.5 Extent of existing cycle lane provision (GDA Cycle Network Plan)

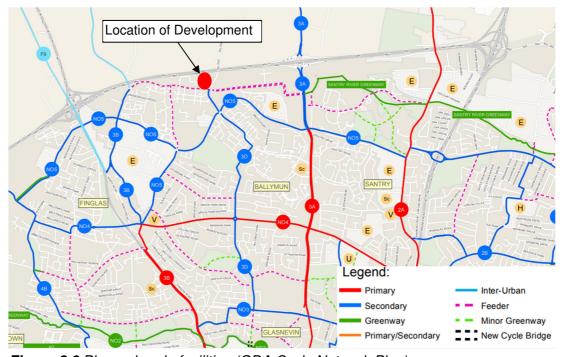


Figure 2.6 Planned cycle facilities (GDA Cycle Network Plan)

Figure 2.6 shows the planned cycle infrastructure for the immediate area. It can be noted that the existing cycling facilities along St Margaret's Road are considered to be feeder to the proposed N05 Secondary route.

Within the proposed development there will be secure bicycle parking provided – in secure sheds and internally in buildings there is 222 cycle parking spaces, while externally there are 84 more spaces, giving a total of 306 spaces.

2.4 WALKING

The proposed development is located within a 3km radius from Santry, Finglas, Charlestown and DCU which makes the site easily accessible by walking. The public footpaths surrounding the proposed development provide an important pedestrian route between the development and public transport service.

The majority of the road junctions in the area are signalised and provide good pedestrian crossing facilities in the form of drop kerbs, tactile paving and pedestrian refuge islands at the larger junctions.

The proposed development will have pedestrian access from Mayeston Downs and Mayeston Green via Mayeston Rise onto St Margaret's Road.

2.5 CARS

Vehicular access to the development is via Mayeston Rise and the R104 St Margaret's Road. The M50 motorway nearby is accessed either from the Ballymun or the Finglas junctions, each approx.1km from the development.

The speed limit on the R104 at the entrance to the site is 50km/h. Many of the side roads have a 30km/h limit, but no 30km/h sign is visible on the entrance road (Mayeston Rise) to this development.

The proposed development will have 90 car parking spaces available to serve the residents and creche occupants. Fronting the creche, there will be a 25m long set down area to serve parents dropping off and picking up their kids.

3 Parking standard

3.1 PARKING REQUIREMENT FROM DEVELOPMENT PLAN

The 'Fingal Development Plan 2017 – 2023' list standard provision for parking and Tables 3.1 and 3.3 below set out those requirements.

The 'Draft Fingal Development Plan 2023 – 2029' also list standard provision for parking and the Table 3.2 and 3.4 below set out those requirements. The proposed development is located within the car parking Zone 1.

Land use	Parking Requirement	Units	Total
Pre-school facilities/ creche	0.5 per classroom (max)	4	2
Apartment, townhouse 1 bedroom	1 space per unit + 1 visitor space per 5 units (norm)	36	44
Apartment, townhouse 2 bedrooms	1.5 space per unit + 1 visitor space per 5 units (norm)	73	124
Apartment, townhouse 3 bedrooms	2 space per unit + 1 visitor space per 5 units (norm)	12	27
		121 residential units + creche	197

Table 3.1 Car parking requirement from Fingal Development Plan 2017-2023

Land use	Parking Requirement (max)	Units	Total
Pre-school facilities/creche	0.5 per classroom	4	2
Residential (1-2 Bedroom)	0.5 space per unit	109	55
Residential (3-3+ Bedroom)	1 space per unit	12	12
			69

Table 3.2 Car parking requirement from Draft Fingal Development Plan 2023-2029

Land use	Parking Requirement (norm)	Units	Total
Pre-school facilities/creche	0.5 per classroom	4	2
Apartment, townhouse 1 bedroom	1 space per unit + 1 visitor space per 5 units	121	146
			148

Table 3.3 Bicycle parking requirement from Fingal Development Plan 2017-2023

Land use	Parking Requirement (min)	Units	Total
Pre-school facilities/ Creche (short stay)	5 per classroom	4	20
Residential (1–2 Bedroom)	1, plus 1 per bedroom	109 consisting of: 36 - 1 bed 73 - 2 bed	290
Residential (3+ Bedroom)	2, plus 1 per bedroom	12 - 3 bed	60
			370

Table 3.4 Bicycle parking requirement from Draft Fingal Development Plan 2023-2029

The 'Draft Fingal Development Plan 2023 – 2029' is setting up default policy for maximum car parking provision to be minimised for areas that are close to city centre or served by public transport system while supporting cycling and walking as a mean of transport.

3.2 PARKING REQUIREMENT FROM DESIGN STANDARDS FOR NEW APARTMENTS (2020)

The Department of Housing, Local Government and Heritage (DHLGH) issued in 2020 the 'Design standard for New Apartments'. The standard states that 'The quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria'.

The proposed site can be defined as *Central and/or Accessible Urban Location*, therefore parking provision should be minimised.

Regarding Bicycle Parking and Storage, standard is aiming to promote cycling for urban living and to make it '...fully integrated into the design and operation of all new apartment development schemes'. As per standard '...a general minimum of 1 cycle storage space per bedroom shall be applied'.

3.3 PARKING PROVISION FOR THE PROPOSED DEVELOPMENT

90 car parking spaces are being provided including 5 disabled spaces, mainly on the north side of the site and few on the east periphery of the site.

Parking for **306** bicycles is being provided on site, with a spread of internal and external parking locations throughout the development. This includes for visitor bicycle parking places.

Item	Requirement FDP 2017-2023	Requirement dFDP 2023-2029	
Creche	0.5 per classroom	0.5 per classroom	
1 Bed Apartments	>1 space per unit	0 E angas par unit	
2 Bed Apartments	>1.5 space per unit	0.5 space per unit	
3 Bed Apartments	>2 space per unit	1 space per unit	
Total	197	69	

Table 3.5 Car parking requirement from current and proposed Fingal Development Plan

Considering the type of development and its location, and following consultation with Fingal County Council, it has been agreed that proposed development should follow the split as listed in *Table 3.6* below.

Land use	Car Parking Requirement	Units	Total
Creche	0.5 per classroom	4	2
1 Bed Apartments	0.5 space per unit	36	18
2 Bed Apartments	0.8 space per unit	73	58.4
3 Bed Apartments	1 space per unit	12	12
			90.4
		Provision	90

Table 3.6 Car parking requirement for proposed development

In relation to bicycle parking provision, the recommendation from the 'Design standard for New Apartments (2020)' has been followed. See Table 3.7 below.

Land use	Parking Requirement	Units	Total
Creche	1 per classroom	4	4
Visitors - Creche	5 per classroom	4	20
1 Bed Apartments	1 per bedroom	36	36
2 Bed Apartments	1 per bedroom; total of 2 per unit	73	146
3 Bed Apartments	1 per bedroom; total of 3 per unit	12	36
Visitors - apartments	0.5 per unit for visitor	121	60.5
			302.5
		Provision	306

Table 3.7 Bicycle parking requirement for proposed development

It is considered that proposed car and bicycle parking will be sufficient to accommodate the need of residents and creche occupants.

4 Conclusions

The proposed development consists of 121 residential units and a creche and provides 90 parking spaces in total, including 5 disabled spaces. A 25m long set down area is also provided for creche.

Proposed number of parking spaces exceeds the requirement under the Draft Fingal Development Plan by 30% and is consistent with the Design Standards for New Apartments (2020) guidelines. Assessed against the current Fingal Development Plan requirements, the provision is less than the required number of car parking spaces.

In consultation with Fingal County Council, it has been agreed that the car spaces requirement for the proposed development is to be as per Table 3.6.

The advantage for the proposed development is that all proposed parking spaces are shared type, which enables them to be used to the greatest extent.

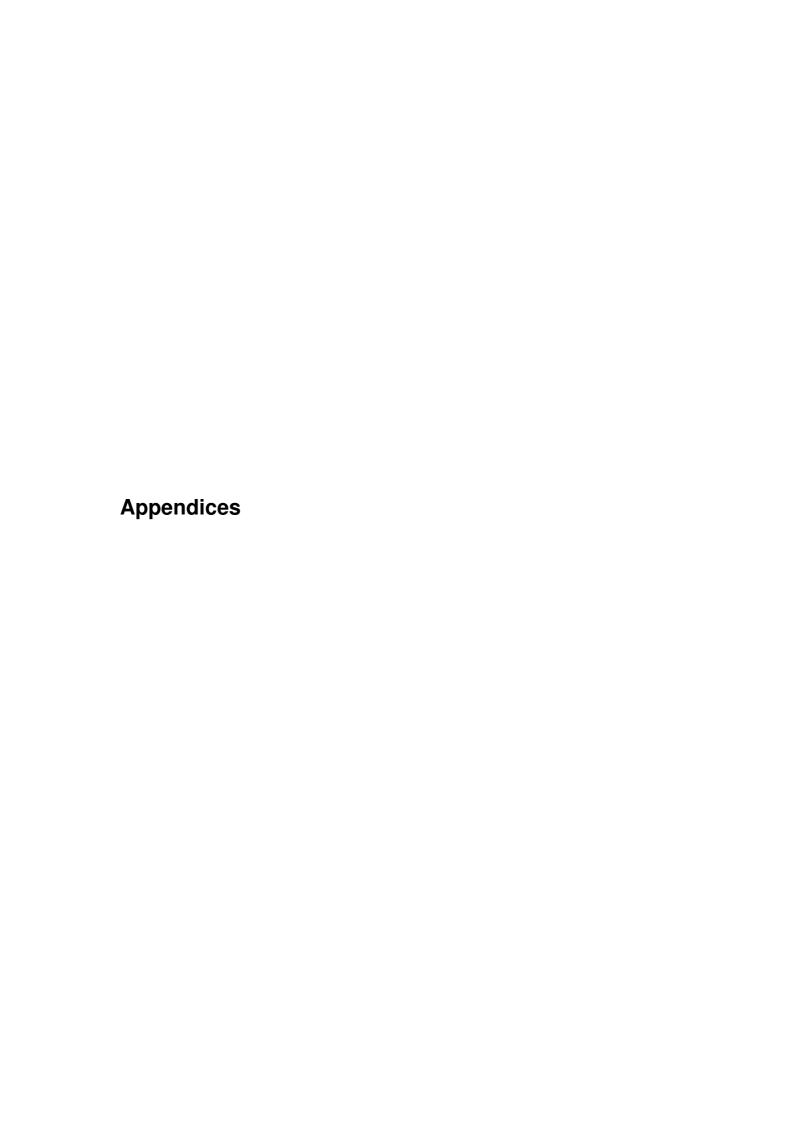
The bicycle parking requirement is provided in accordance with the *Design* standard for New Apartments (2020).

There will be total of 306 bicycle parking spaces provided – 222 cycle parking spaces in secure sheds and internal buildings and 84 more in spaces externally.

Provision of adequate cycle parking and good cycle network, which is improving constantly, should be factors in encouraging people to adopt cycling as a mean of transport. Good pedestrian connectivity is also a key for more sustainable ways of travel.

The area is well served by public transport.

On this basis we are satisfied to recommend the proposed provision of 90 car parking spaces and 306 bicycle spaces to serve the proposed development.



Appendix A – Drawings

