

**Proposed Residential Apartment Development
Davitt Road
Drimnagh
Dublin 12**

**Response to An Bord Pleanála
ABP -302706-18**

**Prepared for
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Project Architects**

November 2018



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1.0 The Bord Pleanala Inspector's Report raised a number of traffic and transportation items to be addressed on behalf of Dublin City Council's Transportation Department. These items are further discussed below.

2.0 Proposed Site Access.

2.1 It is proposed to access the basement car park from Galtymore Road by means of a simple priority T junction.

2.2 The minor arm of this junction can be designed to meet the standards set out within the Design Manual for Urban Roads and Streets with the priority given to pedestrians and cyclists.

2.3 In order to achieve this priority it is proposed to only provide a 6.0 metre wide straight access ramp to the basement area which would be gated some 7.50 metres to the north of its junction with Galtymore Road. The general gradient of the ramp would be 1:10 over a short distance of some 26.0 metres. To the east of this ramp is a 4.0 metre dwell area connecting with a 1:12 gradient at its junction with Galtymore Road. A cross section of this access ramp is shown with the attached Drawing Number 117-A33-LP01 within Appendix 1.0.

2.4 We would advise that these gradients are standard and provide a smooth series of transition in the vertical plane from the proposed basement parking to Galtymore Road.

2.5 At its junction with Galtymore Road the minor arm would be Stop controlled with road markings and street furniture provided to reinforce this priority. The general details of this proposed site access is shown within Detail A within the attached Drawing Number 117-A33-LP01.

2.6 The detailed design of this access can be subject to agreement with Dublin City Council should, An Bord Pleanala be minded to granted planning permission for this residential development.

3.0 Parking Provision.

3.1 The Transportation Department within Dublin City Council have sought justification in relation to the extent of the 120 parking associated with the proposed 265 Build To Rent apartments.

3.2 It should be noted that the parking standards within the Dublin City Council Development Plan 2016 to 2022 are " maximum" and“can be reduced where it can be demonstrated that other modes of transport are sufficient for the residents”.....

3.3 We consider that this site is perfectly located in terms of offering alternative modes of transport to enable the Local Authority to positively consider a departure from these maximum parking standards.

3.4 The Traffic Impact Assessment (TIA) which supported this planning application identified that this zoned residential site is located less than a 5 minute walk from the Golden Bridge LUAS stop. A dedicated controlled pedestrian crossing on Davitt Road can facilitate safe pedestrian connection between the application site and the LUAS stop.

- 3.5 Adjacent to this LUAS stop is the Grand Canal Cycle Route connecting this area with Lucan and Inchicore.
- 3.6 The site is also readily accessible to other public transport facilities with the Dublin Bus Route 123 adjacent to the southern site boundary with this route connecting this area with Walkinstown and the City Centre with services every 15 to 20 minutes.
- 3.7 The TIA also identified that this site being less than 10 minutes walk from a LUAS or high frequency urban bus service, fully accords with the status of a central and/or accessible urban location as defined within The Design Standards for New Apartments published by the Department of Housing, Planning and Local Government in March 2018.
- 3.8 Included within this TIA was a residents Mobility Management Plan.

4.0 Central Statistics Office 2016 Census.

- 4.1 The 2016 Census undertaken by the Central Statistics Office within Profile 6 identified that persons living in Dublin were significantly less likely to drive than those in the rest of the country.
- 4.2 The percentage distribution of these non driving journeys is set out within Profile 6.0 at Table 2.3 which is attached within Appendix 2.0.
- 4.3 Of the 45.6% of non driving journeys, 14.5% of persons took public transport, 25.5% walked or cycled and 4.3% car shared within 1.3% taking other forms (taxi, vans or motorcycle).
- 4.4 Figure 2.9 within Profile 6 of the 2016 census also identified that within Dublin City and Suburbs only 44.6% of commuters drive to work and 2.7% are car passengers. A copy of this Figure 2.9 is also attached within Appendix 2.0.
- 4.5 The remaining commuters within Dublin City and Suburbs take alternative transport modes with 13.2% walking, 7.6% cycling, 13.6% taking the bus 7.9% taking the train, Dart or LUAS, 3.1% commute by truck or van with or motorcycle. 6.4% stated no travel option.
- 4.6 This census based data formed a key component within the Design Team's assessment of the parking provision associated with this Build to Rent development scheme.
- 4.7 Specific, to this site, and considering all of the above it is considered that providing 45% of the development plan parking requirement is more than sufficient to serve this application site. Furthermore this extent of parking provision promotes the use of alternative modes of travel to and from the site. Thus encouraging sustainable travel

5.0 Existing Residential Apartment Complexes within Dublin.

- 5.1 This above view is further supported from discussions with several management companies at the following existing apartment locations within Dublin City:
1. Shanagarry, Milltown
 2. Mount St Anne's, Milltown
 3. Beacon South Quarter
 4. Spencer House
 5. Talbot Street
 6. Ashtown
 7. Clancy Quay

5.2 These management companies have advised that where an existing residential apartment complex is close to a quality public transport corridor many residents within these complexes no longer require a dedicated parking space.

5.3 Indeed, the situation now exists where some residents within these complexes have sold their car in favour of public transport or cycling. Where they require a vehicle they use a Car Club such and GoCar.

6.0 Car Club.

6.1 The 265 apartments associated with this Build to Rent scheme are proposed to contain 119 basement parking spaces accessed from Galtymore Road by means of a simple priority junction. Access to the basement parking area will be gated and controlled.

6.2 Potential residents will be made aware that the extent of parking is limited and acquiring a parking space is an ancillary cost within the rental agreement.

6.3 Of these 119 spaces it is proposed that, 10 spaces are allocated for visitors who can book a parking space in advance with the complex management company. 10 spaces are proposed for motorcycles. 560 bicycle spaces are proposed of which 440 are proposed within the basement area and 120 are proposed at ground and courtyard level. Electric charging points are also proposed within the basement parking area.

6.4 10 parking spaces can be for used by Car Club members such as GoCar.

6.5 GoCar was launched as a pilot scheme in Cork City in 2008 and the company

....."sees itself as part of the mobility solution to creating sustainable parking-less developments in Ireland, and have already engaged on a number of developments in which car sharing club vehicles have been used to offer sustainable transport options. With this in mind, we're highlighting that car sharing is just part of the solution in creating sustainable transport in the city and encouraging people to move from car ownership to using multi modal mobility".....

6.6 GoCar research identified the following:

By allowing multiple people to use the same vehicle at different times:

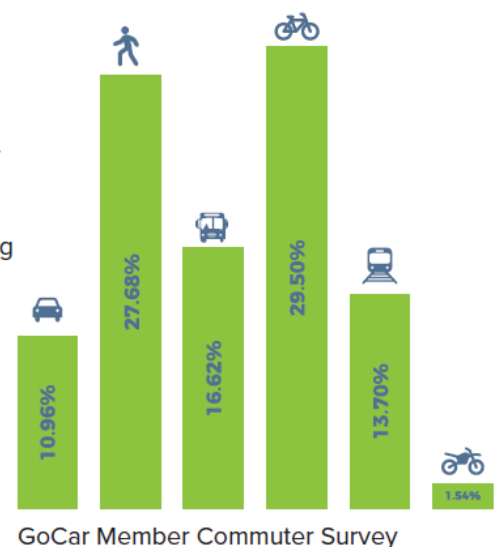
- Each GoCar replaces approximately 10 - 15 private cars
- Carsharing reduces car ownership & car dependency, congestion, noise and air pollution.
- Frees up land traditionally used for parking spaces.
- Helps create more liveable cities by encouraging people to sell their cars and only use a car when essential.
- Helps increase walking, cycling, and use of public transport.
- Allows individuals to have the benefits of a private car, without having the large costs and hassle associated with car ownership.



=



EVERY GOCAR CAN REPLACE UP TO **15 PRIVATE CARS**



- 6.7 GoCar has also identified that including a Car Sharing Club at the planning stage has allowed planners in other European cities to reduce the level of parking per unit.
- 6.8 The GoCar return to base model is available through online membership who can book a vehicle via the website or mobile phone. Members unlock the car by phone or GoCar. Fuel, car insurance and maintenance is included.



- 6.9 Research by GoCar indicates that 80% of their Irish members do not own a car. This research also identified that 29% of members commute to work by bicycle, with 28% travelling to work on foot.
- 6.10 Over 60% of GoCar members use public transport at least once a week and 50% cycle at least once a week supporting the international research that moving to a car sharing scheme increases the use of public transport.
- 6.11 Considering all the above we consider that the provision of 119 car parking spaces and 560 bicycle spaces, within this site is more than sufficient to serve this Build to Rent apartment development.
- 6.12 This extent of parking with this site being adjacent to high quality public transport also removes the possibility of residents parking on-street on the adjacent Galtymore Road.

7.0 Loading Bay.

- 7.1 It is proposed to provide a loading bay adjacent to the westbound carriageway of Davitt Road. The extent of this loading bay is 3.0 metres wide by 12.6 metres in length and is capable of accommodating transit type vans of rigid vehicles.
- 7.2 It is likely that the apartment complex would be serviced by 3 to 4 vehicles with the majority of these vehicle being transit type vans delivering, collection or maintenance purposes.
- 7.3 A swept assessment of this type of delivery vehicle is shown within Detail B of the attached Drawing Number 117-A33-LP01.

8.0 Conclusion.

- 8.1 We consider that the above addresses the various traffic and transportations raised by Dublin City Council's Transportation Department and Item 2 of the Bord Pleanala opinion in relation to this planning application.

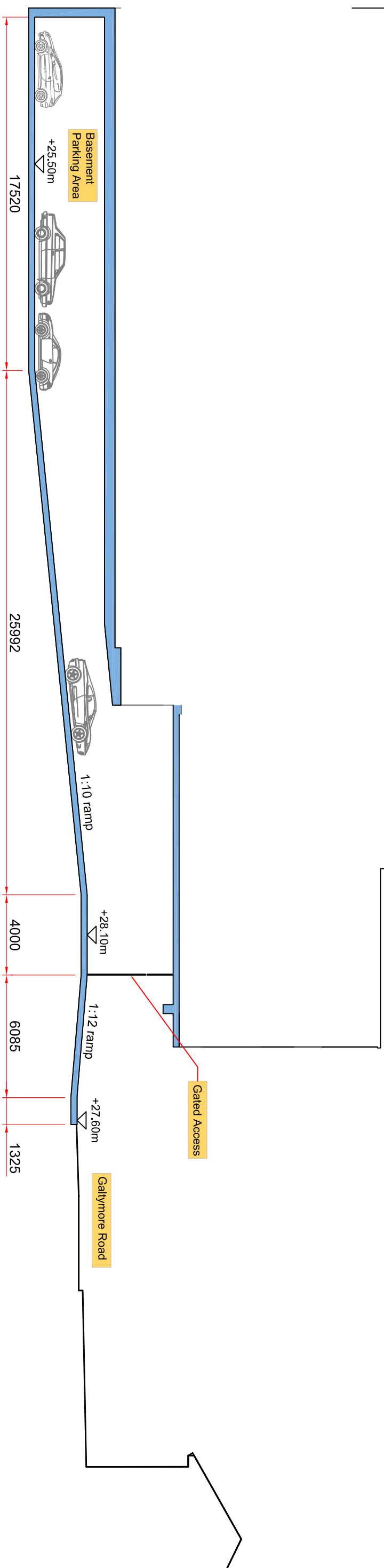
Appendices.

Drawing No: 117-A33-LP01

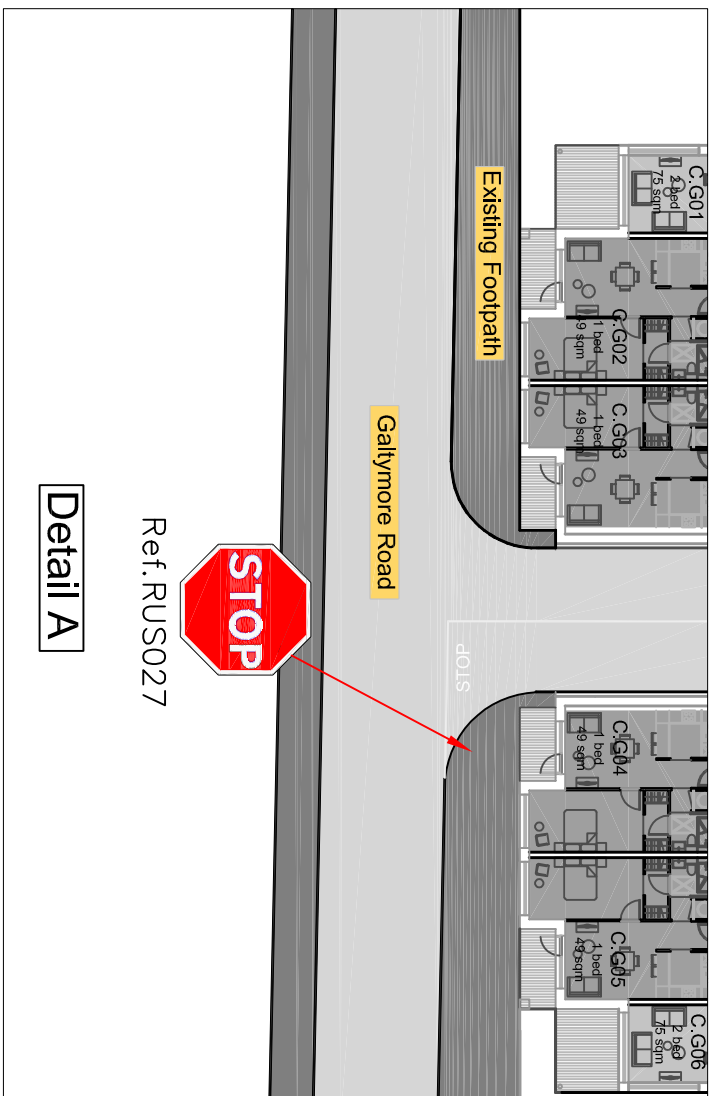
Appendix 1.0

BLOCK A

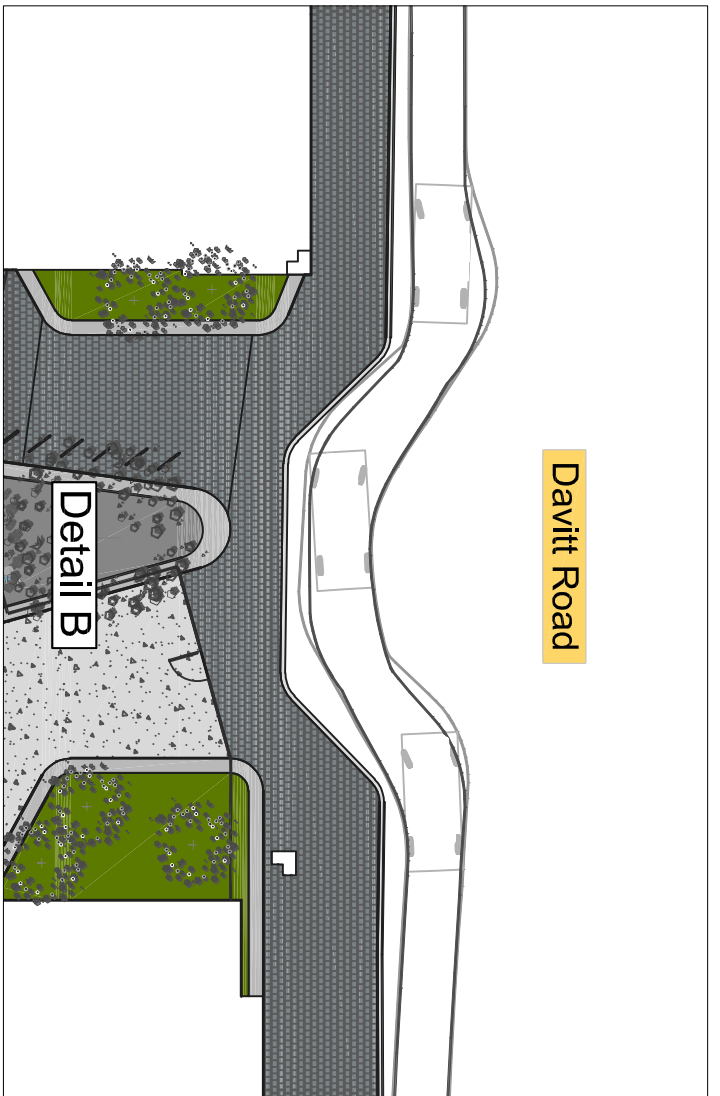
BLOCK C



Cross Section A-A



Ref. RUS027
Detail A



Detail B

FOR PLANNING PURPOSES ONLY

rev	date	description	checked

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CLIENT Durcan Davitt Road Ltd.			
PROJECT Davitt Road, Dublin 12 Co. Dublin.		stage PRELIM	drawing status PRELIM
DRAWING CONTENT Proposed Residential Development		Ref. 117-A33-LP01	No. 1
scale VARIES	date 06-12-18	checked CHECKED	drawn MM-AB/DWG

Appendices.

Table 2.3 From Profile 6 of 2016 Census.

Appendix 2.0

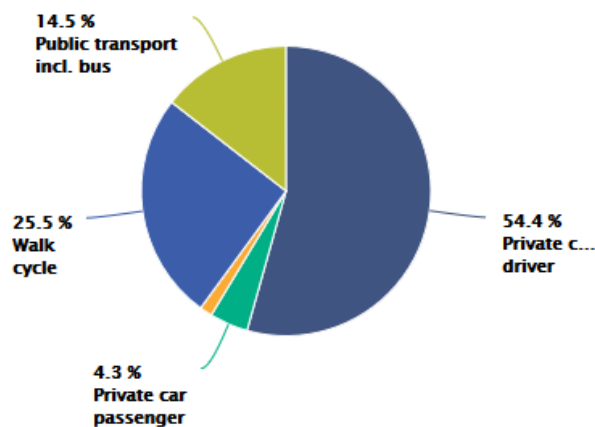
Figure 2.9 From Profile 6 of 2016 Census.

Modal choice – Dublin and all regions excluding Dublin

Persons living in Dublin were significantly less likely to drive than those in the rest of the country. In 2016, over half of all journeys by Dubliners (54.4%) were by car as driver compared with over three quarters of journeys taken by those living in the rest of the country (76.2%). See *table 2.3(a) and figures 2.3 and 2.4*. Close to three quarters and above of journeys for all regions outside of Dublin were by car as driver. The Midland region was highest at 78.7%. See *table 2.3(b)*.

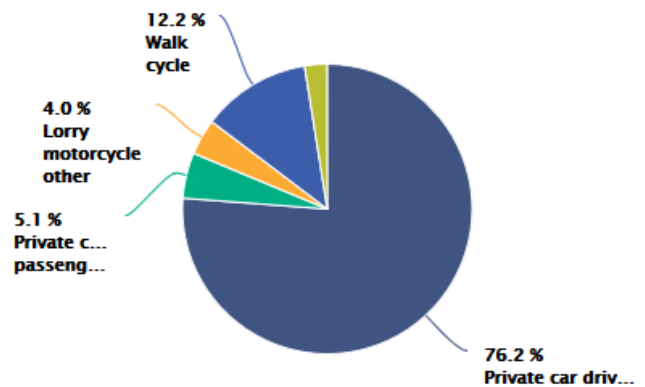
Journeys by public transport for persons living in Dublin (13.1%) were nearly seven times greater than in the rest of the country (2%). Over one quarter of journeys made by Dubliners (25.5%) were by walking or cycling - over twice the corresponding figure for persons living outside of Dublin (12.2%). Persons residing in Dublin were significantly more likely to walk as a mode of travel - nearly twice as likely compared with the rest of the country. Over one fifth of Dubliners (21.4%) walked as a mode of travel. See *tables 2.3(a) and 2.3(b) and figures 2.3 and 2.4*.

Figure 2.3 Distribution of journeys by mode of travel for Dublin, 2016



Source: CSO Ireland

Figure 2.4 Distribution of journeys by mode of travel for all regions excluding Dublin, 2016



Source: CSO Ireland

Show Table: 2.3(a) Percentage distribution of journeys by mode of travel for Dublin and all regions excluding Dublin, 2013, 2014 and 2016

Means of Travel to Work - CSO - Central Statistics Office - Mozilla Firefox

Means of Travel to Work - CSO X +

https://www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6mtw/

just 3 per cent of commuters.

Outside the cities, in towns of 10,000 and over, 8.9 per cent used public transport, along with 7.6 per cent of commuters in smaller towns (5,000 to 9,999) and in rural areas, only 2 per cent of commuters used public transport.

Figure 2.9 Means of travel by urban type, 2016

Urban Type	Motor car: Driver	Motor car: Passenger	On foot	Bicycle	Motorcycle or scooter	Not stated	Other means (incl. lorry or van)	Train, DART or LUAS	Bus, minibus or coach
Dublin City and suburbs	45	10	10	5	0	0	0	0	0
Cork City and suburbs	60	10	10	5	0	0	0	0	0
Limerick City and suburbs	60	10	10	5	0	0	0	0	0
Galway City and suburbs	55	10	10	10	0	0	0	0	0
Waterford City and suburbs	60	10	10	5	0	0	0	0	0
Towns 10,000 and over	60	10	10	5	0	0	0	0	0
Towns 5,000 - 9,999	65	10	10	5	0	0	0	0	0
Towns 3,000 - 4,999	65	10	10	5	0	0	0	0	0
Towns 1,500 - 2,999	65	10	10	5	0	0	0	0	0
Urban Total	55	10	10	5	0	0	0	0	0
Rural Total	70	5	5	0	0	0	0	0	0

Source: CSO Ireland

Interactive table: [StatBank Link E6013](#)

Galway city and suburbs had the highest number of walkers proportionally, at 16.4 per cent (5,330), followed by Dublin, Cork and Waterford with nearly 14 per cent.

In rural areas only 4 per cent of the commuting population walked to work.

Figure 2.9

