

Glenageary Gate LRD

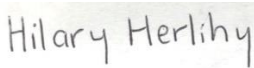
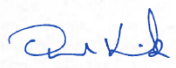


Cycle Audit

Red Rock Glenageary

Project number: 60690914

September 2023

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1. Introduction

1.1 Introduction

AECOM has been commissioned by Red Rock Glenageary s to undertake a Cycle Audit for a planning submission to Dun Laoghaire Rathdown County Council (DLRCC) for a proposed Large Scale Residential Development (LRD) on a site located at the junction of Sallynoggin Road Lower and Glenageary Avenue, Glenageary, Co. Dublin. The Cycle Audit is to be read in conjunction with the Traffic and Transport Assessment.

The lands on which the proposed development will be constructed are both greenfield and brownfield with an existing car park located at the south-western boundary of the site. Figure 1-1 shows the surrounding site location.



Figure 1-1 Proposed Site location in Relation to Dublin City

1.2 The Proposed Development

The proposed development will consist of a new neighbourhood centre to include apartments, commercial and retail units, public plaza, childcare facility and all associated residential amenity spaces.

The proposed development includes:

- a) Construction of 138 no. residential apartment units (37 no. 1-bedroom units, 68 no. 2-bedroom (4 person units), 6 no. 2-bedroom (3 person units) and 27 no. 3-bedroom units) in 2 no. interlinked blocks at third to fifth floor level (ranging in height from four to seven storeys over basement level) consisting of:
 - i. Block A (5-6 storeys) comprising 41 no. apartments (8 no. 1-bedroom units, 17 no. 2-bedroom (4 person) units, 2 no. 2-bedroom (3 person) units and 14 no. 3-bedroom units).
 - ii. Block B (4-7 storeys) containing 97 no. apartments (29 no. 1-bedroom units, 51 no. 2-bedroom (4 person) units, 4 no. 2-bedroom (3 person) units and 13 no. 3-bedroom units).
- Each residential unit has associated private open space in the form of a balcony/terrace.

- b) Residential amenity areas of approx. 342 sqm are proposed in the form of resident support services, concierge services, co-working space, social/activity spaces and gym at the ground floor level of Blocks A and B.
- c) Open Space (approx. 2,806.6 sqm) is proposed in the form of (a) public open space (c. 1,848.4 sqm) in the form of a public plaza accommodating outdoor seating, planting, pedestrian footpaths and cyclist links and (b) residential/communal open space (approx. 958.2 sqm) including c. 750.6 sqm at surface level (incl. playground), roof terrace at fifth floor level of link between Blocks A and Block B (c. 151 sqm) and roof terrace (c. 56.6 sqm) at fifth floor level of Block B. 1.8 m opaque screens are proposed around both roof gardens.
- d) Commercial and retail uses at ground floor level of Blocks A and B (c. 996 sqm) to include (a) 2 no. restaurants (c. 267 sqm and 295 sqm) in Block A, (b) a retail – clothing unit (c. 142 sqm), (c) retail - florist unit (c. 66 sqm), (d) retail - pharmacy unit (c. 126 sqm) and (e) hairdresser unit (c. 100 sqm) all in Block B.
- e) Childcare facility (c. 263 sqm) with dedicated open space and children's play area (c. 39.5 sqm) at ground floor level of Block B.
- f) Basement areas (total approx. 3,411 sqm) are proposed on one level and include car and bicycle parking areas, waste management and plant areas. An ESB substation (approx. 31.7 sqm) is proposed at surface level at the top of the basement ramp accessed off Glenageary Avenue. Commercial bin stores (c. 47.9 sqm) are proposed to be located at ground floor level of both Blocks A and B.
- g) A total of 80 no. car parking spaces at basement level are proposed to include 3 no. accessible parking spaces, 2 no. GoCar spaces and 17 no. EV charging spaces. 5 no. motorcycle parking spaces are also proposed at basement level.
- h) A set down area/loading bay is proposed at surface level at Sallynoggin Road and 2 no. set down areas/loading bays including 1 no. accessible car parking space are proposed at surface level at Glenageary Avenue.
- i) A total of 310 no. bicycle parking spaces to include 254 no. bicycle parking spaces at basement level including 10 no. cargo bicycle spaces and 56 no. bicycle parking spaces including 16 no. cargo bicycle spaces at surface level.
- j) The development shall be served via a new vehicular access point to the basement level from Glenageary Avenue. New pedestrian and cyclist access points will be provided onto Sallynoggin Road and Glenageary Avenue from the site.
- k) Removal of existing cycle path and footpath and dropped kerb pedestrian crossing at Glenageary Avenue to be reinstated by soft landscaping and replaced by a new shared cyclist and pedestrian raised table crossing point located on Glenageary Avenue linking to the existing signalised crossing on the R118. Existing 1.2 m pedestrian crossing on Glenageary Avenue to be widened to 2 m.
- l) Emergency services/servicing access is proposed from Sallynoggin Road and Glenageary Avenue.
- m) All associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposal; permeable paving; all landscaping works; green roofs; roof plant room and general plant areas; photovoltaic panels; landscaped boundary treatment; footpaths; public lighting; and electrical services.

1.3 Cycle Audit Aim

This audit will illustrate and detail the proposed developments compliance with the Dun Laoghaire Rathdown County Council (DLRCC) Development Plan 2022-2028 cycle standards and DLRCC Standards for Cycle Parking and Associated Cycling Facilities for New Developments 2018.

Cycle parking is a key consideration when planning a new development. Through the planning process, high quality cycle parking should be regarded as an integral part of a scheme, an essential part of the attraction of a development and never just an add-on to meet minimum policy requirement.

2. Policy Documents

Two policy documents have been used as guidance within the audit which are:

- Dun Laoghaire Rathdown County Council Development Plan 2022-2028.
- DLRCC Standards for Cycle Parking and Associated Developments 2018
- Design Standards for New Apartments (Department of Housing and Local Government and Heritage (2022)

2.1 DLRCC Development Plan

The Dun Laoghaire Rathdown County Council Development Plan 2022-2028 states that it is ‘

a requirement that, new residential developments of 5 residential units or more or non-residential type developments of 400 sq. m. or over, submit a Cycle Audit as part of the planning application. The Cycle Audit must be prepared by a suitably qualified person and shall clearly demonstrate, in plain format, how all the requirements of Council’s “Standards for Cycle Parking and Associated Cycling Facilities for New Developments” (2018), are met within the development.’

The DLRCC Development Plan (2022 – 2028) states the Cycle Parking Assessment Criteria which is suitable for, new residential developments of 5 units or more or non-residential developments of 400 sq. m. or over, and should be assessed in accordance with the following criteria:

- Is the number of cycle parking spaces and footprint adequate and is there suitable provision for parking of outsized formats (cargo bikes etc)?
- Is the location of cycle parking convenient, appropriate and secure with adequate provision for covered parking?
- Is the cycle parking area accessible in terms of dedicated access routes with ramps and/or kerb dishing where required?
- Do the internal cycle access routes connect well with off-site cycle facilities – existing and proposed?
- Is there adequate and appropriately designed and integrated provision for ancillary cycling and pedestrian facilities including showers, locker / changing rooms and drying areas?

2.2 DLRCC Standards for Cycle Parking and Associated Developments

The DLRCC Standards for Cycle Parking and Associated Developments 2018 details the standards for provision of cycle parking to ensure support for the development of cycling as a practical transport choice. High quality secure cycle parking at origins and destinations is a key element of any strategy aimed at encouraging cycling and it is just as important as other forms of infrastructure. The purpose of this document is to provide guidance on the provision of cycle parking at new developments (residential, workplace) and in the public realm. This documents details guidance and standards in DLRCC such as.

- Cycle Parking Stands and layouts
- Standards for Cycle Parking and Cycle Facilities for New Developments and
- Measures and Initiative’s for Cycling.

2.3 Compliance

The proposed development is in line with the standards set out in both the DLRCC development Plan Cycle Audit guidance and the separate standards for cycle parking and associated developments document.

3. Existing Conditions

3.1 Site Location

The site is situated on greenfield and brownfield lands located at the junction of Sallynoggin Road Lower and Glenageary Avenue, Glenageary Co. Dublin.

The site is bounded by Glenageary Avenue and Sallynoggin Road Lower to the east and north, respectively. To the west of the site is a Lidl supermarket whilst there is a Post Office to the south of the site. As shown in figure 3.1.

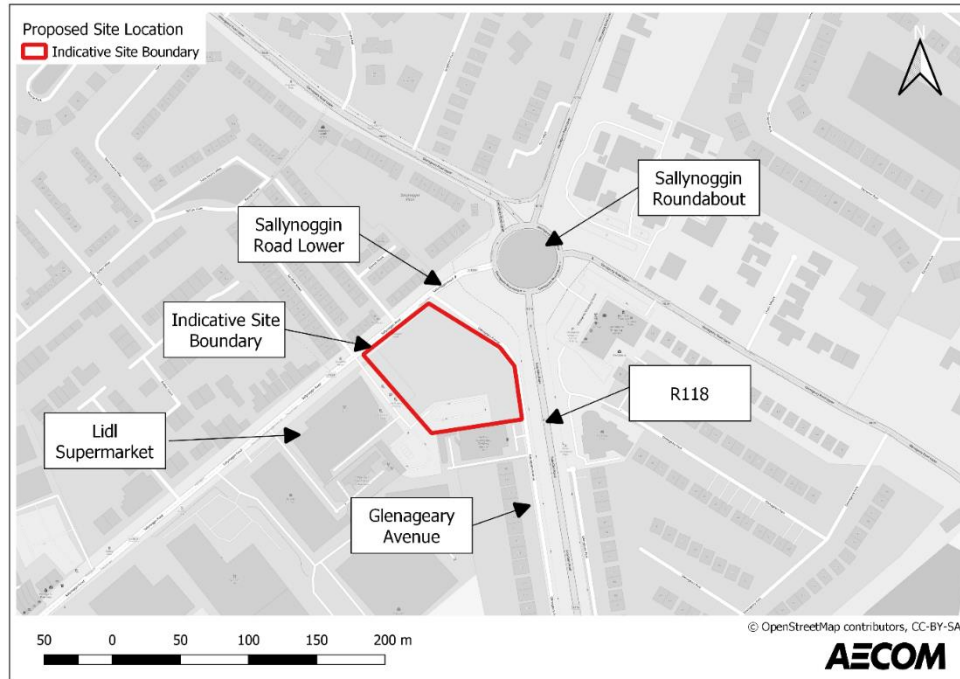


Figure 3-1 Existing Site Layout

3.2 Existing Environment

3.2.1.1 Glenageary Avenue

Glenageary Avenue is a 6.0m wide single carriageway local street which is located along the eastern boundary of the site. Footpaths are provided along the western side of Glenageary Avenue. Public street lighting is provided in the vicinity of the site along the eastern and western side of the carriageway. Glenageary Avenue is adjacent to the Glenageary roundabout. Glenageary Avenue is a cul-de-sac which exits on to Sallynoggin road lower. The posted speed limit along the Glenageary Avenue is 30 km/hr. A segregated cycle lane exists on Glenageary Avenue which services both the R118 and Glenageary Avenue.

3.2.1.2 Sallynoggin Road Lower

Sallynoggin Road Lower is a 9.0m wide carriageway local Road which is located along the northern boundary of the site. Footpaths are provided along both sides of the Sallynoggin Road Lower with two push button operated pedestrian crossings. Public Street lighting is provided in the vicinity of the site along both sides of the carriageway. There is on-street car parking provided along the northern side of the carriageway with right turn pockets provided for vehicles accessing the surrounding neighbourhoods and retail units. Two bus stops are provided along the Sallynoggin Road in close proximity to the scheme within a 200m walking catchment. The posted speed limit along the Sallynoggin Road Lower is 50 km/hr. There is a shared cycle lane that exists on the Sallynoggin Road Lower.

3.2.1.3 R118

The R118 is a 7.0 wide carriageway which is located to the east of Glenageary Avenue. Footpaths are provided along both sides of the R118 but are separated by a grass verge and a wall. A staggered push button operated signalised crossing is provided on approach to the Sallynoggin Roundabout. Public Street lighting is provided along both sides of the carriageway. Two bus stops are provided along the R118 in close proximity to the scheme within a 200m walking catchment. The posted speed limit along the R118 is 60 km/hr which reduces to 50km/hr on approach to the Sallynoggin Roundabout. A segregated cycle lane exists on Glenageary Avenue which services both the R118 and Glenageary Avenue.

3.3 Existing Cycling Infrastructure

There are existing cycling facilities throughout the constituency of DLRCC and in the vicinity of the site. These include a combination of dedicated cycle lanes, shared cycle lanes and a greenway as illustrated in Figure 3-2

'C1- Cycle Track- Separated from Road' colour coded in dark blue in Figure 3-2 is located adjacent to the site. It is a cycle track that is dedicated to the R118 (main road directly to the east of the site) but its location is protected by a divide which locates the cycle track on Glenageary Avenue as illustrated in Figure 3-3. 'C3- Cycle Track', The shared Cycle Lane colour coded in yellow in Figure 3-2 is located the north east and east of the site. It is a cycle track that is shared with the existing traffic lane and is indicated through a red asphalt material.as illustrated in Figure 3-4.

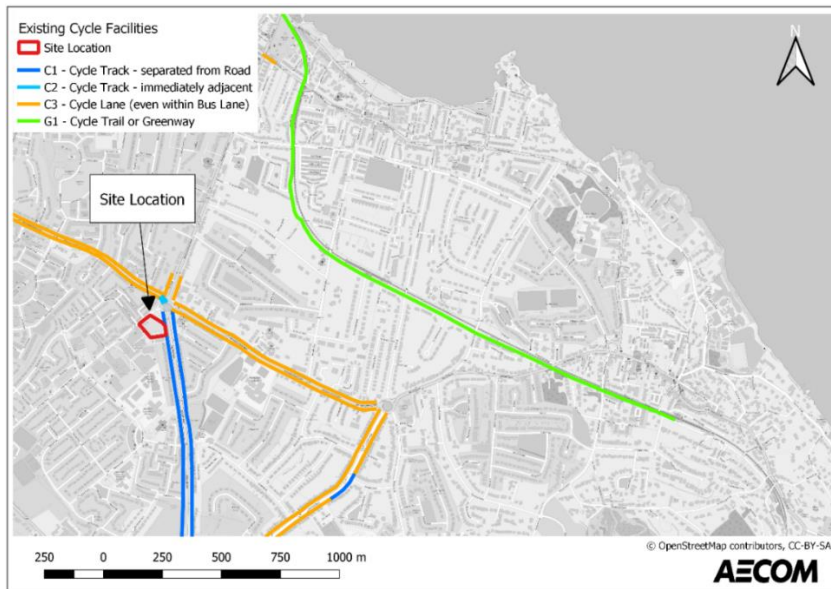


Figure 3-2 Existing Cycle Facilities



Figure 3-3 R118/ Glenageary Avenue Existing 'C1' Cycle Track (Source Google Maps)



Figure 3-4 Glenageary Road Upper 'C3' Shared Cycle Lane

According to the CIHT (Chartered Institute of Highways and Transportation), the maximum preferred cycling distance from a site such as the proposed development site is five kilometres, as a potential substitute for short car trips.

Figure 3-5 details the cycling radius area relevant to the site. This illustrates the availability of a number of amenities and locations which can be reached by cycling from the site.



Figure 3-5 5 Km Cycling Radius Isochrone

The 5km cycling radius includes destinations such as the villages of Dun Laoghaire, Dalkey, Glasthule, Sandycove, Deansgrange and Monkstown. It also includes access to the Dart line with stations such as Monkstown, Dun Laoghaire, Glasthule and Dalkey within the 5km radius.

3.4 Proposed Cycle Infrastructure

The Greater Dublin Area (GDA) Network Plan provides a framework for the planning and delivery of transport infrastructure and services in the GDA. It has also provided a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure could align their own investment priorities.

The 'Cycle Network Plan for the Greater Dublin Area' (GDA)– 2013 has plans to improve the existing cycling offering in the vicinity of the site. It is planned to install cycle facilities along the R118 and create a cycle track segregated from the road linking the R118 facilities to the R829 as shown in Figure 3-6.

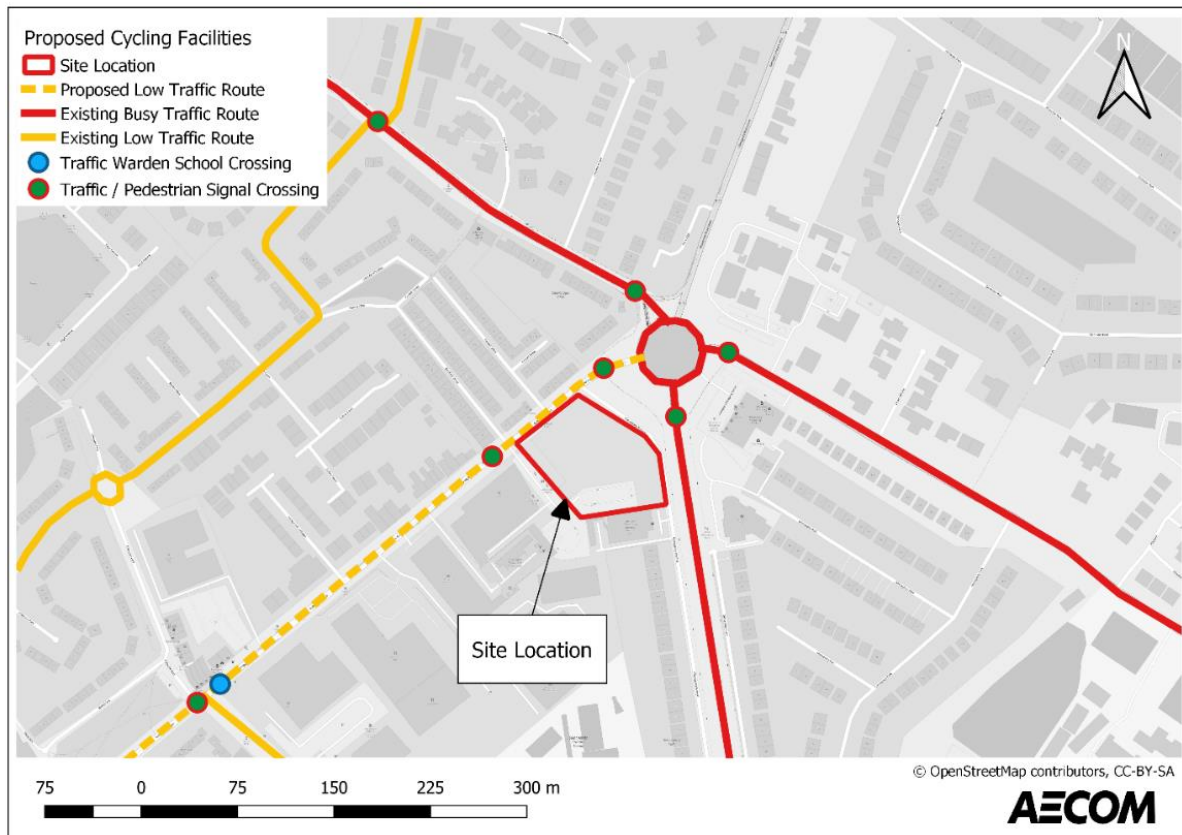


Figure 3-6 Proposed Cycling Facilities

This means the proposed development will benefit from these plans and will tie into any existing or planned cycle infrastructure.

4. Cycle Facility Compliance

4.1 Proposed Cycle Infrastructure

The quantity of cycle parking spaces provided as part of the proposed development and their relevant footprint is considered compliant and in line with the DLRCC Standards for Cycle Parking and Associated Cycling Facilities for New Developments 2018.

Table 4.1 details the DLRCC Cycle Parking Standards requirements for residential land use.

Table 4.1 DLRCC Standards for Cycle Parking and Associate Cycling Facilities for New Developments 2018 Residential

DLRCC Cycle Parking Standards		
Residential Development type	1 short stay (visitor) parking space per: (Minimum of 2 spaces)	1 long stay parking space per: (Minimum of 2 spaces)
Apartments	5 units	1 unit
Total Required	28	138

Table 4.1 illustrates the development needs to provide a total of 28 short stay spaces and 138 long stay spaces in order to comply with the standards. The development is providing 56 short stay and 254 Long stay and therefore is providing in excess of the required DLRCC standards. 10 of these long stay cycle parking spaces located in the basement are dedicated to cargo bikes. The development is proposing that the number of cycles stands that are within the requirement set out by DLRCC will be provided in a Sheffield stand manner. Any cycle parking spaces that are additional to the required standard are proposed to be in stacked formation. All spacing and cycle park standing measurements follow the guided measurements set out by DLRCC.

Table 4.2 shows the Design Standards for New Apartment Guidelines 2018 for residential land use published by the Department of Housing, Local Government and Heritage.

Table 4.2 Design Standards for New Apartments 2018 Cycle Guidelines

Design Standards for New Apartments, Guidelines Cycle Parking Standards		
Apartments	Short Stay	Long Stay
	1 Cycle storage Space per 2 Units	1 Cycle storage space per bedroom
Total Required	69	272

Table 4.2 illustrates the development needs to provide a total of 69 short stay spaces and 272 long stay spaces in order to comply with the standards. The development is providing 56 short stay and 254 Long stay. The proposed development is providing less than is the desired cycle parking spaces for the Design standards for new apartment guidelines, however, it is noted that these guidelines reference build to rent when the proposed scheme is build to sell. Therefore, by meeting the DLRCC standards this is considered the more suitable for this particular proposed development. Therefore, it is considered the proposed development is compliant to DLRCC cycle parking standards.

For clarity Table 4.3 outlines the proposed cycle parking spaces which will be provided within the development.

Table 4.3 Cycle Parking Proposed Development Provision

Short Stay	Long Stay	Total
56	254	310

AECOM has also reviewed the cycle parking standards for the employment land uses on the proposed development site. Table 4.4 illustrates the proposed employment land uses, the parking standards and the proposed provision provided.

Table 4.4 DL RCC Standards for Cycle Parking and Associate Cycling Facilities for New Developments 2018 Commercial

Description	Quantum	DL RCC Cycle Parking Standard Rate		Proposed Cycle Parking Provision	
		1 short stay (visitor) parking space per: (Minimum of 2 spaces)	1 long stay parking space per: (Minimum of 2 spaces)	Short Stay (Surface)	Long Stay (Basement)
Retail Units (Convenience >100 sqm)	434 Sq. m	1 space per 100 Sq. m GFA Maximum	1 space per 5 staff	4	5
Restaurant	562 Sq. m	1 space per 100 Sq. m GFA Maximum	1 space per 5 staff	6	5
Creche	263 Sq. m	1 space per 10 Children	1 space per 5 staff	4 (20 children Approx.)	5
Total				29	

As the development is proposing 56 short stay and 254 Long stay spaces, this is well in excess of the design standards for the above land uses.

4.2 Proposed Cycle Infrastructure Location

The proposals include the provision of

- 310 bicycle parking spaces (short and long stay);
- 254 cycle parking spaces in the basement; (10 of which are cargo bike spaces); and
- 56 cycle parking spaces at ground level; (16 of which are designated cargo bike parking spaces).

The basement cycle parking for the residents and staff of the proposed development is accessed through a security gate via a secure fob system. All access to cycle parking is provided by way of dished kerbs for surface cycle parking or by way of a ramp for the basement cycle parking. At the basement access it is proposed for the 1:14 ramp to have a dedicated cycle route marking to the basement cycle parking facilities to ensure cyclist priority throughout the internal basement road network.

Cycle sharing schemes will be permitted within the visitor cycle parking areas at surface level of the proposed development. The bike schemes that have the potential to be used within the area and subsequently to be parked on the proposed development temporarily are known as Bleeper bike (manual) and Moby (electric) bike renting schemes. The mentioned bike schemes use smartphone and GPS technology to enable people to hire a bike from anywhere in Dublin. Signage will be located at the entry points to the proposed plaza indicated that cyclists are to dismount when connecting through to either sides of the plaza.

Figure 4-1 illustrates the basement cycle facilities and the cycle permeability from existing facilities to the proposed development respectively.

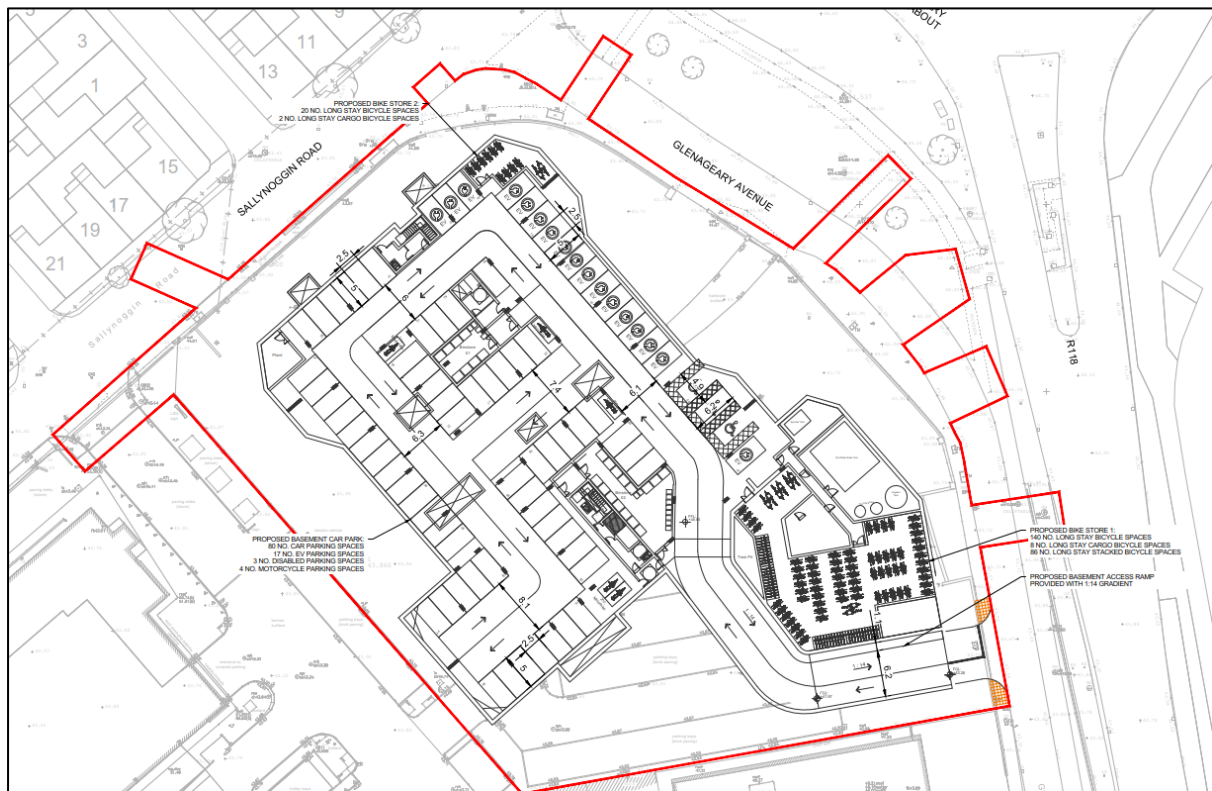


Figure 4-1 Proposed Basement Layout Indicating Main Bike Storage (AECOM Drawing 60690914-ACM-01-00-DR-CE-10-0002)

There is an existing dedicated cycle track along Glenageary Avenue, this promotes a safe cycle route for residents or visitors of the development to access the cycle parking either located in the basement by way of ramp and clearly marked shared cycle lane or on the surface. Staff of the commercial units of the development will have access to the basement secure cycle parking. A newly proposed shared cyclist and pedestrian raised table crossing point will be located on Glenageary Avenue. This will link the site up to the existing signalised crossing on the R118, hence improving connectivity. Figure 4-2 details the new shared pedestrian and cyclist priority crossing point.

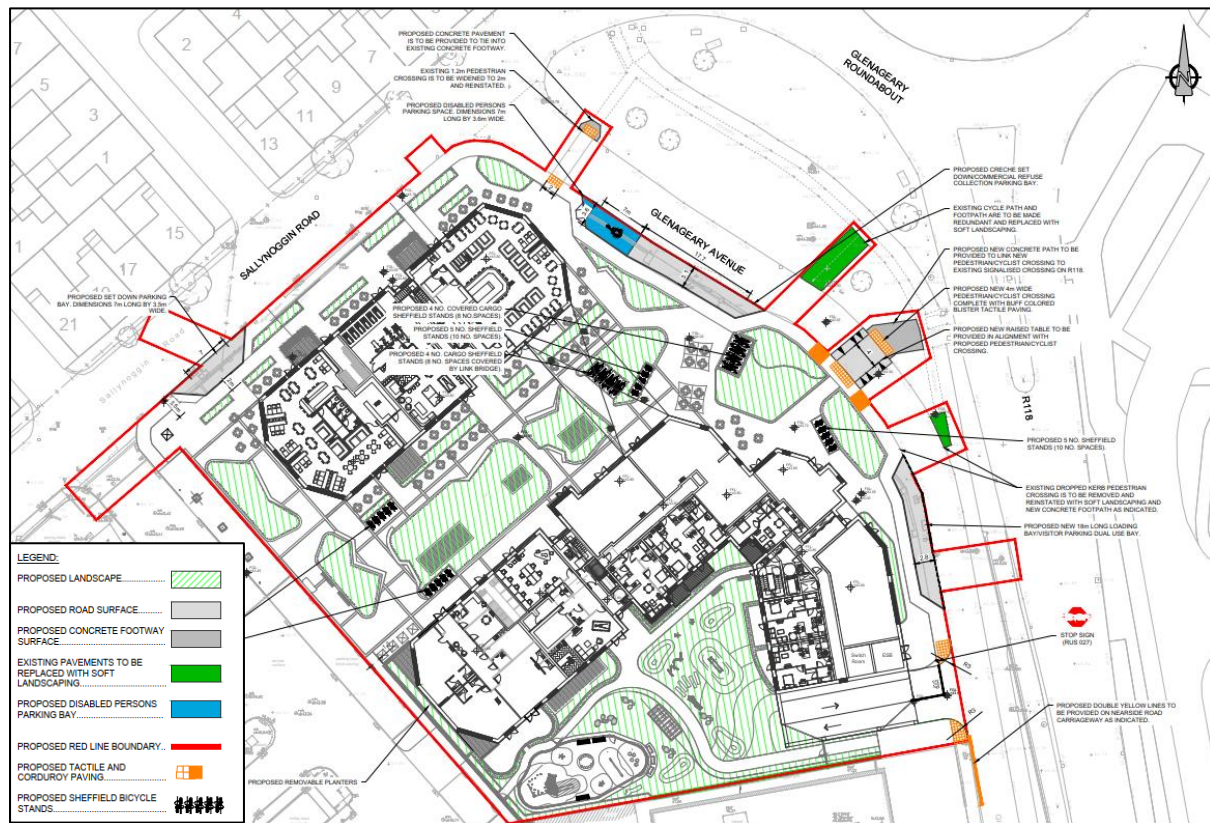


Figure 4-2 General Arrangement detailing proposed new shared pedestrian and cyclist priority crossing point (Source: AECOM Drawing 60690914-ACM-00-00-DR-CE-10-0001)

There will be 56 cycle spaces including 16 cargo bike spaces on ground level which will be dedicated to visitors of the development site including those of the non-residential land uses e.g., the retail, restaurant and creche facilities.

Residents and guests of residents will be able to access changing and drying facilities within the residential building apartment units.

Figure 4-3 illustrates the basement cycle facilities and the cycle permeability from existing road network facilities to the proposed development respectively. The red dotted lines indicate the existing cycle links with the existing environment. Cyclists will be asked via signage to dismount from their bikes once they enter the proposed developments surface level plaza.

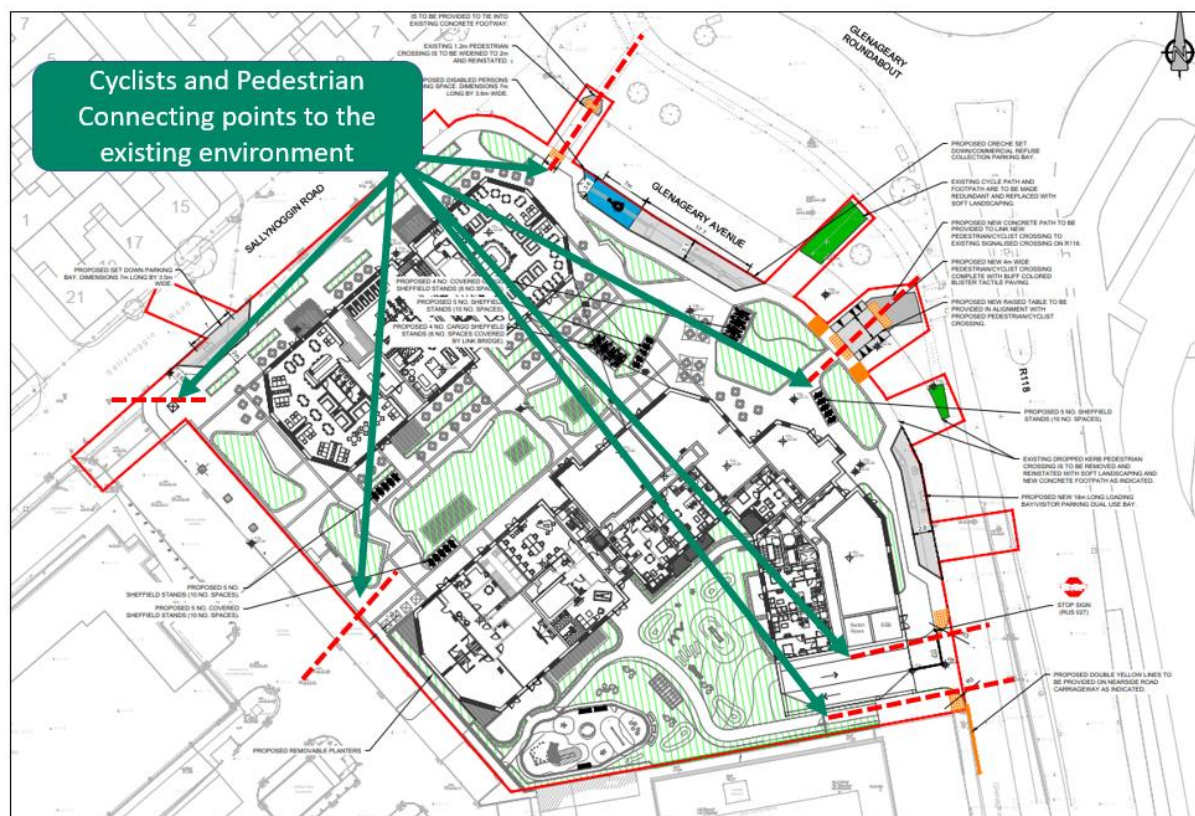


Figure 4-3 Cyclist and Pedestrian Permeability from Existing Connectivity links to the Site AECOM Drawing: 60690914-ACM-00-00-DR-CE-10-0001)

Cycle parking provision within the proposed site is designed in accordance with the DLRCC Standards for Cycle Parking and Associated Cycling Facilities for New Developments 2018. Figure 4-4 Illustrates the guidance that the proposed development is in line with regarding Sheffield stands that uses the standard measurements provided.

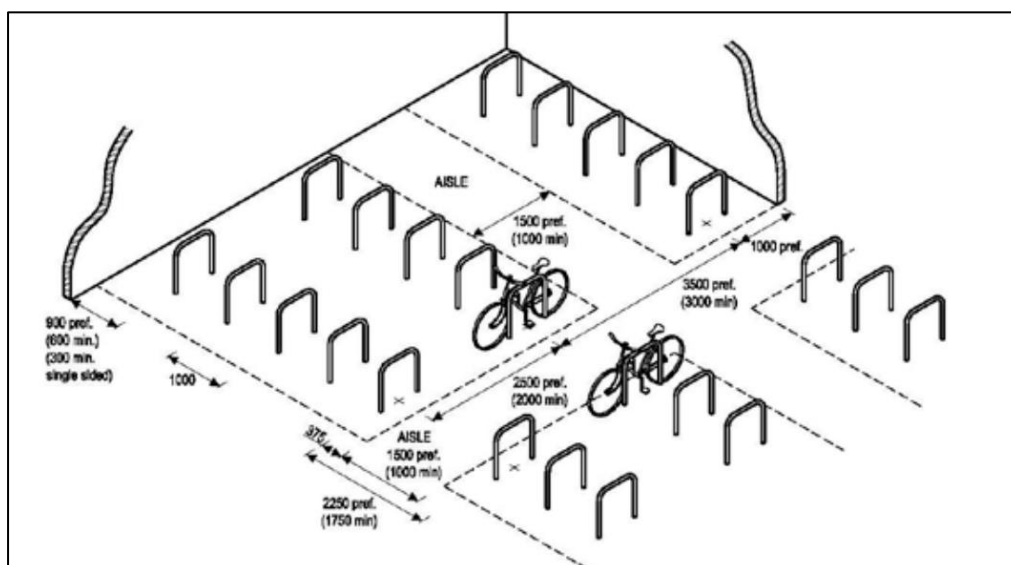


Figure 4-4 Cycle Parking Layout DLRCC Standards for Cycle Parking and Associate Cycling Facilities for New Developments 2018

Figure 4-5 illustrates the proposed basement cycle parking storage in line with the standards detailed.

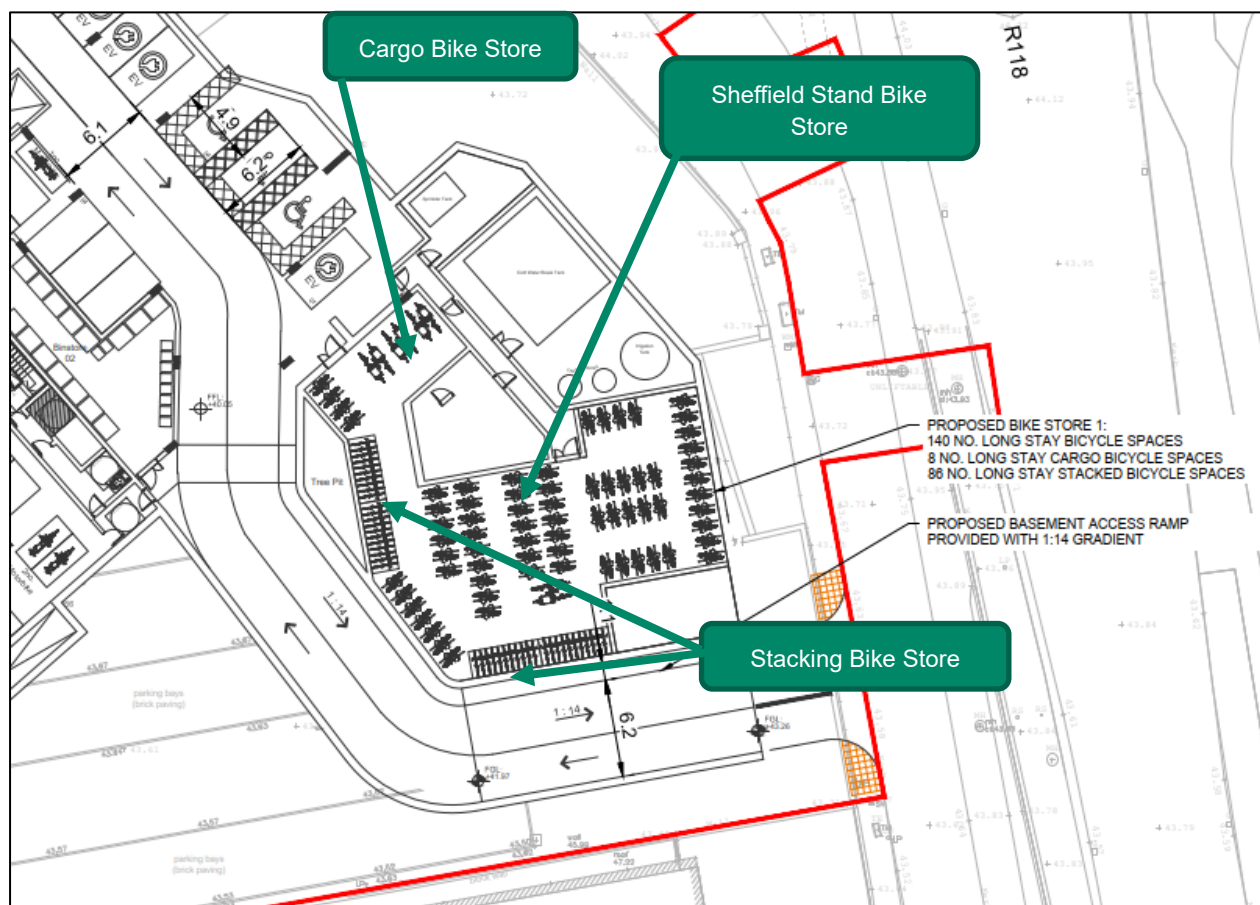


Figure 4-5 Proposed Basement Layout Cycle Store 1 (AECOM Drawing:60690914-ACM-01-00-DR-CE-10-0002)

In accordance with DLRCC standards the footprint provided for cargo bike parking in the proposed development is 3.5m x 2m for a single cargo bike storage space.

5. Conclusion

Based upon the information and analysis presented within this cycle audit, the assessment demonstrates how the scheme has been designed from a traffic and transport perspective, to integrate within the existing cycle network and to promote safe cycling and adequate cycle facilities within the proposed development.

This Cycle Audit is to be read in conjunction with the Traffic and Transport Assessment as part of this application.

The proposed development is compliant with the DLRCC Standards for Cycle Parking and Associated Cycling Facilities for New Developments and the Design Standards for New Apartment Guidelines cycling requirements. The proposed development has been designed with the intention to encourage cycling as the main mode of transport for residents, staff and patrons alike.

It has been established that the proposed on-site bicycle parking provision of 310 cycle spaces (including short and long-term parking spaces) is 55% higher than the 168 cycle parking spaces required by the DLRCC.

