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MULTIDISCIPLINARY CONSULTING ENGINEERS

**B1054: MOUNTGORRY LRD**

# **TRAFFIC ASSESSMENT & PARKING STRATEGY**

**For  
Bartra Propco 23 Limited**

**20 September 2024**

# NOTICE

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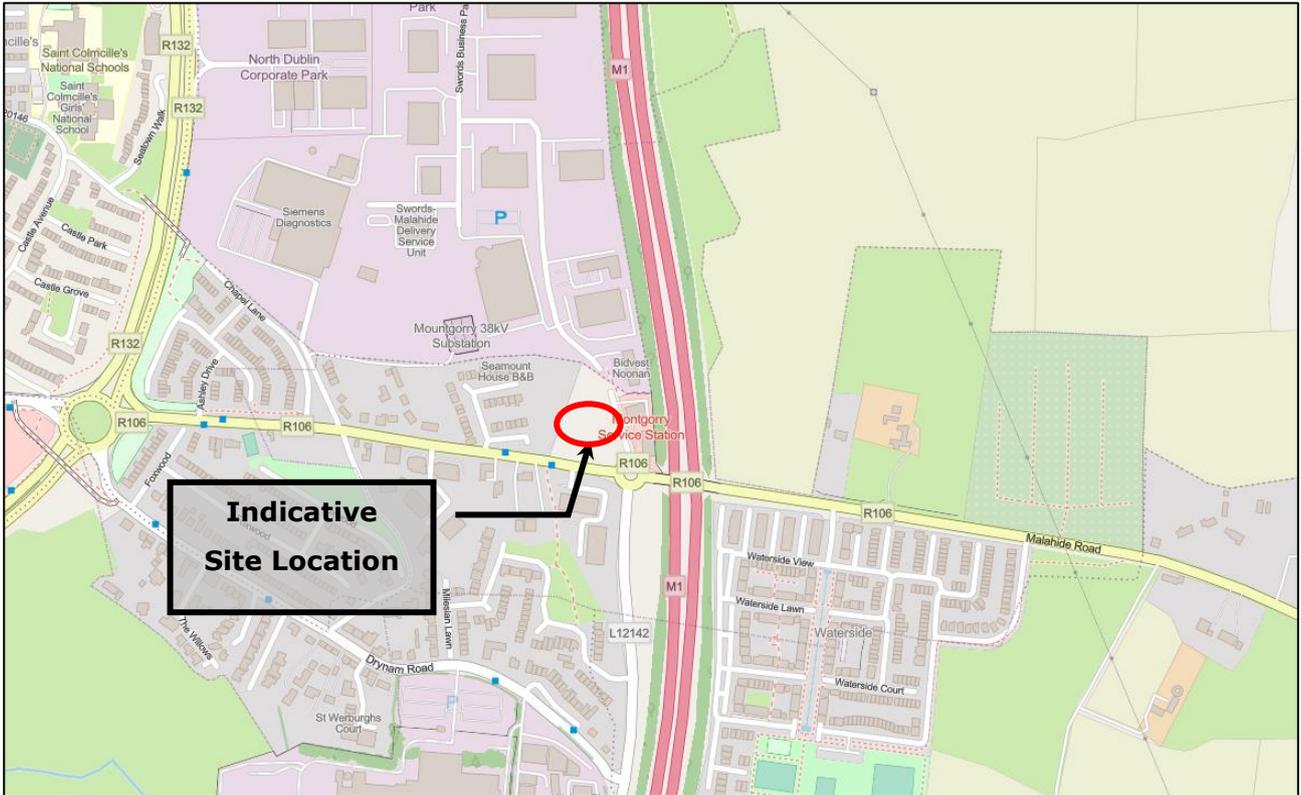
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# 1 INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been appointed to prepare this Transport Assessment & Parking Strategy with respect to the proposed LRD located in Mountgorry, Swords, County Dublin, as illustrated in the map below.



*Figure 1: Site Location*

Bartra Propco 23 Limited intend to apply for permission for development for a Large-scale Residential Development (LRD) at this c. 0.8731 Ha site fronting the Swords to Malahide Road (R106), Mountgorry, Swords, Co. Dublin. The site is bounded to the west by open space, with Seamount View Housing Estate further beyond, to the south by the R106, to the east by an access road to the Applegreen Service Station and to the north by Swords Business Park.

The development’s surface water drainage network shall discharge from the site into the existing manhole located along the access road to the east of the site. The development site area and drainage work areas will provide a total application site area of c. 0.8792 Ha.

The proposed development will principally consist of: the construction of 123 No. residential units (55 No. one bed apartments and 68 No. two bed apartments). The development will be provided in a courtyard block arrangement ranging in height from part 4 No. to part 5 No. storeys. The proposed development has a gross floor area of c. 10,291 sq m.

The proposed development will also provide: vehicular access from the access road to the east; 24 No. car parking spaces; bicycle parking spaces; motorcycle parking spaces; pedestrian/cycle entrances at the south-west and north of the site, and along the western boundary connecting into the adjoining open space; a footpath and bicycle path around the south, east and north of the site perimeter and a shared cycle/pedestrian path along the western boundary; balconies and terraces facing all directions; hard and soft landscaping; boundary treatments; green roofs; lift overrun; PV panels; lighting; ESB substation; switchroom; plant; and all associated works above and below ground.

Overall, the development seeks to embrace the principles of sustainable transport and the highly accessible nature of the site to facilitate the continually growing demand for sustainable lifestyle options and a desire to offset individual carbon footprints. This, combined with the specific measures incorporated into the design and management of development, will lead to a natural reduction in travel by private car as well as the associated demand for car parking.

The purpose of this report is to:

- Assess the transportation characteristics of the development and surrounding area as well as the potential traffic impact in line with best practice guidance including that contained within the Fingal Development Plan 2023 – 2029 and the Traffic and Transport Assessment Guidelines (May 2014) as published by Transport Infrastructure Ireland (TII).
- Set out the comprehensive car parking strategy proposed for the development site based on key site and development characteristics as well as specific management procedures that are to be put in place. This strategy is in line with the appropriate standards including the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (July 2023), the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024) and the Fingal Development Plan 2023-2029.

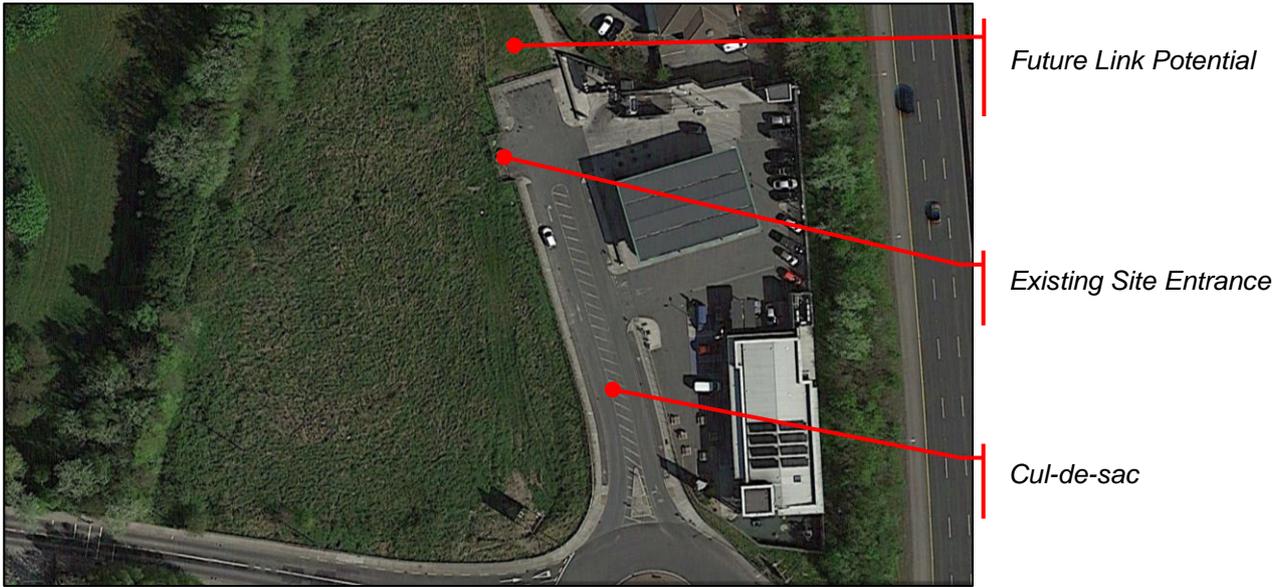
## 2 EXISTING SITE OVERVIEW

The development site is a greenfield site at present. The proposed development site is immediately bounded by the R106 Malahide Road along its southern boundary and by a local access road to its eastern boundary. These roads form branches to the roundabout located at the site's south-eastern corner. Swords Business Park, which comprises multiple industrial units, is located to the north of the site. Seamount View and public open space are located to the west of the site. The site is under the administrative jurisdiction of Fingal County Council (FCC) and FCC has confirmed that the access road to the east of the site has not been taken in the charge.



*Figure 2: Indicative Site Layout & Context*

The local access road to the East currently forms a cul-de-sac which facilitates access to the adjacent filling station only at present, though it is expected that the long-term proposal by Fingal County Council is to link this road through to the Business Park to the North. However, it is understood that these lands are privately owned resulting in no connection at this current time. This road also includes an entrance to the subject site.



*Figure 3: Existing Site Access*

### 3 OVERVIEW OF THE PROPOSED DEVELOPMENT

Bartra Propco 23 Limited intend to apply for permission for development for a Large-scale Residential Development (LRD) at this c. 0.8731 Ha site fronting the Swords to Malahide Road (R106), Mountgorry, Swords, Co. Dublin. The site is bounded to the west by open space, with Seamount View Housing Estate further beyond, to the south by the R106, to the east by an access road to the Applegreen Service Station and to the north by Swords Business Park.

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The site layout can be seen in the following figure.

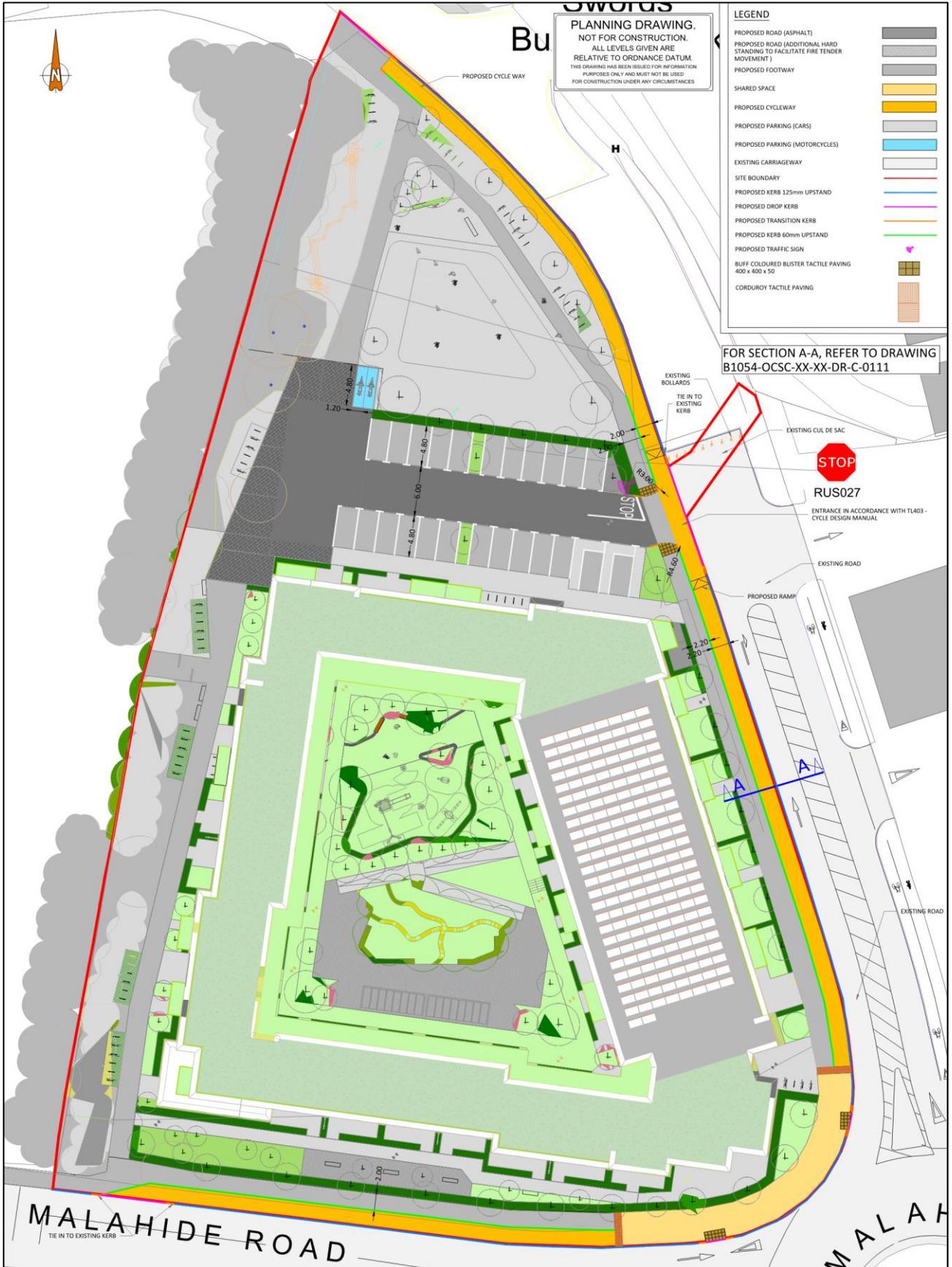


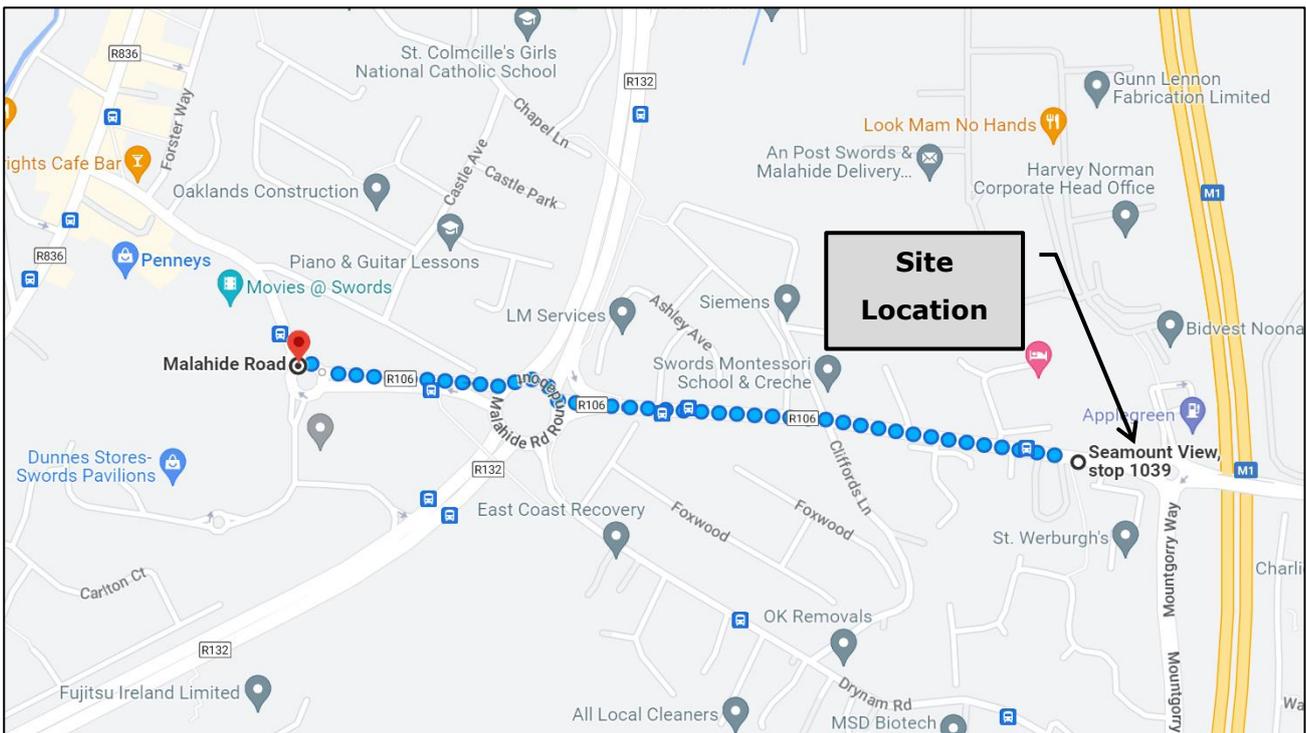
Figure 4: Site Layout (Refer to Dr No. B1054-OCSC-XX-XX-DR-C-0110)

The proposed level of parking provision has been based on the feasibility of development while providing high-quality, efficient and usable open and amenity space. This has been considered in conjunction with the highly accessible nature of the site given the proximity of the future MetroLink and high-frequency bus services, proximity to local areas of employment and amenities, existing travel patterns in the area and the relevant parking standards, all of which will be outlined later in this report. This along with a car parking management strategy is discussed in further detail in the following sections.

## 4 SITE ACCESSIBILITY

The site is located in a highly developed urban location within close proximity of high-frequency public transport, cycle and pedestrian infrastructure. These are summarised in this section with further detail available in the Mobility Management Plan submitted as part of this application under separate cover.

The development site is located in close proximity to Swords Town. In particular, the Pavilions Shopping Centre, described on the Fingal County Council website as “north Dublin’s premier shopping centre”, is located approximately 850m (10-11 minutes) walk away and is well served by suitable pedestrian infrastructure.



*Figure 5: Site Proximity to Pavilions Shopping Centre*

This shopping centre provides access to a wide range of services across over 90 stores including 2 no. supermarkets, a range of additional retail stores, a wide variety of café and restaurant options and additional leisure and recreational uses including a cinema. The centre is also a major employment centre.

The Pavilions Shopping Centre is located in Swords Village meaning the development site is also within a short walking distance of a wide variety of retail, recreational, social and other uses as well as a wide variety of employment opportunities.

Such facilities within a short walking distance directly reduce the need to travel by car on a regular basis.

## 4.1 BUS SERVICES

### 4.1.1 EXISTING SERVICES

In terms of existing public transport infrastructure, there are a number of bus services operating in the local area, the majority of which serve stops immediately south of the development site on Malahide Road. Local routes of relevance include:

- No. 42d: DCU – Portmarnock (daily service)
- No. 43: Talbot Street – Swords Business Park (approximate 15-60 min frequency)
- No. 102: Dublin Airport – Swords (approximate 30 minute frequency);
- No. 142: Poolbeg St. – Belarmine (peak hour service);
- No. 506: City Centre – Swords (Swords Express).
- No. 507: Swords – City Centre (Swords Express)

The closest stops relative to the development location can be seen in the figure below:



*Figure 6: Closest Bus Stops Relative to Development Location*

### 4.1.2 BUSCONNECTS

Further improvements to the local bus network are planned as part of the BusConnects project which will offer additional benefit to the proposed development site. BusConnects includes a complete overhaul of the existing bus route network to provide a higher quality and more reliable service combined with infrastructural upgrades along key routes.

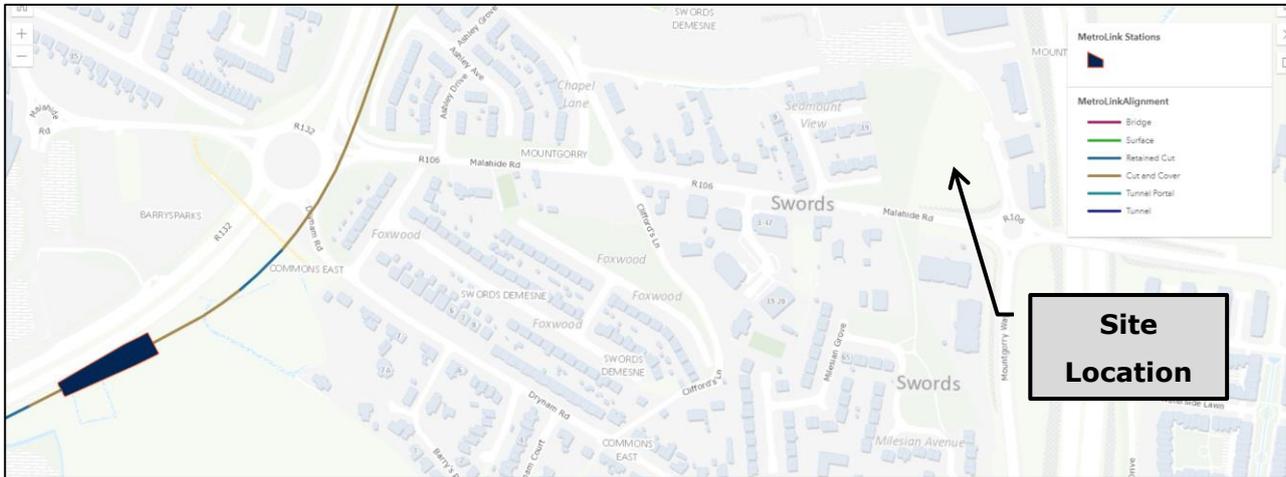
Relative to the development site and within walking distance, the key proposals include a route to the city centre, a route to Dublin airport and an express route service to UCD.



Figure 7: Bus Connects Proposed Network Map

## 4.2 METROLINK

There are also notable improvements to the local transport network proposed, the most significant of which is the proposed MetroLink which runs immediately to the east of the development site and will have a proposed stop approximately 800m (10 minutes) walk away (Swords Central Metro Station).



**Figure 8: Proposed MetroLink Location**

MetroLink is proposed to be a high-capacity, high-frequency, modern and efficient metro railway, with 16 new planned stations running from Swords to Charlemont, subject to change. The alignment will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and create a fully integrated public transport network for the Greater Dublin Area (GDA), with key stops including Dublin City Centre, Ballymun, the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. It will also link with other major rail infrastructure including the Luas Red and Green Lines.

The proposed MetroLink is expected to have a peak operational frequency of every 3 minutes which can increase to every 90 seconds in the future if required. The carrying capacity is expected to be up to 20,000 passengers per hour in each direction with an overall journey time of approximately 25 minutes. This will be a notable benefit to the development site given its proximity.

## 4.3 GDA CYCLE NETWORK PLAN

The Greater Dublin Area Cycle Network Plan is currently in the process of being updated. The current draft proposes a primary route along the Malahide Road linking it to an extensive existing/planned cycle network consisting of primary, secondary, greenway and feeder routes. This proposed network relative to the site location is shown in the figure overleaf.

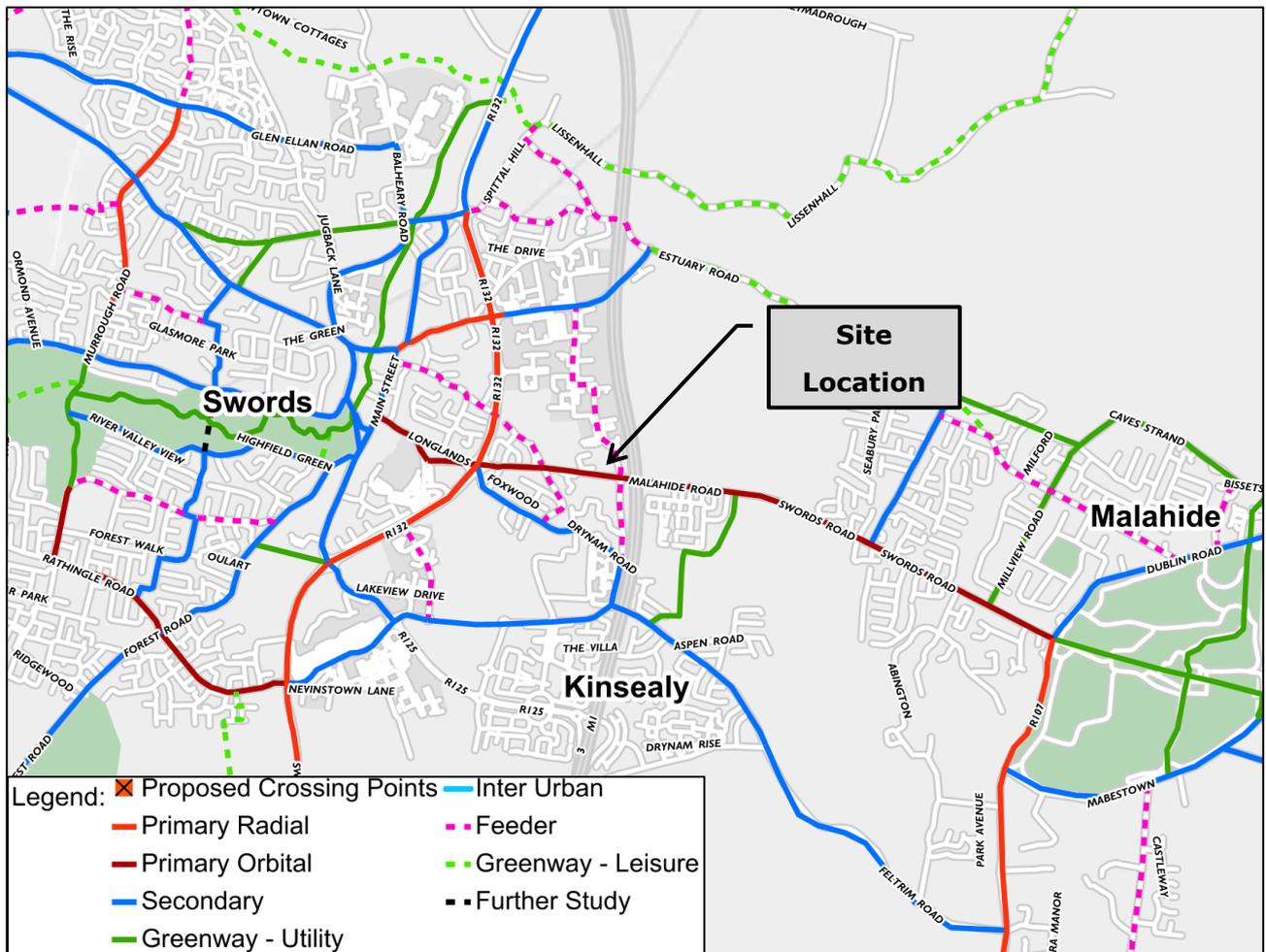


Figure 9: GDA Cycle Network Plan 2022

#### 4.4 SUMMARY

Taking the proximity of amenities and employment opportunities locally into consideration along with supplementary public transport and active travel infrastructure, there is significant potential for a development which prioritises movement by active and sustainable modes at the subject site and which in turn minimises the provision of car usage and car ownership in line with local and national objectives.

The proposed parking provision, further discussed in Chapter 6, has been based on this existing site accessibility which permits a reduction as per the following standards:

- Fingal County Development Plan 2023-2029;
- Guidelines for Planning Authorities, Design Standards for New Apartments;
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

## 5 KEY CHARACTERISTICS OF THE LOCAL AREA

Building on the overall site accessibility set out in the previous section, the key transportation characteristics of the site and local area are set out in the following section of this report. This is particularly relevant to the parking strategy for the site in considering existing travel patterns and accessibility to local amenities and services to assess and identify the potential for improved travel patterns which are focussed on sustainable modes of travel.

### 5.1 LOCAL AMENITIES & EMPLOYMENT CENTRES

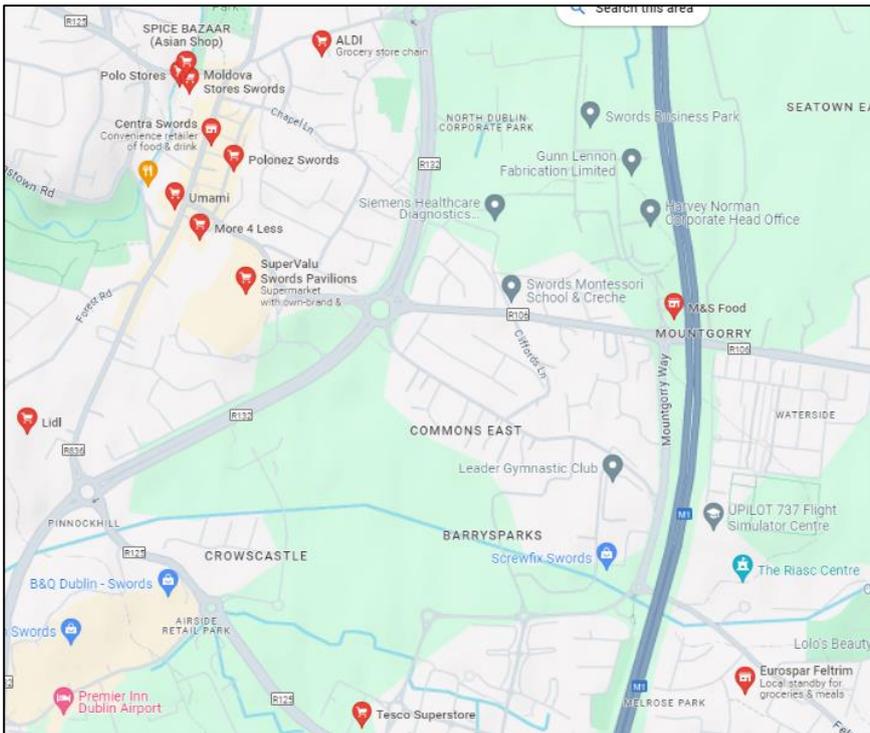
The need to travel by car is often a factor in the availability of commonly used services and amenities in the local area as well as the proximity to local employment areas. Key examples of these include:

- Grocery and convenience shopping for day-to-day goods;
- Dining and social options including cafes, bars, restaurants, cinemas etc;
- Active and leisure options include gyms, sports clubs etc;
- Education in the form of schools at various levels;
- Other day-to-day services include banks, post offices etc.
- Urban centres and notable areas of commercial/industrial development which facilitate employment.

Having day-to-day services available within a reasonable walking/cycling distance or conveniently accessible by public transport plays a crucial role in the development of any parking strategy and establishing the appropriate level of parking provision. On that basis, a high level of accessibility to local services and amenities would indicate a good potential to reduce the need to travel by car on a day-to-day basis, thereby reducing the need to own a car and the demand for parking spaces.

#### 5.1.1 RETAIL & DINING

Access to convenience and grocery shopping along with dining venues is one of the primary reasons for travel outside of commuting. The development site is located in close proximity to an extensive number of retail and dining options, particularly the Pavilions Shopping Centre, home of both a Dunnes Stores and a SuperValu. Additionally, there is a large variety of dining, takeaway and coffee shop options within the centre. As previously mentioned, the centre is within a 10-minute walking distance. There are several additional retail options within a 10 to 15-minute walk as shown in the Figure below.



*Figure 10: Local Food & Convenience Retail Options (Source - Google)*

In addition, it is noted that alternative services are becoming more widespread which further reduces the need for travel to access retail services. This includes, for example, delivery services for groceries from major retailers which residents at the development can avail of as a substitute for trips which previously may have required a car. The same applies to dining, through delivery services and smartphone apps.

The proximity to various bus routes also provides direct access to the City Centre and the extensive array of social and dining options available within. This represents a far more cost-effective and efficient mode of travel relative to driving by car given the associated significant parking charges and limited car park locations available.

## 5.1.2 CHILDCARE & EDUCATION

There is a creche located within a 5-minute walk from the development site. There are also similar childcare facilities located within a 20-minute walk from the site. In addition to these childcare facilities, there are also numerous primary and secondary schools located within a 15-minute walk of the development site.

Examples of the nearest schools include:

- St. Colmcille's Girls National Catholic School
- Malahide Portmarnock Educate Together Secondary School
- Scoil an Duinnínigh

- Holywell Educate Together National School
- Foxfield Special School, Swords Saint Michaels Drynam

The area surrounding Swords Town Centre also provides access to a variety of facilities which would typically be in demand for residents including a post office, cinema, gyms, churches, barbers and hair salons, credit union, pharmacies etc.

### 5.1.3 ADDITIONAL FACILITIES

Swords and the local pavilions shopping centre provide access to a variety of other facilities which would typically be in demand for residents including a post office, churches, barbers and hair salons, credit union, pharmacies etc.

### 5.1.4 LOCAL EMPLOYMENT

The development site is located directly adjacent to extensive areas of commercial and industrial development, all of which can be reasonably accessed by sustainable and active modes. The areas listed below in particular can offer locals a vast range of employment opportunities.

- Swords Business Park is located to the North of the development site;
- Feltrim Business Park is located to the South of the development;
- Swords Pavilions is located to the West of the development; and
- Dublin Airport is located south of the development site, with bus services providing regular journeys of approximately 22 minutes. Dublin Airport is a well-known, large airport, providing further employment opportunities for future residents.

Please see the figure below highlighting the local employment areas with respect to the proposed development.



*Figure 11: Local Employment Context*

### 5.1.5 THE 15-MINUTE CITY CONCEPT

The idea of a 15-minute city is explored in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). The publication describes the term as a way “to describe compact neighbourhoods with a range of local services and amenities and access to public transport all within a short walk or cycle of homes”. The publication states that this should be “the overarching objective when planning for sustainable residential development and compact settlements”. This concept helps reduce the need for unnecessary travel by private car by providing a large variety of amenities, within a close distance to each place of residence.

As explored above, this site is within close proximity to numerous local services/amenities, which can be clearly seen in the following travel isochrone (15-minute walking distance from the development site).

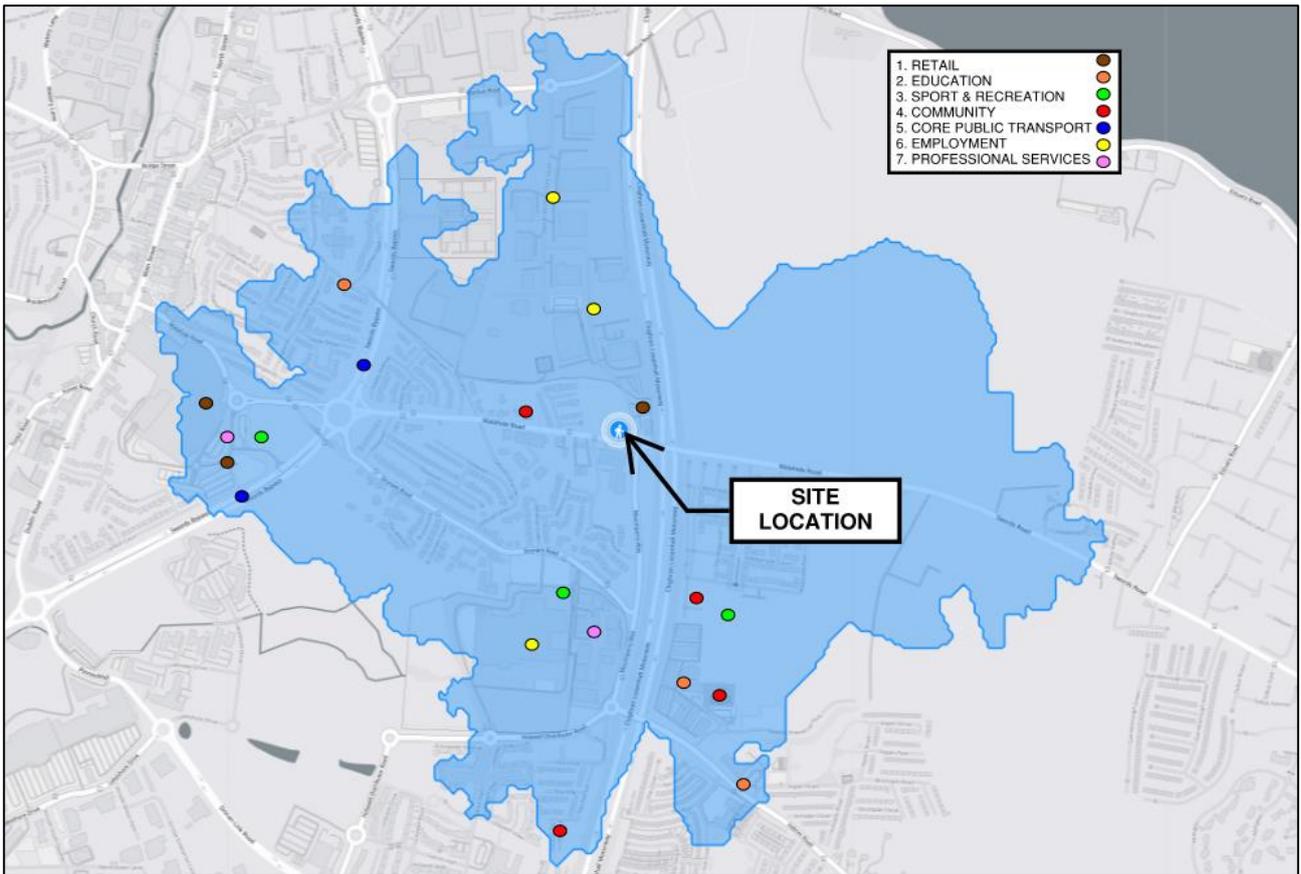


Figure 12: Amenities Within 15 Minute Walking Distance “15 Minute Cities” (travelttime.com)

### 5.1.6 SUMMARY

The development site is clearly located within close proximity to a wide variety of local services and amenities as well as extensively developed industrial and commercial areas which offer notable employment opportunities. Combined with the enhanced connectivity as a result of the local bus services and the future proposed MetroLink, it is considered that the majority of all day-to-day travel and commuting needs can be met without the need to own and travel by private vehicle. This in turn predisposes the development to a reduced level of car ownership by residents.

## 5.2 CENSUS DATA

The development site is located in the Electoral Division of Swords-Seatown which covers a relatively large area, with 7465 residents as per the 2022 Census. As a result, it is considered to be a good representation of the local area and the associated existing travel characteristics given its proximity to the major transport infrastructure.



*Figure 13: Map of Electoral Division of Swords – Seatown*

Based on the Census 2022 data made available by the Central Statistics Office (CSO), this area contains a total of 2480 permanent private households, with approximately 85% of these comprising houses and just 15% apartments. This is particularly relevant as houses typically generate a higher degree of car usage and have an associated higher demand for car parking than apartments and the proposed development consists entirely of apartments.

Existing residential developments in the area would also be expected to have a car parking provision of at least 1 space per unit and often more given their construction date and the higher allowance for car parking in historic Development Plans which will have facilitated a higher level of car ownership in the area. Furthermore, the existing residential developments locally are unlikely to have experienced the benefit of any site-specific mobility management measures which would facilitate a cultural shift away from car use and, by association, ownership.

Taking the above into consideration, the Census data available for this Electoral Division is considered conservative with respect to what could be achieved by a new development in the area.

The proposed development has incorporated a series of design and management features, as set out in this report, to focus on sustainable travel over private car use and ownership. It is expected to experience a lower level of car ownership and car usage than the Census data for this overall area for these reasons as well as the notable difference in unit type, unit size, expected occupancy and expected demographic of residents.

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Thus, the Census results for car ownership and commuting are not considered limits on what can be achieved at the development and significant improvements on same are to be expected.

The 2022 Census data showed that of the 3,728 workers recorded living in this area, 41% stated a mode other than private car/van as their mode for commuting. Furthermore, it is again stressed this is likely without the benefit of any site-specific mobility management measures which would facilitate a further reduction in car-based travel and is based on data for the local area which predominantly comprises houses.

Taking the above into consideration, there is a clear existing demand for residential developments that do not cater to high levels of car parking provision.

Thus, there is an opportunity for a cultural shift away from unnecessary private car ownership and the inefficient and cost-ineffective use of land to facilitate car parking towards a more sustainable type of development which encourages travel by sustainable means but also facilitates access to a vehicle where absolutely necessary. It is on this basis, combined with the unique constraints and opportunities associated with the site that the parking strategy for the development has been developed.

## 6 PARKING STRATEGY

As set out clearly in this report, the location and nature of the site predisposes it to a reduced need for car usage, ownership and, by association, provision of car parking. The proposed car parking strategy has been based on an assessment of a variety of factors which are set out below. This starts with a review of the development plan standards followed by details of the proposed parking provision and then respective measures that will be put in place to support the level of car ownership at the site.

### 6.1 CAR PARKING STANDARDS

#### 6.1.1 FINGAL COUNTY DEVELOPMENT PLAN 2023-2029

As per Section 14.17.7 of the Development Plan, two separate car parking zones are classified. Zone 1 is defined as follows:

“Relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre”.

As noted previously, the development site is approximately 800m from the proposed Swords Central Metro Station meaning it falls into the Zone 1 category.

The plan highlights a **maximum** parking ratio of 0.5 spaces per unit. The Plan goes on to state “a reduced car parking provision may be acceptable where the Council is satisfied that good public transport links are already available or planned and/or a Management Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.”

The proximity of the proposed MetroLink Station, complemented by existing bus services operating locally, along with the accessibility to a wide variety of local amenities again aligns with this statement.

The design will include specific and robust mobility measures including the provision of high-quality and varied cycle parking facilities and a site-specific Mobility Management Plan.

Taking the above into consideration, there is scope in line with the Development Plan allowances for a reduced quantum of parking provision at the site.

### 6.1.2 GUIDELINES FOR PLANNING AUTHORITIES, DESIGN STANDARDS FOR NEW APARTMENTS

These guidelines contain a number of location-based classifications, with central and/or accessible urban locations defined as:

- Sites within walking distance (i.e. up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;
- Sites within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m) to/from high-capacity urban public transport stops (such as DART or Luas).

As noted, the site is within a 15-minute walk of Swords Centre and will also be less than 1,000m from the future MetroLink Station Swords Central. Thus, the development site is located in a “Central and/or Accessible Urban Location”. For locations such as this, the default policy is “for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. for car parking provision to be minimised”.

### 6.1.3 SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDELINES FOR PLANNING AUTHORITIES

This report was published in January 2024, setting out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

According to this publication, the availability of car parking significantly influences travel choices for various journeys, including local trips. With continuous investment in active travel and public transport, especially in urban areas like cities and larger towns, more locations are becoming accessible by walking, cycling, or utilising regular public transport connections. Studies indicate that in areas with reduced car parking, individuals are more inclined to opt for walking, cycling, or public transportation for their daily travels. To align with the targets outlined in the National Sustainable Mobility Policy 2022 and the Climate Action Plan 2023, which aim to decrease private car usage, it is essential to adopt a gradual approach to managing car parking in new residential developments.

The guidelines define an Urban Neighbourhood as “lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high-frequency Commuter Rail, light rail or MetroLink services”. As previously highlighted, the site is less than 1,000m from the proposed MetroLink Station Swords Central. Therefore, the development site is located in an “Urban Neighbourhood” according to this publication. The publication states that “car-parking provision should be minimised, substantially reduced or wholly eliminated. The **maximum** rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling”, for Urban Neighbourhoods.

## 6.2 PARKING PROVISION

In line with the aforementioned standards, it is proposed to provide a total of 24 no. car parking spaces for the development which equates to a ratio of 0.19 spaces per unit. This includes the provision of 2 no. accessible spaces, 2 no. car club spaces and 6 no. electric vehicles charging spaces.

In addition to the above, it is noted that cycle parking includes a total of 274 no. long-term spaces are proposed with 130 no. short term. As noted within the architectural schedule of accommodation, the long term spaces cater for a variety of cycle spaces such as bicycle lockers and cargo bicycle spaces This represents a significant portion which will facilitate a high modal share for cycling.

It is noted that all multi-unit residential developments shall incorporate EV charging points at 20% of the proposed parking spaces and appropriate infrastructure (e.g. ducting) to allow for future fit-out of a charging point at all parking spaces, in accordance with the Fingal Development Plan 2023-2029.

## 6.3 SUSTAINABLE TRANSPORT & MANAGEMENT MEASURES

The following are the specific measures and actions to be put in place to facilitate the parking strategy at the development, ensure the authorised use of spaces and offset any potential for overspill parking in the area.

### 6.3.1 CAR CLUB

It is proposed to provide 2 no. car club space in the development car parking facility. The client, Bartra Propoco 23, has engaged in discussions with Yuko Toyota Car Club who have advised they would be interested in coming on board to service with the development.

Car clubs present the perfect opportunity to replace the traditional parking model where excessive spaces are provided to facilitate car storage where a vehicle is only required for occasional use such as bulky shopping trips which could not be facilitated through public transport or weekend, off-peak recreational trips. The traditional model of supplying car parking without consideration of actual demand and objectives to minimise travel by private car is considered to be an inefficient and inappropriate use of space.

Taking this into consideration, the provision of car club spaces is considered an improved alternative option which both reduces the need for car ownership and car parking while also maintaining access to a vehicle for infrequent use. This is in line with the Guidelines for Planning Authorities, Design Standards for New Apartments which state:

*“As well as showing that a site is sufficiently well located in relation to employment, amenities and services, it is important that access to a car sharing club or other non-car based modes of transport are available and/or can be provided to meet the needs of residents, whether as part of the proposed development or otherwise. ‘Car-free’ development is permissible and if developed, must be fully communicated as part of subsequent apartment sales and marketing processes”.*

It is also in line with the Fingal Development Plan Policy CMP23, which aims to *“Support and facilitate the setup and operation of car clubs and car-sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.”* This is further supported by the aforementioned Census data which shows low existing demand for regular car-based travel and further potential for a modal shift towards more sustainable means.

Car club services are very simple to use, with licensed and registered users able to book a vehicle through a convenient means such as a phone app. Fuel, tax, insurance, cleaning and maintenance costs are all typically included as part of the overall package which is a further incentive for users to switch from private car ownership as the overall cost of owning a car relative to the amount of use is not as attractive in many instances.

GoCar previously carried out a survey of their existing users to show the effectiveness of such a service, with the key results summarised as follows:

- 86% of GoCar use was for personal use with 14% for business use;
- 59% of GoCar users have used the service to replace a personal vehicle;
- 69% of users cite convenience as the biggest advantage of GoCar;
- 30% of users cite insurance costs as the biggest issue with owning a car while 26% cite maintenance and fuel costs as the biggest issue;
- Each GoCar takes 14 cars off Dublin streets;
- Top uses of GoCar are:
  - Day trips;
  - Family taxi;
  - Big shopping trips.
- The average GoCar is used for just 1 hour a day.

Thus, such a facility would have numerous benefits over the traditional parking model at residential developments in the city, including:

- Reducing the need for car ownership and thereby reducing the potential for unnecessary travel by car;
- Maintaining access to travel by car to satisfy infrequent, unique trips as outlined previously;
- Reducing the space required for car parking provision and associated costs has an associated positive impact on unit affordability;

- Reducing costs associated with car use as long-term tax, insurance and maintenance costs associated with car ownership (estimated at €10,849.92 by AA Ireland but having increased significantly given recent fuel cost increases) are replaced with significantly lower, short-term costs consolidated into one payment;
- Facilitating more environmentally friendly car travel as 10% of the GoCar fleet consists of electric vehicles, with this share set to increase in the future.

Car clubs also have the added bonus of not contributing to long-term commuting by car. As the vehicles must be returned from the point of origin, i.e. the development site, the cost associated with using them on a daily basis for commuting purposes means it would not be a realistic option.

Thus, the provision of a car club base in this area provides a viable and attractive option which will facilitate a reduced level of car parking at the development while maintaining access to a car where necessary.

### 6.3.2 CYCLE PARKING PROVISION & MANAGEMENT

To address the limited availability of car parking, the development proposes to implement extensive and high-quality cycle parking facilities. A total of cycle parking includes a total of 274 no. long-term spaces are proposed with 130 no. short term spaces. These figures are in line with the new Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities published on 15 January 2024, in which they have reduced the minimum standard for the amount of bike parking required to 1 cycle storage space per bedroom.

The long-term cycle parking spaces will be provided in secured stores within the structures and generally comprise stacked cycle parking spaces, with the design of the stores providing sufficient horizontal and vertical clearance to permit their use.

High quality and a diversity of cycle parking type will be made available within the development. In addition to standard cycle storage, 3 no. cargo bike spaces are also proposed for residents. Facilitating alternative types of bicycle parking is a key component of the parking strategy as it expands the types of trips that can be carried out by bicycle and reduces the need for car usage and ownership. For example, cargo bikes can facilitate shopping trips and school drop-off due to the extra storage.

As indicated within the architectural layouts, a repair area has been allowed for within the long term bike storage facility to allow for the maintenance of bicycles.

Motorcycle parking is provided in accordance with the Development Plan Standard.

All cycle parking areas and spaces will be subject to ongoing maintenance by the Management Company. The facilities will be monitored and maintained to ensure they are in good working order at all times.

### 6.3.3 MOBILITY MANAGEMENT

A site-specific and comprehensive Mobility Management Plan has been prepared and submitted under separate cover as part of this application. The plan sets out a series of objectives which relate to facilitating and encouraging travel by sustainable means. It further sets out details of a combination of hard and soft measures included in the development design and proposed to be put in place for its operation to achieve the stated objectives.

As a starting point, the plan will act as an information point for residents at the development, informing them of the accessibility of the site in terms of local public transport options and cycle/pedestrian infrastructure, existing and planned. It will also clearly set out the suite of measures available to them to facilitate travel by active modes and directly aid in reducing the need/desire to travel by and own a car.

The plan will be a living document, continually updated in light of the experience gained through its operation in conjunction with residents and key stakeholders such as the Local Authority to ensure the maximum benefit is achieved. The plan will form a key part of the communication strategy with residents as set out following.

### 6.3.4 COMMUNICATION & TENANT MANAGEMENT

A key aspect of the strategy will be early, effective and ongoing communication with prospective owners of the residential units. Communication will start from day one with respect to prospective tenants/purchasers as they come on board.

These units will be marketed on the basis of sustainable living, embracing the highly accessible nature of the site and local amenities to specifically target residents who do not have a need for a car or a car parking space. Sustainability has become a key, everyday focus for many as more and more emphasis is placed on global matters such as climate change and people's awareness of these issues increases.

Thus, the demand for more sustainable living continues to grow in line with objectives to improve quality of life as well as address these significant environmental issues, a key contributor to which is the burning of fossil fuels created by car-based travel. As awareness increases, it is leading to a cultural shift and change in priority for many residents who would prefer to lead a more sustainable lifestyle. It is on this basis that the development has been designed, to align with and facilitate this growing demand.

This communication strategy will make the parking strategy clear to the prospective owners as part of the marketing for the units and from the initial stages of contact in line with Section 4.24 of the Design Standards for New Apartments. A welcome package will be prepared and given to each new occupant which will include key information with respect to sustainable travel in particular, emphasising:

- Key local transport options in the area;
- The proximity of local areas of employment;
- The proximity of local retail, commercial and leisure amenities;
- The Mobility Management Plan in operation at the site and the associated suite of measures to facilitate sustainable and active travel modes including the availability of car club vehicles, extensive cycle parking including cargo bike spaces and bicycle maintenance facilities;
- The limitations and ongoing management measures with respect to car parking at the development.

Communication will take place across a variety of mediums including physical media as part of the welcome packages and posted in common areas as well as digital media via email, residents group chat and potentially a bespoke website for the development.

Another core part of the communication strategy will relate to the provision of car parking. Parking spaces will not be sold with the units and will instead be controlled by the Management Company as set out later in this section. Prospective/new tenants will be made clearly aware of the availability of car parking and whether or not a space will be made available to them. This will ensure no situation arises where those with a car arrive at the development without having a space assigned and thereby offset the potential for overspill parking in the area.

Regular communication with residents will allow issues to be raised, opportunities to be identified and the plan updated accordingly to ensure maximum effectiveness.

### **6.3.5 PARKING MANAGEMENT**

Parking Management is understood to be critical to the ongoing success of the parking strategy proposed. As noted earlier, early and ongoing communication will form the foundation of the management approach so that tenants are aware from the outset of exactly what is available to them in terms of car parking.

The Management Company will be responsible for the ongoing management and allocation of car parking. On this basis, they will retain the ownership of all private car parking spaces associated with the development. This will provide flexibility in terms of how parking spaces are allocated to ensure it is done in the most reasonable manner, taking into consideration a variety of factors including need and usage.

Priority will be given to those who can adequately demonstrate that they require the use of a vehicle for their work and if no spaces are available, this will be made clear to prospective tenants, be they owners or renters. A register of space allocation will be maintained and continually updated with parking reassigned once it is no longer required. Spaces which are not used for a prolonged period of time will also be reassigned to ensure the most efficient use of these facilities.

The use of the parking provided will be continually monitored and strictly controlled by the Management Company. It is expected that a database of registrations will be held to ensure only specific authorised vehicles have access to spaces and ensure no unauthorised transfer of use. Temporary transfer of use to a different vehicle may be permitted in certain specific circumstances if deemed appropriate e.g. a replacement car is obtained while the primary vehicle is undergoing maintenance work.

In order to prevent unauthorised car parking from occurring, a clamping system will be in place throughout the site whereby any cars parked in an unapproved location will be clamped and the owner required to pay a fine for release. Regular audits will be carried out to ensure the appropriate use of spaces as they have been assigned. A reporting system will also be put in place where any unauthorised parking can be notified to the Management Company to facilitate immediate action.

All tenants and employees will be advised of this system as part of the initial and ongoing consultation with appropriate and clear signage also provided at strategic locations to ensure full awareness.

The adjacent road to the East provides access to the site, however the road and turning head it is not within the client who is developing this proposed development's ownership. Elements outside the clients ownership are not included on the drawings, however as indicated on the general arrangement drawing, an upstand kerb is proposed to be provided around the development along the roadway to deter parking. The development management company will liaise with management company associated with the road to seek to assist the road owner in avoiding adhoc parking.

### **6.3.6 SERVICING VEHICLES**

Access to service vehicles is a crucial element for sustainable urban development. Service vehicles range from waste trucks to supermarket delivery trucks. In line with the body of this report, eliminating unnecessary private car trips to supermarkets and other retail areas helps form a core strategy for enhancing sustainable mobility and reducing private car usage. Servicing vehicle access for the proposed development site is proposed via the main entrance accommodating access for waste trucks, delivery trucks (Supermarket delivery trucks), and fire tenders.

Notably, drawings have been finalised to illustrate the swept path analysis, ensuring optimal manoeuvrability for these vehicles. The swept path analysis can be seen in Dr No. B1054-OCSC-XX-XX-DR-C-0140, Dr No. B1054-OCSC-XX-XX-DR-C-0141 and Dr No. B1054-OCSC-XX-XX-DR-C-0142 and Dr No. B1054-OCSC-XX-XX-DR-C-0143. It is crucial to note that the proposed development features a singular access point, enhancing traffic management efficiency and safety protocols. This comprehensive approach aims to streamline vehicular access while prioritising the smooth operation of essential services within the vicinity. An additional hard-surfaced area, within the development, allows for the turning head of a 12m fire tender, which can be seen in the aforementioned swept path analysis drawings.

Daire Byrne & Associates are the Consulting Fire Engineer's for the project and have been involved in the development of vehicle movements to ensure they are in line with their building regulation requirements for fire access.

## 7 TRAFFIC ASSESSMENT

### 7.1 CONSTRUCTION STAGE

Relative to the operation stage, the construction period will be temporary in nature. Construction traffic is expected to consist of the following categories:

- Private vehicles owned and driven by site construction staff and by full-time site supervisory staff and occasional professional supervisory staff i.e. design team members and supervisory staff from utility companies;
- Materials delivery and removal vehicles.

It is difficult to assess the exact quantum of traffic that will be generated during the construction period as it will vary throughout the construction process as different activities have different associated transportation needs. However, the following points are noted with regard to construction traffic:

- In general, the construction day will begin and end outside of peak travel hours. As a result, the majority of workers travelling to and from the site will arrive before the a.m. peak hour and depart after the p.m. peak hour;
- On-site parking will be provided for use by critical staff only with the remainder of staff encouraged to travel by the numerous public transport options serving the locality;
- Adequate on-site compounding will be provided to prevent any potential overflow onto the local transport network;
- The potential for construction staff to be brought to the site in vans/minibuses will be investigated;
- Excavation requirements for the proposed development are relatively minimal and largely be limited to foundations meaning the number of large vehicle trips generated will be notably reduced from a typical urban construction site;
- Excavation and materials delivery vehicles travelling to and from the site will be spread across the course of the working day meaning the number of HGVs travelling during the peak hours will be relatively low.

Overall, it is expected that the level of traffic generated by the construction works will be negligible during the peak traffic hours and, as a result, it is expected to have a negligible impact on the surrounding road network with respect to capacity.

This stage of the development is considered in more detail in the Construction & Environmental Management Plan submitted with this application. This plan will be further revised prior to the start of construction by the appointed contractor in conjunction with the Local Authority.

## 7.2 OPERATIONAL STAGE

The traffic impact of the proposed development is expected to be negligible, primarily given the low level of car parking proposed which will considerably reduce car-based trips to and from the proposed development, particularly during peak hours.

Section 14.17.4 and Objective DMSO113 of the Fingal Development Plan 2023-2029 refers to the TII Traffic and Transport Assessment Guidelines with respect to assessing potential impact on the surrounding road network. These guidelines set out clear criteria as to when a detailed Traffic & Transport Assessment is required which include:

- Residential development in excess of 200 dwellings;
- Retail and leisure development in excess of 1,000 m<sup>2</sup>;
- Office, education and hospital development in excess of 2,500m<sup>2</sup>;
- Industrial development in excess of 5,000m<sup>2</sup>;
- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road;
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive.

The proposed development is not considered to exceed the above thresholds, particularly when considering the limited level of car parking proposed which will result in significantly reduced car-based travel at the site.

The guidelines also specify a number of sub-thresholds which are applicable where National Roads are concerned. As the development is located close to the M1, with access to/from the M1 within a comfortable driving distance, the following thresholds have also been considered:

- The character and total number of trips in / out combined per day are such that as to cause concern;
- The site is not consistent with national guidance local plan policy or accessibility criteria contained in the Development Plan;
- The development is part of incremental development that will have significant transport implications;
- The development may generate traffic at peak times in a heavily trafficked/ congested area or near a junction with a main traffic route;
- The development may generate traffic, particularly heavy vehicles in a residential area;
- There are concerns over the development's potential effects on road safety;
- The development is in a tourist area with potential to cause congestion;
- The planning authority considers that the proposal will result in a material change in trips patterns or raises other significant transport implications.

Based on the estimated trip generation, the proposed development is not considered to exceed any of the above sub-thresholds where the M1 is concerned.

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## 8 SUMMARY & CONCLUSIONS

The proposed development is located on a greenfield site in a highly accessible urban area within walking distance of a variety of bus services and future rail services, including the MetroLink and high-frequency bus services within a 10-minute walking distance. The site is also located within walking distance of a considerable number of high-employment and residential areas as well as a variety of retail, commercial and leisure amenities which are particularly relevant to future residents.

The highly accessible nature of the development combined with the scale and nature of the development and the expected demographic of future tenants predispose the development to a sustainable transport model which will significantly reduce the demand to travel by car and the need to provide car parking.

A review of existing Census data regarding local travel patterns has indicated that there is a clear demand for a development of this scale with a low level of parking provision which embraces the continually growing objectives to reduce environmental impact and embrace a more sustainable lifestyle. The Census data also highlights further potential for a positive modal shift away from car usage and ownership that the development is specifically designed to achieve.

The car parking strategy has been developed on this basis and is in accordance with the allowances set out in the Fingal Development Plan 2023-2029 and as per the Guidelines for Planning Authorities, Design Standards for New Apartments.

The development has incorporated a series of hard and soft proposals to facilitate the sustainable nature of the development and associated parking strategy including provision of dedicated car club vehicles, extensive cycle parking provision, implementation of a Mobility Management Plan, parking management objectives and a communications policy.

With respect to traffic, the potential impact of the proposed development has been assessed in accordance with FCC and TII guidance and on this basis, is deemed negligible.

## 9 VERIFICATION

This report was compiled and verified by:

*Ciarán O Meachair BEng (Hons), CENG, MistructE  
Associate  
O'Connor Sutton Cronin & Associates*



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MULTIDISCIPLINARY CONSULTING ENGINEERS

## Head Office

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9 Prussia Street  
Dublin 7  
Ireland  
D07KT57

T: +353 (0)1 8682000

E: [ocsc@ocsc.ie](mailto:ocsc@ocsc.ie) | W: [www.ocsc.ie](http://www.ocsc.ie)

Civil | Structural | Mechanical | Electrical | Sustainability | Environmental