

# Glenageary Gate LRD

Mobility Management Plan

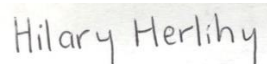
Red Rock Glenageary

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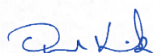
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# 1. Introduction

## 1.1 The Brief

AECOM has been appointed by Red Rock Glenageary to produce a Mobility Management Plan (MMP) for Glenageary Gate LRD. The MMP should be read in conjunction with the Traffic and Transport Assessment (TTA) for a planning application to Dún Laoghaire Rathdown County Council for a Large-Scale Residential Development on a site of 0.74 ha at Junction of Sallynoggin Road and Glenageary Avenue, Glenageary, Co. Dublin.

The MMP proposes a co-ordinated and area-wide approach to manage travel to and from the site.

A MMP is a robust package of measures aimed at encouraging a shift to sustainable travel modes such as walking, cycling and public transport. The plans are developed on a bespoke basis and may recommend improvements to infrastructure as well as behavioural change measures, such as improved provision of information or promotional campaigns and events.

This is in keeping with current policies, which aim to reduce the greenhouse gas emissions related to transport, such as

- EU Transport White Paper (European Commission, 2011),
- National Sustainable Mobility Policy (Department of Transport, 2022),
- Project Ireland 2040: The National Planning Framework and the National Development Plan (Irish Government, 2022).

## 1.2 Objectives

The benefits of supporting active mobility as part of broader strategies to improve health are also highlighted in The National Physical Activity Plan for Ireland (Department of Health and Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media, 2016). As such, the main focus of the MMP is to identify and deliver a range of measures which encourage the use of sustainable travel modes and active travel.

This report has been prepared following consultation with the Dun Laoighre Rathdown County Council (DLRCC) Development Plan 2022 to 2028. The TTA supporting this application has been prepared in accordance with TII "Traffic and Transport Assessment Guidelines" 2014.

## 1.3 Site Overview

The subject site is situated on greenfield and brownfield lands located at the junction of Sallynoggin Road and Glenageary Avenue, Glenageary Co. Dublin. Figure 1.1 illustrates the site in relation to Dublin City Centre.

The site is bounded by Glenageary Avenue and Sallynoggin Road to the east and north, respectively. To the west of the site is a Lidl supermarket while there is the An Post Sorting office to the south of the site.



**Figure 1.1 Site in Relation to Dublin City Centre**

## 1.4 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.

## 1.5 Report Structure

A successful MMP should be based on a detailed analysis of the issues and opportunities affecting travel to and from the proposed development site. Therefore, this report is structured as follows:

- **Section 2 Policy Context:** Examines the national and local policy context for the proposed development.
- **Section 3 Existing Transport Conditions:** Presents the current conditions of site accessibility for bus, rail, cycling, and pedestrian facilities.
- **Section 4 Emerging Transportation Infrastructure:** Presents findings from the Development Plan publication to find transport proposals located in the area.
- **Section 5 Proposed Development:** This section provides details on what the development proposals are and how they will impact the MMP.
- **Section 6 Objectives, Targets and Measures of the MMP:** Outlines the objectives and targets of the MMP to measure the success of the plan. proposes different tools and measures that can be used to ensure that the objectives of the MMP and the plan is successful.
- **Section 7 Monitoring:** This section sets out the strategy that will be used to monitor the MMP.
- **Section 8 Summary:** Summarises and concludes the findings and the travel measure that will take place amongst the development.



## 2. Policy Context

### 2.1 Introduction

This section reviews the relevant policy and guidance for the development of the Glenageary Gate LRD. Relevant aspects of the following policies, plans and programmes are discussed:

- Project Ireland 2040 (2018): The National Planning Framework and the National Development Plan.
- National Sustainable Mobility Policy (2022).
- TII National Roads -Active Travel Planning October (2021)
- DLRC Development Plan 2022-2028 (2022)

### 2.2 National Policy

#### **Project Ireland 2040 (2018): The National Planning Framework and the National Development Plan.**

The National Planning Framework (NPF) published in February 2018 is a national document intended to guide at a high-level strategic planning and development for Ireland over the next 20+ years, so that as the population grows, that growth is sustainable (in economic, social, and environmental terms). The NPF details ten 'National Strategic Outcomes' and the National Development Plan 2018-2027 outlines how public capital investment over the next ten years aims to secure the realisation of each of these under corresponding 'Strategic Investment Priorities'.

The NPF with the National Development Plan sets the context for each of Ireland's three regional assemblies to develop their Regional Spatial and Economic Strategies taking account of and co-ordinating local County and City Development Plans in a manner that will ensure national, regional, and local plans align.

The goal of Sustainable Mobility is highlighted within the Shared Goals – Our National Strategic Outcomes section. In line with Ireland's Climate Change mitigation plan, the plan states that the need to progressively electrify mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles (EV) and introduction of electric and hybrid traction systems for public transport fleets. The goal is that by 2040 cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.

#### **National Sustainable Mobility Policy (2022)**

The National Sustainable Mobility Policy was published in April 2022 and sets out the strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by 2030. The targets of the policy are to increase daily active travel and public transport journeys by 500,000, as well as a 10% reduction in kilometres driven by fossil fuelled cars by 2030. This target is in line with metrics for transport set out in the Climate Action Plan 2021.

The vision of the policy is "to connect people and places with sustainable mobility that is safe, green, accessible and efficient". This vision is guided by the three key principles of: safe and green mobility, people focused mobility, and better integrated mobility. The main goals that are relevant to this MMP are the expanding availability of sustainable mobility in metropolitan, regional, and rural areas, and to encourage people to choose sustainable mobility over the private car.

The expanding of availability of sustainable mobility in metropolitan, regional, and rural areas will be improved through walking, cycling, bus, and rail infrastructure, improved transport interchange and expanded public transport services. Reducing reliance on the private car will be completed through the reallocation of road space from cars to sustainable travel methods, delivering safer walking and cycling options, and reducing parking provision.

The policy is supported by an action plan to 2025. The action plan will be reviewed in 2025 to assess the delivery of the goals so far and address what further action may need to be taken for the remaining five years to 2030.

#### **TII National Roads -Active Travel Planning October (2021)**

The Transport Infrastructure Ireland (TII) National Roads – Active Planning was published in October 2021 and outlines national policy with the aim to provide guidance on how active travel planning and design principles can be embedded in all stages of a project from inception through to construction and operation. It highlights the need to create environments where walking, wheeling, and cycling are feasible and attractive options to shift more activity

towards more sustainable transport modes in order to do so, the publication set out several active travel planning and design principles, which include:

- The provision of active travel infrastructure, or interventions, should create, or contribute to the creation of, coherent walking, wheeling, and cycling networks
- The provision of active travel infrastructure, or interventions, must be plan-led to maximise opportunities for potential benefits and usage.
- Engagement with appropriate stakeholders, including community groups, is key to successful active travel infrastructure, or intervention, development, and delivery.

Several barriers to accessing active travel are also identified as factors which developers should take into consideration. These include physical barriers such as travel distance, road safety and lack of appropriate infrastructure, and other barriers such as age, health, fitness and security. All of which should be evaluated to understand why people may not currently use active travel modes.

## 2.3 Local Policy

- DLRCC Development Plan 2022-2028
- Design Standards for New Apartments – 2018
- Design Standards for New Apartments – 2022
- Greater Dublin Area Transport Strategy 2022-2042

### DLRCC Development Plan 2022-2028

The Development Plan 2022 - 2028 sets out the vision, policies, strategies, and objectives for planning and sustainable development within the administrative area of DLRCC. In the context of the subject site a number of the most relevant policies relating to travel planning include;

#### Policy Objective T1: Integration of Land Use and Transport Policies

It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems.

#### Policy Objective T3: Delivery of Enabling Transport

Infrastructure It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES.

#### Policy Objective T4: Development of Sustainable Travel and Transport

It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 –2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP.

#### Policy Objective T5: Public Transport Improvements

It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES)

#### Policy Objective T6: Quality Bus Network/Bus Connects

It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources. (Consistent with RPO 8.9 of the RSES)

#### Policy Objective T7: Public Transport Interchanges

It is a Policy Objective to facilitate the provision of quality public transport interchanges at strategic rail, Luas stations and Core Bus Corridors within the County in accordance with national and regional guidelines in order to facilitate focussed access to multiple public transport modes and to maximize the movement of people via sustainable modes.

#### **Policy Objective T8: Green Line Capacity Enhancement (GLCE) Project**

It is a Policy Objective to promote, facilitate and cooperate with other agencies in supporting the Luas Green Line Capacity Enhancement Project to cater for the demand for Luas trips in the County in the short and medium term.

#### **Policy Objective T10: Rail Stations/ Luas Stops**

It is a Policy Objective to co-operate with the NTA, Iarnród Éireann, TII and other relevant authorities to secure the improvement and further development of railway stations and Luas stops in the County.

#### **Policy Objective T11: Walking and Cycling**

It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.

#### **Policy Objective T12: Footways and Pedestrian Routes**

It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.

#### **Policy Objective T16: Travel Demand Management**

It is a Policy Objective, in conjunction and cooperation with other agencies, to implement Travel Demand Management measures aimed at reducing the demand for travel and increasing the efficiency of the transport network with due consideration given to the effect of parking controls on nearby residential roads.

#### **Policy Objective T17: Travel Plans**

It is a Policy Objective to require the submission of Travel Plans for developments that generate significant trip demand (reference also Appendix 3 for Development Management Thresholds). Travel Plans should seek to reduce reliance on car based travel and encourage more sustainable modes of transport over the lifetime of a development.

#### **Policy Objective T18: Car Sharing Schemes**

It is a Policy Objective to support the set up and operation of car sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.

#### **Sustainable Urban Housing: Design Standards for New Apartments Guidelines 2022**

The Sustainable Urban Housing: Design Standards for New Apartments Guidelines identifies 3 different location categories that are used to assess how accessible a scheme is to the surrounding sustainable forms of transport which are as follows:

- 'Central and / or Accessible Urban Locations;
- Intermediate Urban Locations; and
- Peripheral and / or Less Accessible Urban Locations.'

Based upon the review of the existing transport facilities and taking cognisance of the proposed future works as detailed in Chapter 2, the applicable location standard as per the Design Standards for New Apartment Guidelines for this development would be 'Central and / or Accessible Locations'. The Design Standards for New Apartment Guidelines defines 'Central and / or Accessible Locations' as follows:

'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. 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.' With regard to this development it is evident that the strong existing transport facilities in the vicinity of the site will be of benefit to the proposed development's residents and visitors alike to link up with areas such as the Central Business District (CBD) in Dublin City.

### Transport Strategy for the Greater Dublin Area 2022 – 2042

The Transport Strategy for the Greater Dublin Area (2022 – 2042), which has been prepared by the NTA, with the purpose of the strategy being "To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth."

Chapter 5 of the Transport Strategy for the Greater Dublin Area, sets out the "strategic infrastructure that is proposed to be delivered within the lifetime of the strategy". The strategy objectives are presented by the various modes of transport as follows:

- An enhanced Natural and Built Environment - To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use.
- Connect Communities and Better Quality of Life - To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.
- A strong Sustainable Economy - To support economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods
- An Inclusive Transport System - To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society

The transport strategy objectives listed are evidence that there are proposals in place to ensure these objectives are achieved as part of the greater Dublin area Plan and that this will in turn benefit the residents and visitors of the proposed development site in time.

## 3. Existing Transport Conditions

### 3.1 Introduction

This chapter reviews the accessibility of the site for all sustainable modes of transport. It provides a description of the existing site and location, and a review of the existing walking, cycling and public transport facilities near the proposed development.

### 3.2 Existing Site

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 while there is a Post Office to the south of the site.

The site is situated to benefit from both sustainable and active forms of transport due to its proximity to Dun Laoighre Village Centre, (approx. 1.8km walk to Dun Laoighre Shopping Centre). AECOM has undertaken a desktop review via Google Maps of the surrounding road network. The following sub-headings will outline the existing facilities available to the prospective residents with respect to active travel (walking, cycling) and sustainable transport (bus, rail, car share) along with a review of the existing commuting habits for the surrounding DLRCC council area based on the 2016 Census data via the DLRCC 2022-2028 development plan.

### 3.3 Existing Road Network

The proposed development is located within a network of roads that provide both pedestrian and vehicular access, the existing road network and pedestrian infrastructure is considered to be good quality and functioning well. The local road network is illustrated in Figure 3.1

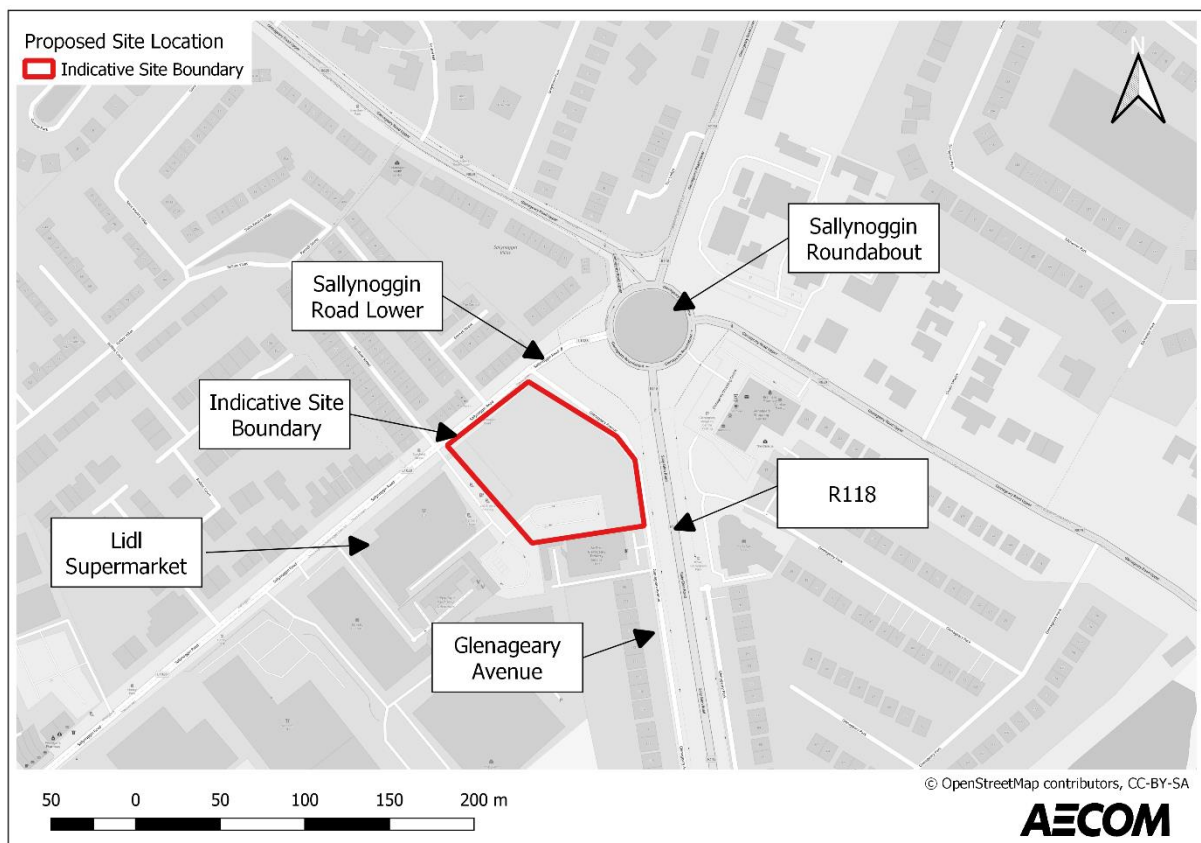


Figure 3.1 – Proposed Site Location

The following details the different roads and footways that show the proposed development is easily accessible.

#### 3.3.1 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

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

### 3.3.2 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.

### 3.3.3 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.

## 3.4 Existing Traffic

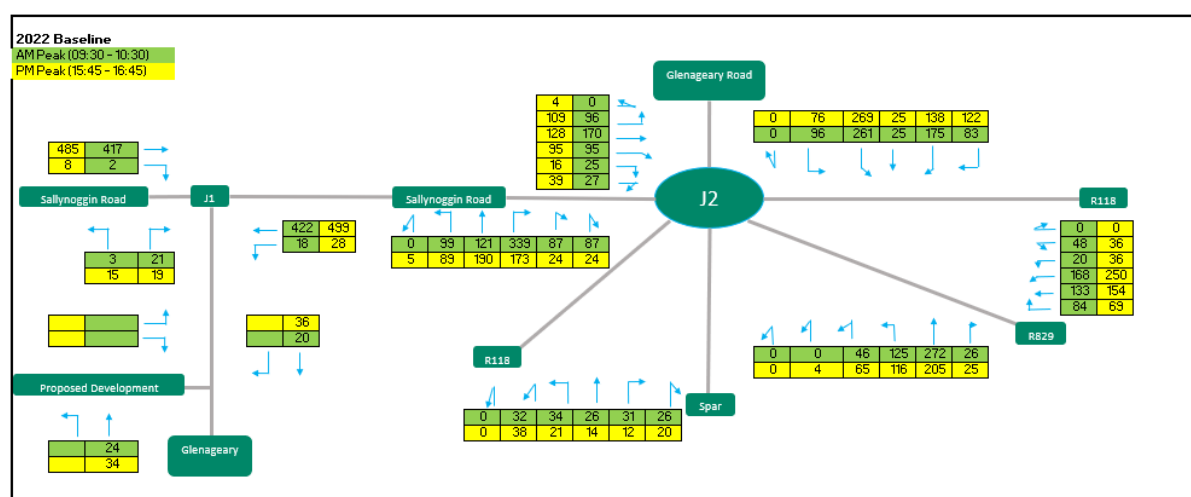


Figure 3.2 2022 Baseline Traffic Flow

## 3.5 Walking and Cycling Provision

According to the CIHT (Chartered Institute of Highways and Transportation), the maximum preferred distance to such sites is two kilometres for walking and 5 kilometres for cycling. There are existing walking and cycling facilities throughout the constituency of DLRCC.

Figure 3.3 and Figure 3.4 shows an isochrone map of 5km cycling radius and 2km walking radius respectively in the vicinity to the site. Thus, for residents and visitors living and visiting within these zones cycling and walking should be a viable option for accessing the site.



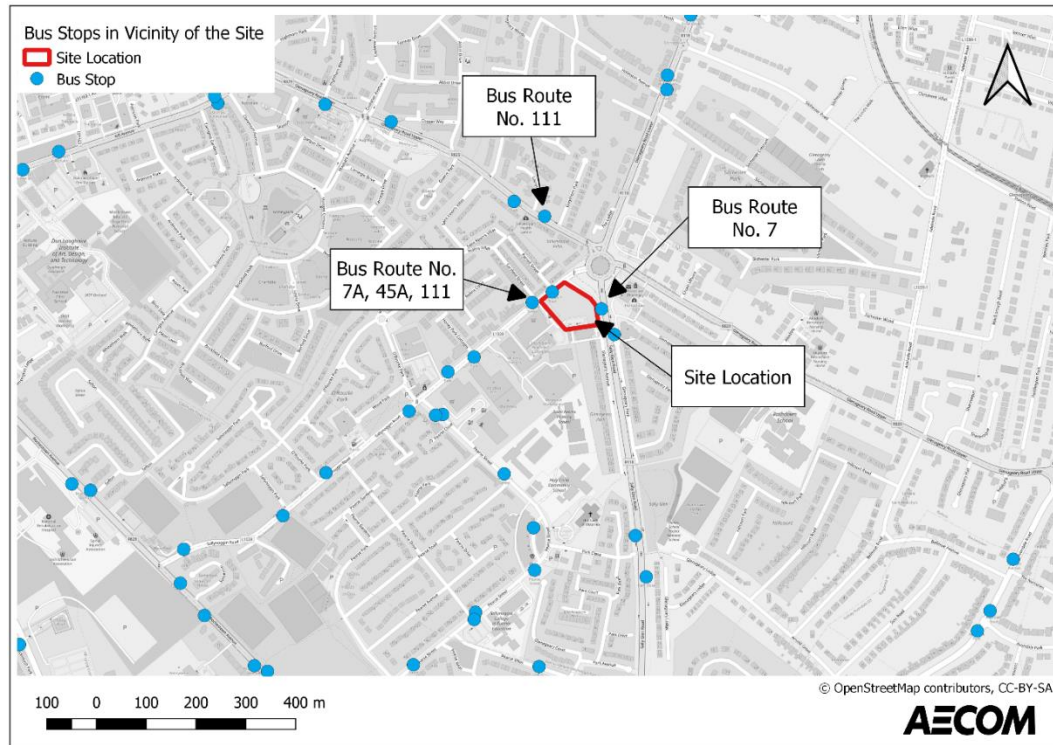


As graphically illustrated in Figure 3.5 site benefits from good bus transport connections.

The closest bus stops are located north and east of the site on the Sallynoggin Road Lower and the R118 Bypass. These bus stops are operated by Dublin Bus. The stops along Sallynoggin Road Lower are also serviced by the no. 111 which is operated by Go Ahead Ireland.

Figure 3.5 illustrates the location of the bus stops in relation to the development with

Table 3.1 details the number of services per day and the routes.



**Figure 3.5 Bus Stops in Vicinity of the Site (Source: [www.journeyplanner.transportforireland.ie](http://www.journeyplanner.transportforireland.ie))**

**Table 3.1 – Bus Services and Routing**

Route No.	Operator	Route	Services		
			Monday to Friday	Saturday	Sunday
7a	Dublin Bus	Mountjoy sq. west. – Blackrock – Sallynoggin. – Loughlinstown	1 service every 30 mins	1 service every 30 mins	1 service every 40 mins
7D	Dublin Bus	Ulverton Road - Glenageary – Stillorgan – Lesson Street – Mountjoy Square	1 service per day	1 service per day	No Service
7	Dublin Bus	Mount Joy Sq. west – Ballsbridge – Monkstown–Sallynoggin–Rathmichael	1 service every 30 mins	1 service every 30 mins	1 service every 40 mins
111	Go-Ahead	Brides Glen Luas (Green Line) – Sallynoggin – Dun Laoghaire – Dalkey	1 service every 1 hour	1 service every 1 hour	1 service every 1 hour
45A	Go-Ahead	kilmacanoge– Shankhill – Sallynoggin – Dun Laoghaire	1 service every 20 mins	1 service every 20 mins	1 service every 30 mins
45B	Go-Ahead	Kilmacanoge – Bray -Shankhill - Sallynoggin – Dun Laoghaire	1 service per day	1 service per day	No service

### 3.7 Sustainable Transport – Rail

The closest DART stations to the site are the Glenageary station, located 1.3 km (16-minute walk) to the east of the site and the Glasthule station, located 1.4 km (18-minute walk) to the northeast of the site. These stations are situated along both the South-eastern Commuter Train Line and DART lines. DART services travel north to Dublin City Centre and south to Bray/Greystones and shown in Figure 3.5. It should be noted that heavy rail does not stop



at either of these stations, the nearest station where heavy rail stops is Dun Laoghaire and Greystones Railway Station, these stations are serviced by the South Eastern Commuter and Intercity.

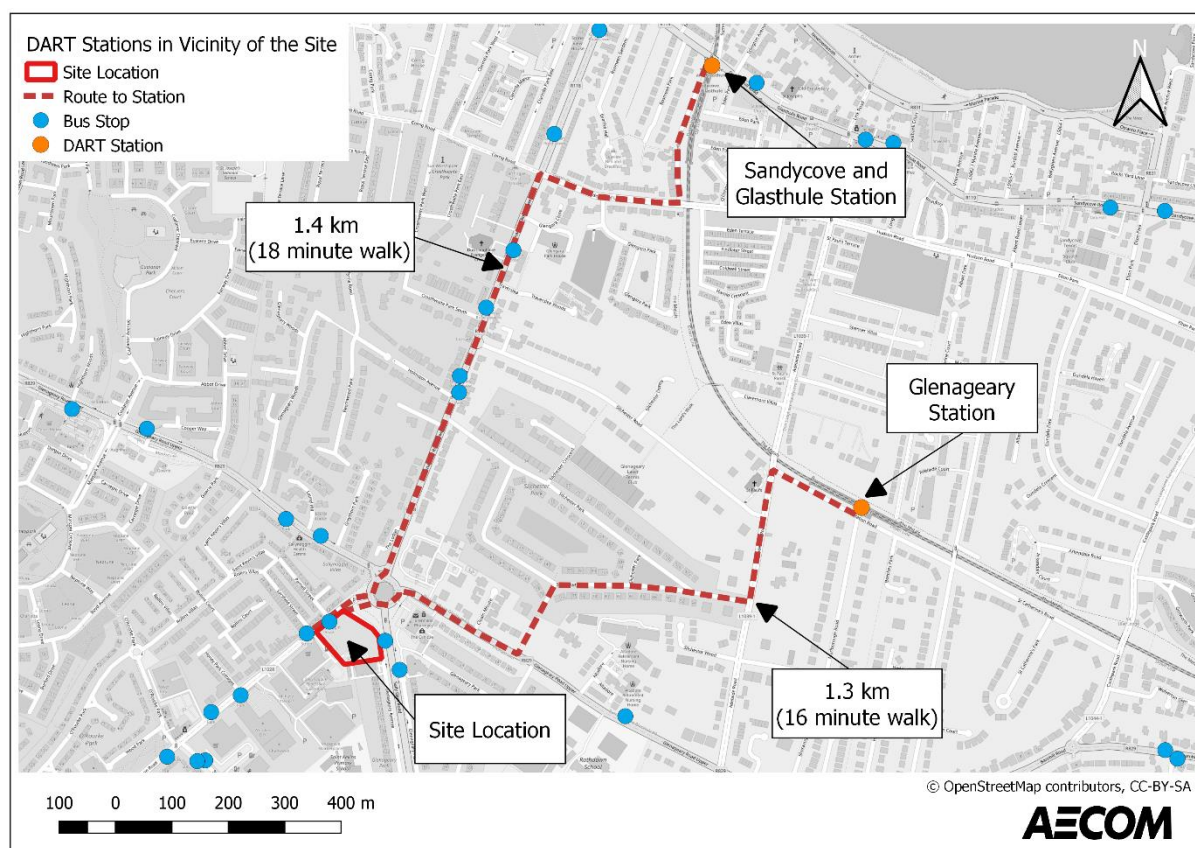


Figure 3.6 – DART Stations in Vicinity of the Site (Source: [www.journeyplanner.transportforireland.ie](http://www.journeyplanner.transportforireland.ie))

### 3.8 Sustainable Transport – Car Club/ Car Share

Whilst it is anticipated that commuting will generally be undertaken on foot, bicycle or public transport, existing car club/car share facilities are available in proximity to the proposed development.

Car club/car share members can book cars online or via the app for durations of as little as an hour. They then unlock the car with their phone or a membership card; the keys are in the car, with fuel, insurance and city parking all included. The benefits of such car sharing services include:

- Aids the reduction of cars on the road and therefore traffic congestion, noise and air pollution;
- Encourages and potentially increases use of public transport, walking and cycling as the need for car ownership is reduced; and
- Car sharing allows those who cannot afford a car the opportunity to drive, encouraging social inclusivity.

The locations of the GoCar bases are illustrated in Figure 3.7 with Table 3.2 providing additional details in relation to walking distance from the site and the type of GoCar vehicle available.



Figure 3.7 – GoBase Locations (Source: [www.gocar.ie](http://www.gocar.ie))

Table 3.2 – GoBase Details

Ref No.	Go Base Location	Vehicle Class	Approx. Distance from the Development (Walking Time)
1	O'Rourke Park (Igo Café)	GoCity	0.40 km (5 minute walk)
2	Leona Building (HoneyPark)	GoCity and GoTripper	1.00 km (13 minute walk)
3	HoneyPark Shopping Centre	GoCity	0.80 km (10 minute walk)
4	Fairways Building, Cualanor, Glenageary	GoExplore	0.75 km (9 minute walk)
5	Silchester Road, Glenageary	GoTripper	0.65 km (8 minute walk)

The proposed development will provide 2 dedicated GoCar spaces in the basement dedicated to residents use only. Refer to Appendix A for Go Car letter of consent for the proposed development.

## 4. Emerging Transportation Infrastructure

### 4.1 Local Road Proposals

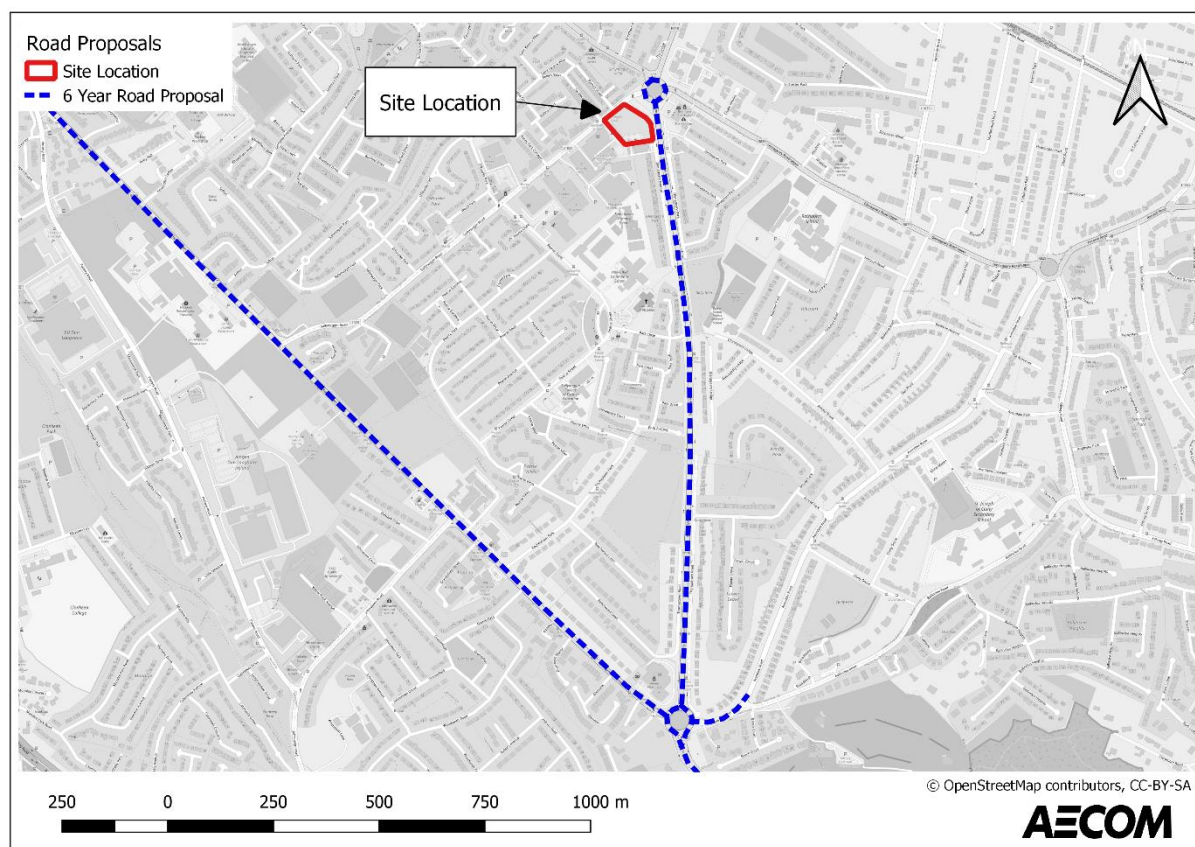
The DLRCC Development Plan 2022 – 2028, has outlined both short (6 years) and long (6+ years)-term road network proposals for the DLRCC environs. Within the DLRCC Development Plan, **Policy T23: Roads and Streets** details the following:

*‘It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County Road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment, flood risk assessment and the planning process’*

*‘Walking and cycling infrastructure is a key component of the design and implementation of the 6 Year Road proposals/projects. The design of individual roads and the level of segregation of cycle lanes/paths is done on a case-by-case basis in accordance with Design Manual for Urban Roads and Streets (2019) and the ‘National Cycle Manual’ (2011).’*

As part of this roads policy DLRCC have indicated that the R118 bypass is to be upgraded.

As part of the development plan this scheme is to be delivered within the 6 years that the development plan covers (2022 – 2028). The extent of the works that will need to be undertaken for the implementation of the scheme is unknown at this stage or what stage of the design process it currently sits at. The road proposal site in question is located adjacent to the proposed development site on the R118 and will benefit the proposed development as the R118 bypass is to be upgraded. Figure 4.1 illustrates the proposed roads objectives.

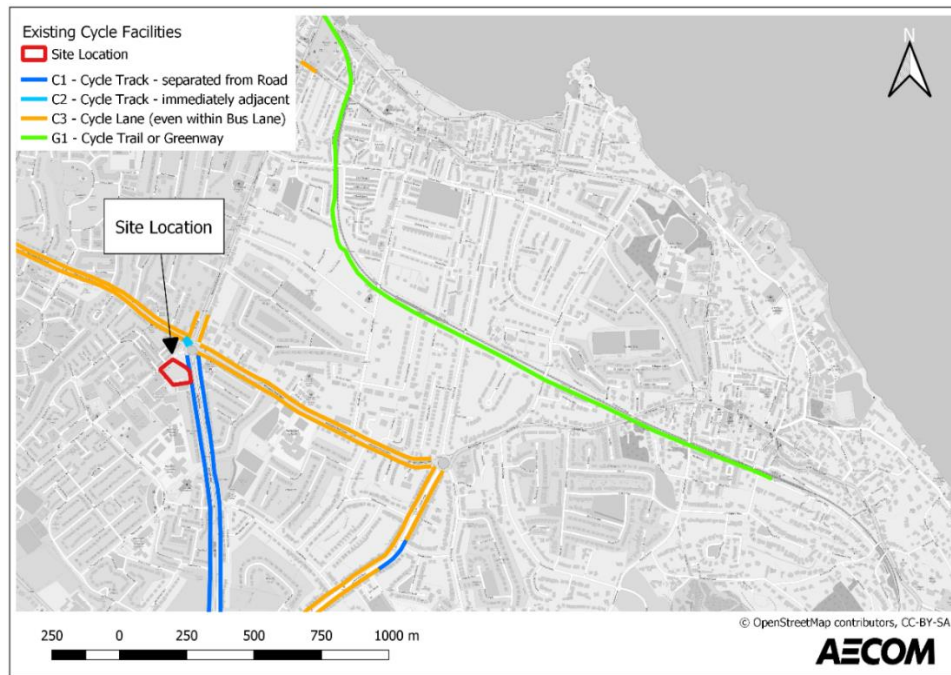


**Figure 4.1 Road Proposals (Source: Dun Laoghaire Rathdown County Development Plan 2022 – 2028, Road Proposals)**

### 4.2 Cycle Network Existing and Proposed

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 4.2





**Figure 4.2 Existing Cycle Facilities**

'C1- Cycle Track- Separated from Road' colour coded in dark blue in Figure 4.2 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 4.3.



**Figure 4.3 Glenageary Avenue Existing 'C1' Cycle Track (Source Google Maps)'**

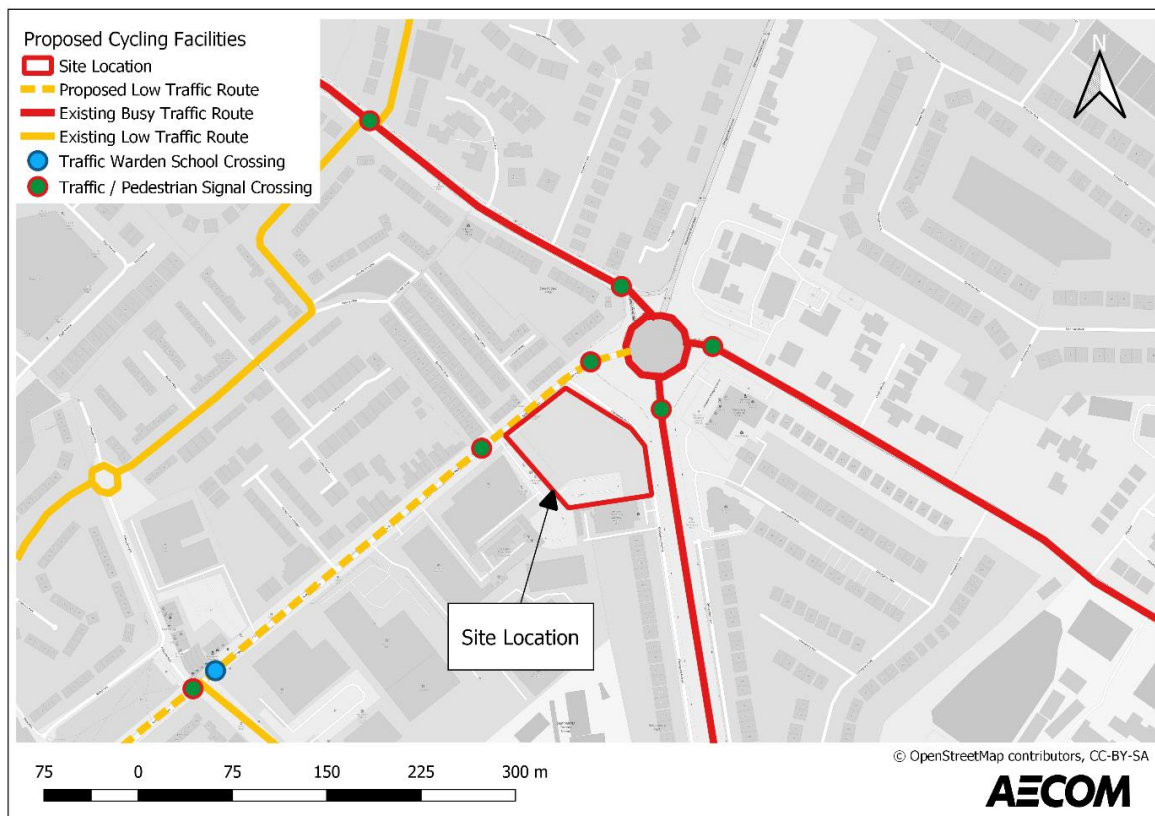
'C3- Cycle Track' The shared Cycle Lane colour coded in yellow in Figure 4.2 is located the north east and east of the site. It is a cycle track that is shared with the existing traffic lane and is indicated through a red asphalt material.as illustrated in Figure 4.4.

**Figure 4.4 Glenageary Road Upper 'C3' Shared Cycle Lane**



**Figure 4.4 Glenageary Road Upper 'C3' Shared Cycle Lane**

In the vicinity of the subject site, it is planned to install the cycle facilities along the R118 and create a cycle track segregated from the road linking the R118 facilities to the R829. Figure 4.5 illustrates the proposed cycle network upgrades as part of the 'Cycle Network Plan for the Greater Dublin Area' (GDA)– 2013. The greater Dublin area 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.



**Figure 4.5 – Proposed Cycling Facilities**

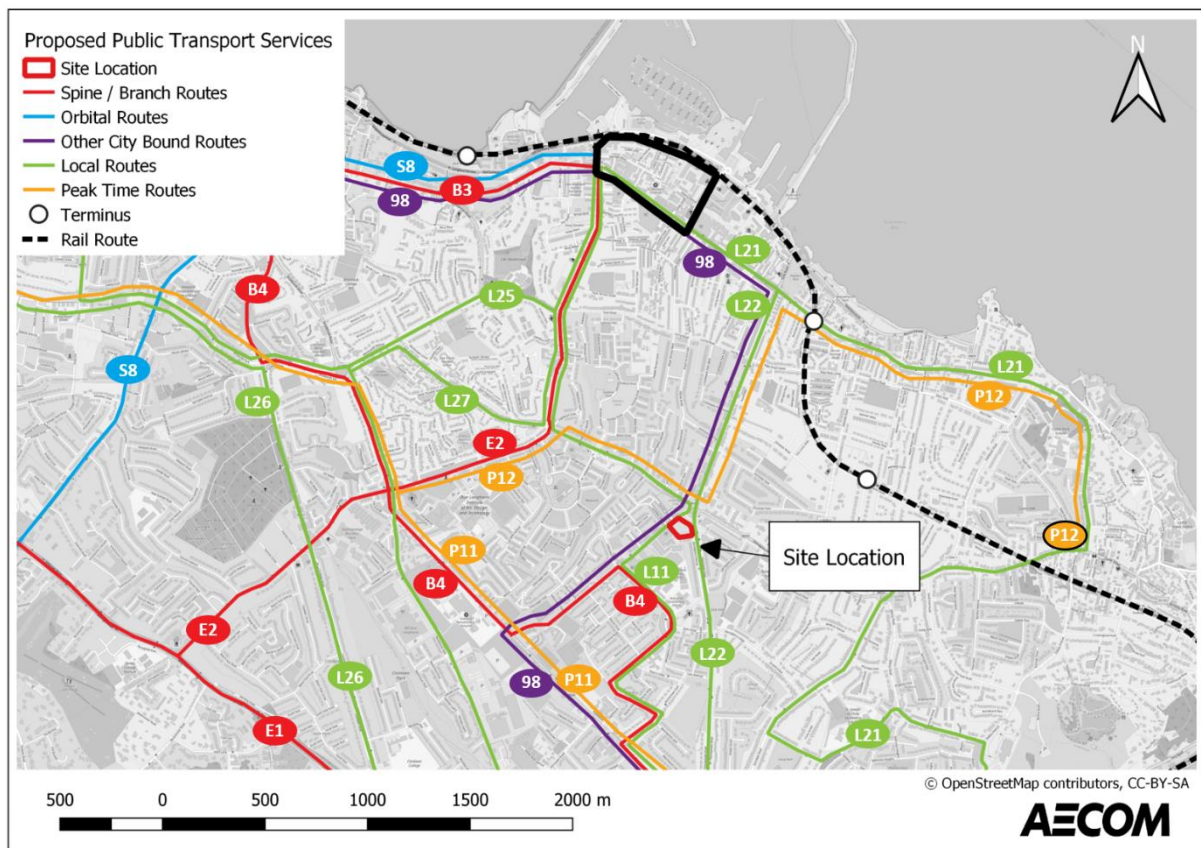
It is proposed to install continuous, high-quality, and segregated walking and cycling facilities, improved public realm areas including incidental play features, improved bus priority along Kill Avenue up to the Bakers Corner Junction to be known as DLR Central.

### 4.3 Bus Network Proposals

The National Transport Authority (NTA) has put forward proposals to upgrade a number of core bus corridors from the Dublin environs to the City Centre under the title 'BusConnects'. The aim of the project is to:

- *'Make bus journeys faster, predictable and reliable;*
- *New bus stops and better facilities;*
- *More efficient network, connecting more places and carrying more passengers;*
- *Updated ticketing systems and implementing a cashless payment system with a simpler fare structure; and*
- *Improving the cycling network and making it safer.'*

As part of the BusConnects scheme the current bus network is to be revised to provide more frequent and efficient services are to be provided across Dublin. The site is located along both the Local Route L11 and L22 which travel from Dalkey and Brides Glen to Dun Laoghaire, respectively. This is shown in Figure 4.1.



**Figure 4.1 – Proposed Public Transport Services** (Source: [www.busconnects.ie](http://www.busconnects.ie))

Dun Laoghaire is to become a Terminus providing access to the wider bus network. Table 4.1 details the proposed routes in the vicinity of the subject site.

**Table 4.1 – Revised Bus Network Routes**

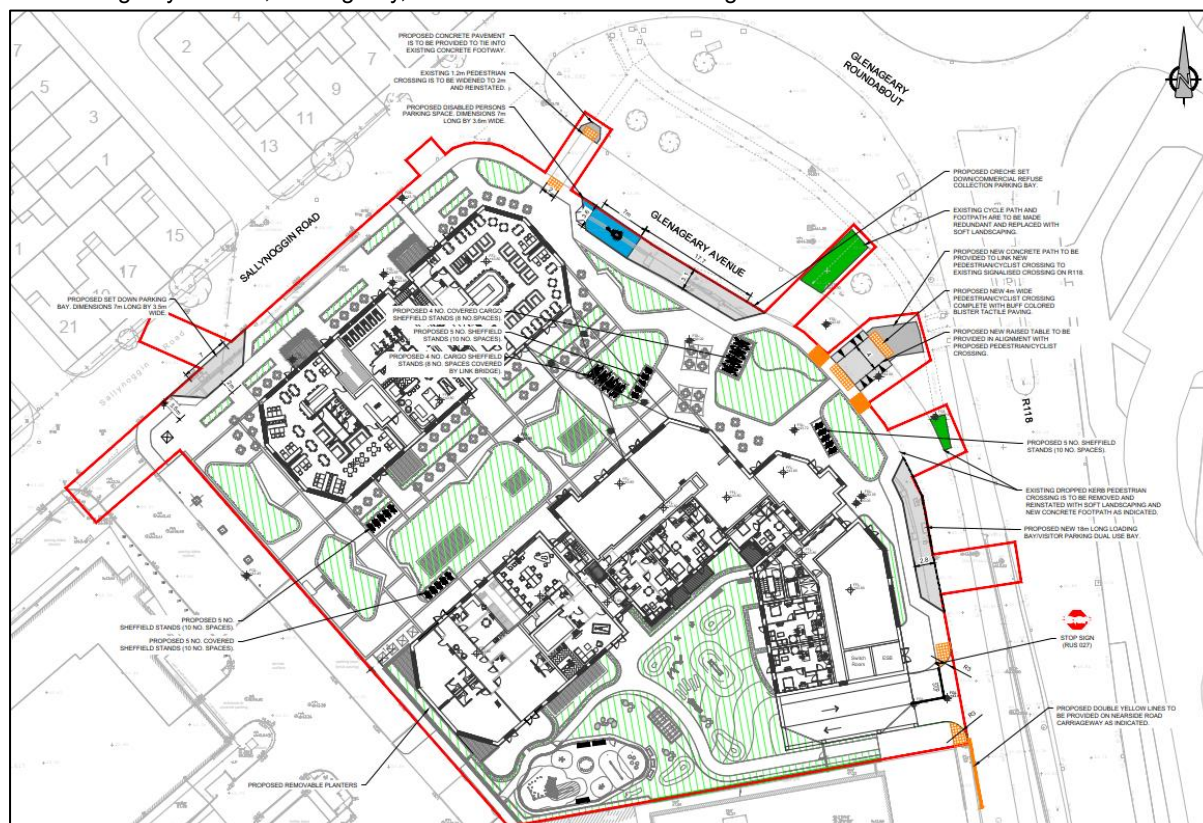
Route	Route Type	Route	Frequency		
			Mon to Fri	Saturday	Sunday
B3	Spine / Branch Route	Tyrrelstown – City Centre – Dun Laoghaire	1 service every 15 mins	1 service every 15 mins	1 service every 20 mins
B4	Spine / Branch Route	Blanchardstown SC – City Centre - Sallynoggin	1 Service every 15 mins	1 service every 15 mins	1 service every 20 mins
E2	Spine / Branch Route	Charlestown – City Centre – Dun Laoghaire	1 service every 8-10 mins	1 service every 10-15 mins	1 service every 15 mins
S8	Orbital Routes	Tallaght – Sandyford – Dun Laoghaire	1 service every 15-20 mins	1 service every 30 mins	1 service every 30 mins
L11	Local Route	Kilmacanogue – Bray – Dun Laoghaire	1 service every 20 mins	1 service every 30 mins	1 service every 30 mins
L21	Local Route	Dalkey – Dun Laoghaire	1 service per hour		
L22	Local Route	Brides Glen – Sally Glen Road – Dun Laoghaire	1 service every 15 mins	1 service every 15-20 mins	1 service every 20 mins
L25	Local Route	Dundrum – Dun Laoghaire	1 service every 15 mins	1 service every 15-20 mins	1 service every 20 mins
L27	Local Route	Ballyogan – Cabinteely – NRH – Dun Laoghaire	1 service every 30 mins		
P11	Peak Time Route	Shankhill – Ballybrack – City Centre	1 service during AM Peak (7-8) and PM Peak (5-6)	Weekday Only	
P12	Peak Time Route	Dalkey – City Centre	2 services during AM Peak (7-8) and PM Peak (5-6)	Weekday Only	



## 5. Proposed Development

## 5.1 Development Proposals

This MMP is submitted in support of Red Rock Glenageary, with the intention to apply to Dún Laoghaire Rathdown County Council for a Large-Scale Residential Development on a site of 0.74 ha at Junction of Sallynoggin Road and Glenageary Avenue, Glenageary, Co. Dublin and is shown in Figure 5.1.



**Figure 5.1 Proposed General Arrangement (AECOM Drawing:60690914-ACM-00-00-DR-CE-10-0001)**

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.

## 5.2 Proposed Cycle Parking Provision

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

Table 5.1 details the DLRCC Cycle Parking Standards requirements for residential land use.

**Table 5.1 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 cycle 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 parking standing measurements follow the guided measurements set out by DLRCC.

Table 5.2 shows the Design Standards for New Apartment Guidelines 2022 for residential land use published by the Department of Housing, Local Government and Heritage.

**Table 5.2 Design Standards for New Apartments 2022 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 by Development	69	272

Table 4.2 illustrates the development needs to provide a total of 69 short stay spaces and 253 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 the desired cycle parking spaces for the Design standards for new apartment guidelines for short stay but is more than long stay cycle spaces. Therefore, by meeting the DLRCC standards and the long stay design standards for new apartment guidelines 2022 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 5.3 Cycle Parking 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 5.4 DLRCC Standards for Cycle Parking and Associate Cycling Facilities for New Developments 2018 Commercial

Description	Quantum	DLRCC 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
<b>Total</b>				<b>29</b>	

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.

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. Due to constraints on the available space a 1.1m wide bicycle ramp is proposed alongside the vehicular ramp which is to be designated by line markings.

Of the spaces mentioned above, 10. of these have been designed for long stay cargo bikes and 16. of these have been designed for short stay cargo bikes. In addition, which exceeds the DLRCC requirements for cycle parking numbers, the remainder of the long stay cycle parking outside of the required long stay standards is stacked at basement level. The proposed basement access ramp, is proposed with a gradient of 7% (1:14)

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 side of the plaza.

### 5.3 Proposed Car Parking Provision

The development site is proposed to be a low car development. The purpose of this, is to encourage the use of public transport and active modes of travel by the proposed residents and visitors. The location of the site lends itself well to a lower car parking ratio development, as it is well situated between various public transport routes.

The public transport network nearby is operating within capacity enabling a low car development to thrive on the proposed development site. The purpose of the low car development is to encourage, (through traffic management), the use of public transport and active modes of travel by the potential residents and users of the proposed development site. The proposed development provides ample secure cycle parking which will encourage residents to use this mode of transport more frequently.

A total of 80 car parking spaces are proposed within the basement of the development which include 3 mobility impaired spaces, 2 dedicated car sharing spaces and 17 EV spaces. It is understood that each GoCar which is placed within a community has the potential to replace the journeys of up to 15 private vehicles. Through having GoCar car sharing vehicles within the proposed development, the residents therein will have access to pay-as-you-go driving, near their homes, which will increase usership of the service and in-turn decrease the requirement for car ownership, hence resulting in the level of resident car parking demand within the basement to be reduced.

On surface level, it is proposed to provide, 1 accessible parking space and a dual use set down area catering for 2 spaces. The set down will be managed to allow for the Creche between the morning hours of 8am and 10am and the afternoon hours of 2pm and 4pm.

The refuse collection for the retail units will occur before the creche managed set down times in the morning from the designated location. In the remaining time it will be used as set down parking.

There is an 18m long loading bay which can cater for 3 vehicles using an average of 6m in length each. This loading bay will be used as a refuse collection point for the residential units in the AM hours with deliveries occurring throughout the day at managed times. The loading bays will be then used as visitor parking at the remaining times which will be managed by the development. .

**Table 5.5 – Proposed Car Parking Allocation**

Allocation	Proposed Parking Basement	Proposed Parking ( At Surface)	Proposed Parking/Loading (overall)
Apartments	78 (inclusive of mobility impaired and EV spaces. Detailed below)	4 + 18m loading bay	84 + 18m loading bay.
Visitor	0	0	0
EV Parking	17 (included above)	0	0
Accessible Parking	3 (included above)	1	4
Set down/ loading bay	0	3	3
GoCar	2	0	2
<b>Total</b>	<b>80</b>	<b>4</b>	<b>84 +18m loading bay.</b>

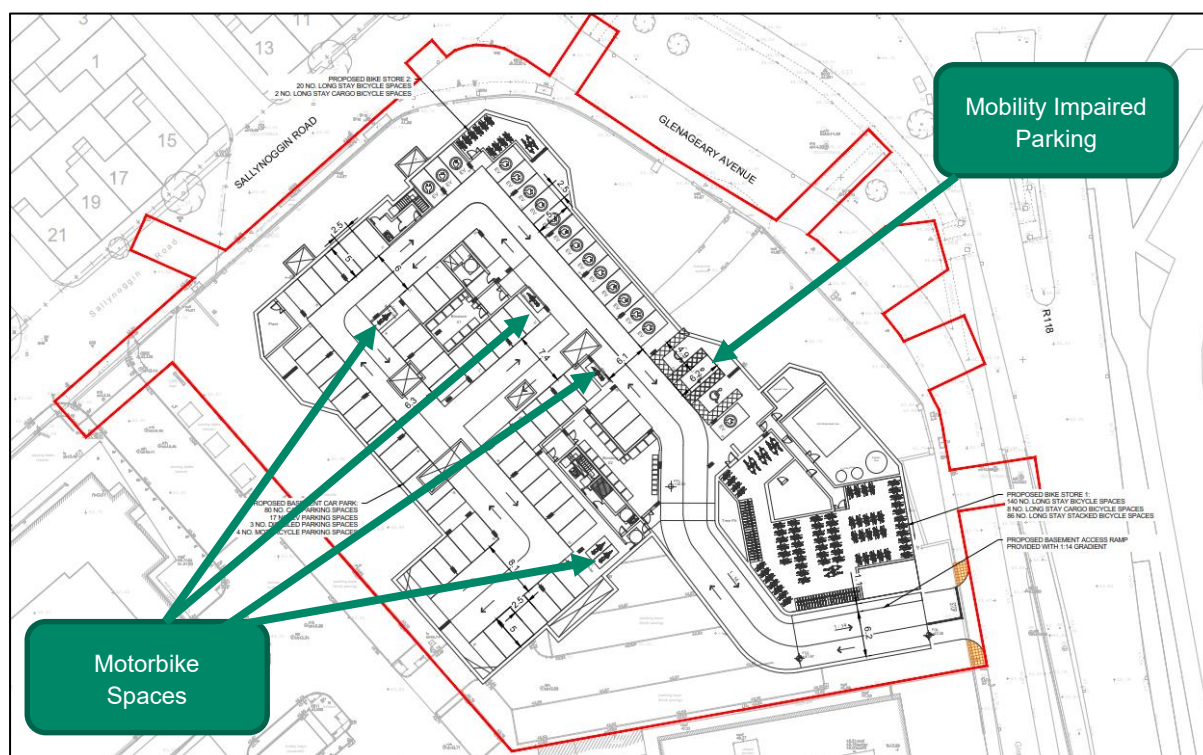
### Mobility Impaired Parking

The Dun Laoghaire Rathdown County Development Plan requires that '4% of car parking spaces shall be suitable for use by mobility impaired persons', which equates to 4 no. space being required.

The proposed development provides 3 no. mobility impaired parking spaces in the basement and 1 mobility impaired parking spaces on the surface. This complies with the DLRC Development Plan.

### Motorcycle Parking

The Dun Laoghaire Rathdown County Development Plan requires that 'A minimum of four or more spaces per 100 no. car spaces', which equates to 4 no. spaces being required. The proposed development will provide 5 number spaces this complies the Dun Laoghaire Rathdown County Development Plan requirement.



**Figure 5.2 Proposed Basement Layout Indicating Motorcycle and Mobility Impaired Parking Points (AECOM Drawing: 60690914-ACM-01-00-DR-CE-10-0002)**

### Electric Vehicle Parking

The Dun Laoghaire Rathdown County Development Plan requires that 4% of car parking spaces should be suitable for use of Electrical Vehicles charging, which equates to 16 no. space being required. The proposed development

proposes to provide 17 no. electric vehicle charging parking spaces and is therefore above and in line with the standards provided.

### **Car Club Parking**

Car club/ car share spaces have been provided in addition to existing nearby locations with 2 car club/ car share spaces within the development basement for residential use only. Appendix A contains the letter of consent from GoCar.

### **Creche Parking**

The Dun Laoghaire Rathdown County Development Plan requires that 1 parking space per 40sqm of the childcare facility is required to be assigned for the use of the creche facilities parking, the proposed development includes 2 number dual use car parking set down spaces on the surface in addition to the use of 40 bike parking spaces and 8 cargo bike parking spaces on surface. It is proposed to provide a Creche drop-off/pick up parking bay capable of accommodating at least 2 cars on Glenageary Avenue.

### **Visitor Parking and Loading Bays**

The dual use indicated for the surface level parking provides set down for deliveries, and parking spaces for visitor parking during managed times that will be signposted within the development clearly. There are 3 dedicated loading bays for day deliveries, this loading bay totals 18m long, equating to three 6m long loading bays as per standard requirement.

## 6. MMP Objectives and Targets

### 6.1 Introduction

This chapter will outline the role of the MMP, its objectives, targets, and measures that are underpinned by local and national policy which would aid the reduction in single occupancy vehicle travel for both residents and visitors. This section will present an overview of the mobility management measures for the Proposed Development as a development plan objective in the DLRCC development Plan 2022 – 2028.

The aim of a Mobility Management Plan (MMP) is to encourage modes of travel other than the car, whilst recognising that some residents relating to the development would still need to use the car.

The initiatives set out below are predominately for residents of the site; however, there is also reference made to the staff associated with retail amenities and creche facilities on site.

### 6.2 Benefits

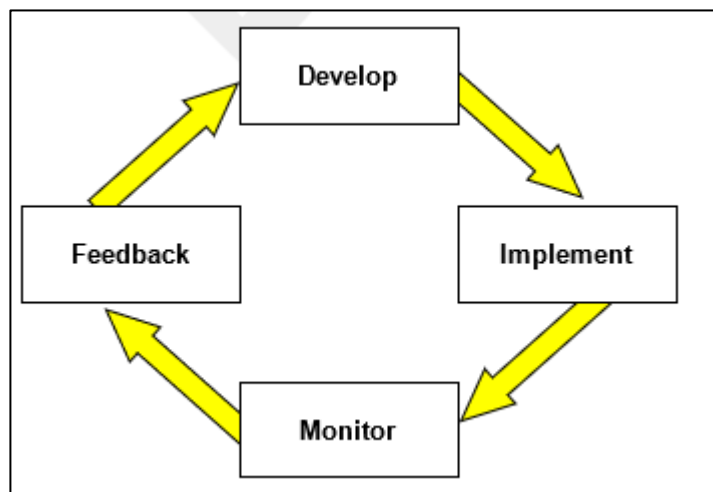
Mobility Management Plans are intended to bring the following benefits:

- A partnership approach between residents and visitors and management to influence travel behaviour;
- Widen accessibility of the site.
- Encourage safe and viable alternatives for accessing the site.
- Pragmatic initiatives based on a continual appraisal of residents and visitors travel patterns; and
- Reduction in potential congestion and air pollution where applicable.

### 6.3 Aims and Objectives

A MMP can act as a strategic tool to promote more sustainable travel choices and reduce the reliance on the car resulting in benefits including reduced parking demand and improved accessibility. It can bring about a number of benefits to employees and visitors and the wider local community and is also likely to result in localised environmental and health benefits as a consequence of a reduction in vehicular traffic.

The basic process of a MMP is a circular one, as illustrated below in Figure 6.1



**Figure 6.1 Process of an MMP**

The objectives of this MMP are to;

- Minimise the dependency on single occupancy car use by residents, staff and visitors through promotion of more sustainable alternative modes of travel;
- Improve the pedestrian environment in the vicinity of the site by reducing the number of single occupancy car journeys

- Promote the use of safe cycle and pedestrian routes in the vicinity of the site which link to wider networks;
- Maximise the potential for the use of public transport amongst employment and residential uses;
- Provide up to date travel information to residents;
- Maximise the awareness of travel options to / from the site for both land uses; and
- Ensure the ongoing development and evolution of the sustainable travel practices.

Each objective has an associated action plan, which is a list of specific measures to ensure that each objective is successfully met.

To achieve the above objectives, measures have been proposed for the specific modes of transport. These are based on existing infrastructure and public transport systems. These objectives are preliminary and will be further developed in the light of ongoing monitoring as the proposed development is occupied and information becomes available on future travel behaviour of residents, staff and visitors.

It is recommended that an Mobility Management Coordinator is appointed from within the development, as someone who will take ownership of implementing the measures.

## 6.4 Targets

Targets will enable the success of the MMP and allow it to be continually monitored. All targets set will be Specific, Measurable, Achievable, Realistic and Time-constrained (SMART).

Should the targets not be achieved, additional measures over and above those outlined in this MMP funding should be considered to get the MMP back on track.

The primary purpose of the MMP is to minimise the traffic impact of the development proposals, through promoting and incentivising more sustainable modes. The MMP will aim to maximise the level of residents and visitors who can use other sustainable means to travel to reduce the number of single occupancy car journeys.

In order to quantify the aims and outcomes of the MMP initiatives, definitive objectives and targets have been formulated from the outset. Objectives centre on a requirement to increase the use of alternative modes of transport and support the development of ongoing sustainable travel practices at the site.

It is expected that these targets would be achieved over a five-year period from implementation of this MMP.



## 7. Measures and Actions

### 7.1 Introduction

As stated, an MMP is not a static document; rather it is constantly evolving to best suit the needs of the persons it is intended for, whilst reflecting changing local and national policy. Given the variable nature of a person's needs and the ongoing changes in government policies, the objectives set out in this document should be reviewed on a regular basis and amended where necessary to maximise the potential of the MMP to influence travel behaviour.

### 7.2 MMP Coordinator

An MMP Coordinator will be appointed for the development. Their role will be to ensure that the MMP is implemented and managed, as well as ensuring that the measures of the MMP are carried out and address any ongoing or upcoming transport issues that may arise as part of the development of the site.

The responsibilities for the MMP Coordinator are as follows:

- Coordinating an annual resident and visitor surveys to measure the objectives and targets set by the MMP.
- Developing the MMP to promote using public transport, cycling, and walking.
- Designing communication/ marketing strategies to promote the MMP.
- Acting as a point of contact for residents and staff at the site.
- Monitoring relevant indicators and updating the MMP as required.
- Undertake and implement travel surveys;
- Conducting resident, child care facility and visitor focus groups on particular issues as they arise.
- On-going promotion of the MMP.
- Publicising success and reporting to the relevant stakeholders e.g., residents and visitors

The MMP coordinator will ensure that travel surveys are to be undertaken every two years.

### 7.3 Marketing and Promotion

To be effective all residents should have easy access to a range of information that allows them to make an informed decision on the way they travel. They must also be made fully aware as to why the MMP has been developed and the range of benefits it can deliver.

Marketing and communication have to start prior to any occupation of the site and therefore sales staff will from the outset advise potential residents of the access options serving the site. This can be achieved using sales brochures, information at the sales office and on the developers' website.

The development management or MMP coordinator will organise a programme of Personal Travel Planning that will adopt the following approach:

- Households will be offered a home visit by a trained travel advisor.
- Residents will be offered advice on a range of travel options that are available to them.
- An initial travel to work survey will be carried out; and
- Information will be compiled into a Travel Welcome Pack which will be provided to that household upon purchase of the dwelling, information will be provided to sales staff to spread the important message of sustainable travel from the outset.

This Travel Planning initiative can be used by all residents of the development.

Information for inclusion with the Travel Welcome Pack will include:

- Relevant cycling/walking maps; and



- Relevant public transport information including details of any preferential ticketing schemes, maps and timetables.

Households that decide not to participate in the Personal Travel Planning programme will still be provided with a Travel Welcome Pack which will contain more general information relating to the development.

In conjunction with the coordinator will implement a programme of on-going promotions which may include regular updating of the Proposed Development website, cycle or walking promotion days and updating of community notice boards.

### 7.3.1 Walking

- i. The MMP Coordinator will provide within the Travel Welcome Pack comprehensive information to all new residents and creche students guardians in relation to safe pedestrian and cycle routes.
- ii. The MMP Coordinator will work with the police to promote safe walking and awareness particularly for young people.
- iii. The MMP Coordinator will also promote Walk to Work Week and/or similar walking initiatives.

### 7.3.2 Cycling

- i. The MMP Coordinator will promote Bike Week and/or similar cycling initiatives.
- ii. The MMP Coordinator will work with local cycle shops to secure a discount for residents of the development for purchasing bicycles and accessories prior to occupation of the site. Discounted rates for cycle maintenance will also be secured for the residents prior to the occupation of the site.
- iii. The MMP Coordinator will also encourage residents to look into and join any Employer Cycle Purchase Schemes that might be available to them.
- iv. Cycling will be further encouraged by provision of appropriate parking within the local centre which will be promoted by the MMP Coordinator to the residents.

### 7.3.3 Public Transport

- i. Information on public transport provision in the area will be provided to residents in order to increase awareness of the facilities available. This will take the form of maps and leaflets to be included in the sustainable travel pack.
- ii. The MMP Coordinator will liaise regularly with local public transport operators to ensure that information remains valid and up to date and ensure that website information provided to residents is correct and up to date.

### 7.3.4 Car Sharing

- i. Some residents may live near colleagues or may work in the vicinity of another resident and could be encouraged to car share. Car share websites will be promoted and advertised in the Travel Welcome Pack as well as awareness made of the residential car club spaces available in the basement.
- ii. A key element in the marketing strategy for car sharing will be the cost savings that can be achieved, as compared with single occupancy car use. Where two or more people are sharing, it is recommended that fuel costs are split equally between the driver and passenger/s.
- iii. Taking cognisance of existing car sharing schemes in the area and the proposed car sharing scheme in the basement of the site. The MMP Coordinator will implement an on-site car sharing database for the development and the residents of Glenageary, enabling the residents that wish to car share to have access to the GoCar platform. This incentive is going to develop with the site, as baseline travel survey will provide an indication of likely interest in such scheme.

## 7.4 Action Plan

A number of actions have been identified in order to ensure a structure to the package of measures identified in this MMP. These will be central to the successful delivery of the MMP and are summarised in Table 9.

The measures set out in the Action Plan are split into two categories:

- **IMPLEMENT** – These measures will be implemented by a specified time from opening.
- **CONSIDER** – These measures will be considered for implementation if justified by the findings of the travel surveys and agreement of the school and council.

The measures are also given suggested timescales for action.

Initiative	Responsibility	Status	Timescale
Appoint a MMP Coordinator	Management Company	Implement	Within 6 months of planning permission being granted
Conduct Resident and travel surveys and staff surveys for employment land uses (inclusive of Creche student parents and guardians)	MMP Coordinator	Implement	Completed, initial results submitted as part of this MMP. Further surveys will be undertaken 1 year from opening
Create a communal MMP notice board, to be used by residents and visitors	MMP Coordinator	Implement	Within 3 months of Opening
Create and distribute sustainable travel leaflet	MMP Coordinator	Implement	Within 3 months of Opening
Promote the health benefits of alternative sustainable modes of travel to all residents and visitors	MMP Coordinator	Implement	Ongoing from start of term
Provide walking route maps	MMP Coordinator	Implement	Within 3 months Opening
Promotion of Car Sharing amongst all residents and visitors	MMP Coordinator	Implement	Within 6 months of Opening
Signage and Posters will be provided to discourage car travel and inappropriate parking	MMP Coordinator	Implement	Ongoing from Opening
Regularly monitor the demand for cycle parking facilities and review as necessary	MMP Coordinator	Implement	Ongoing / from Opening
Provide public transport timetable information through Welcome Pack	MMP Coordinator	Implement	Ongoing / from Opening
Design and distribute public transport / sustainable travel guide for visitors	MMP Coordinator	Implement	Ongoing / from within 3 months of Opening

## **8. Monitoring and Review**

To ensure the success of a MMP, the identification of an appropriate management structure is critical to its effective implementation. The MMP Co-ordinator will therefore be responsible for managing and overseeing the implementation of the MMP.

Periodic monitoring will assess whether the stated targets for a reduction in travel are met. This will play an important role in reviewing and re-setting resident targets by ensuring that on-going observation takes place. It is recommended that annual reviews are undertaken to review travel patterns, and whether the measures are supporting modal shift from private car to more sustainable modes.

## 9. Summary

This Mobility Management Plan (MMP) has been prepared by AECOM in support of a planning application for a proposed development on a site located at Sallynoggin Roundabout, Co. Dublin. This MMP forms a part of the planning application documentation prepared for the development.

Based upon the information and analysis presented within this MMP, the assessment demonstrates how prospective residents and visitors of the proposed development can be encouraged to use sustainable means of transport to and from the subject site. The MMP details the current modal choice for residents of the surrounding area and has established that these splits are achievable in relation to the proposed development given proximity of the development to local facilities and the existing sustainable transport network in proximity to the site.

The applicant for the proposed development is committed to the implementation and ongoing monitoring of a MMP and will allocate resources to ensure success. This will include appointing an Action Plan Co-ordinator, undertaking travel surveys and implementing measures to reduce single occupancy car dependency.

The plan presents a series of measures to promote sustainable travel amongst future site users, and to reduce the reliance on private vehicular modes and encourage uses such as car sharing. Given the site is highly accessible via walking, cycling and public transport, and a series of sustainable transport measures are proposed in the MMP, the development is well placed to promote sustainable travel from the onset.

The proposed development is situated within an ideal location to benefit from existing sustainable travel facilities. The scheme is supported by this MMP to support the proposed development.

## **Appendix A GoCar Letter of Consent**



Red Rock Glenageary Limited  
Millington  
3 Crosthwaite Grove  
Crosthwaite Park South  
Dun Laoghaire, Co Dublin

29/3/2023

To Whom It May Concern,

This is a letter to confirm that GoCar will look to provide a car sharing service at the proposed address, Glenageary Gate development at Glenageary of 135 residential units. GoCar representatives have discussed the project with representatives of Red Rock Developments and are excited to provide a car sharing service at the proposed location. GoCar will aim to provide 2 car sharing vehicles at the development, the 2 cars to be located at basement level. It is the intention for these vehicles to be used solely by the residents of the development.

GoCar is Ireland's leading car sharing service with over 80,000 members and over 880 cars and vans on fleet. Car sharing is a sustainable community service. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private vehicles. With the addition of Electric Vehicles and Vans to the GoCar fleet it gives members the ability to choose from different vehicles depending on their journey needs.

The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2020 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise, and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you-go driving, near their homes, which will increase usership of the service and in-turn decrease the requirement for car ownership.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

A handwritten signature in blue ink, appearing to read 'Morne Swart'.

Morne Swart  
**GoCar Customer Experience**  
Carsharing Ltd  
Mobile: 086 162 1758  
E: [Morne.Swart@GoCar.ie](mailto:Morne.Swart@GoCar.ie)

