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An Bord Pleanála,
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Sent By: Post

Job Ref: B094

A - GF

Date: 13-Aug-20

RE: Further details in response to An Bord Pleanála Opinion in relation to Planning Reference ABP-302888-18 at Brady's Public House, Old Navan Road, Dublin 15, Relating to Item No. 6

INTRODUCTION

This document has been prepared by Cronin & Sutton Consulting Engineers (CS Consulting) on behalf of the applicant Bartra Property (Castleknock) Limited in relation to Planning Reference ABP-302888-18 at Brady's Public House, Old Navan Road, Dublin 15, D15 W3FW.

This document addresses Item 6 of the An Bord Pleanála Opinion on this Strategic Housing Development proposal.

ITEM 6 OF THE AN BORD PLEANÁLA OPINION

"Rationale for the proposed car and cycle parking provision with regard to the standards set out in Chapter 12 of the Fingal County Development Plan 2017-2023 and the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, to include

- (i) evidence based data from comparable developments in similar geographical locations to justify the proposed car and cycle parking provision;*
- (ii) details of car and cycle parking management measures and the provision of visitor parking and*
- (iii) a Mobility Management Plan."*



IN RESPONSE TO ITEM 6 (i) OF THE ABP OPINION:

Although reasonably well established in several North American cities, the shared living model of the proposed development is relatively new in a European context. CS Consulting is therefore aware of only one existing shared living development that is of sufficient scale, and in a suitable geographic location, to provide a comparison to the proposed development: The Collective at Old Oak in Ealing, London NW10 (www.thecollective.com).

The Collective at Old Oak is located on Old Oak Lane, close to the boundary between two electoral wards (East Acton to the west, and College Park and Old Oak to the east). Considered together, these two wards have a combined population of approx. 28,800* and a combined area of 7.7km², giving a local population density of approx. 3,700 people per square kilometre. In comparison, 2016 CSO data show that the Small Areas within a 1.5km radius of the proposed development site have an average population density of approx. 4,000 people per square kilometre. The Collective is therefore located in an area of comparable population density to that of the proposed development.

The Collective is located 8 minutes' walk from Willesden Junction station (on the Bakerloo Underground line and on the Overground network) and 13 minutes' walk from North Acton Underground station (on the Central Line). Its proximity to high-quality public transport services is therefore also comparable to that of the proposed development site at Brady's Pub, which is within a 7-minute walk of Castleknock railway station.

The Collective comprises 546no. single-occupancy residential units, as well as shared recreation, eating, and working spaces (Ealing Council planning refs. P/2010/2215, P/2013/5307, and P/2014/5775 and associated files). No car parking spaces are provided for residents, but a carshare service is available. Secure bicycle parking is provided.

The Collective at Old Oak has been in operation since mid-2016, with a similar car and bicycle parking provision to that of the proposed development; this in itself supports the viability of the proposed development's car and bicycle parking provision. In

* 2018 population projection based on 2011 census data, sourced from data.london.gov.uk



addition to this – as noted in the Mobility Management Plan Framework prepared by CS Consulting – the proposed development is located within convenient walking distance of Connolly Memorial Hospital and the Dublin Enterprise Zone, both of which are a major local centre of employment at which it is expected that a significant proportion of the development's residents shall work. It is therefore expected that residents of the proposed development shall have less need to commute greater distances than the residents of The Collective.

Recently ABP have granted a shared living scheme on Eblana Avenue in Dun Laoghaire, Co Dublin. This scheme provided no private car parking for residents beyond the 1 No. permanent disabled parking space and 1 No. residential car-club space (go car). Similar to this development, the Eblana scheme was adjacent to rail and bus services that provided links to the city centre and other orbital areas of the city. Therefore, the provision of 2 No. car club spaces is considered acceptable for the residents having regard to its sustainable location in proximity to high capacity public transport (such as buses and Castleknock train station) and the level of cycling facilities provided.

IN RESPONSE TO ITEM 6 (ii) OF THE ABP OPINION:

The only car parking to be provided is in the form of 2no. residential car club spaces, reserved for shared vehicles. The proposed operation of the residential car club is described in the Mobility Management Plan Framework prepared by CS Consulting. Car parking management measures shall therefore be restricted to controlling the use of these spaces. Should unauthorised use of these spaces by others become a problem, the development's Management Company shall make use of appropriate management and/or enforcement options to prevent this; these may include access control (e.g. collapsible bollards), vehicle clamping, or vehicle towing.

Bicycle parking facilities within the development shall be maintained in good condition by the Management Company. Visitor cycle parking shall be publicly accessible but is positioned so as to provide passive surveillance. As part of the visitor cycle parking 12 shall be a dockless system by BleeperBike located in the front courtyard of the development. Cycle parking for residents shall be located within a secure courtyard; access to this from the public realm shall be controlled by means of a gate or door usable only by residents.

Visitor car parking is not included in the development, as a Demand Management approach has been adopted with the aim of preventing excessive and unnecessary vehicular trips to and from the site. It is envisaged that all visitors to the development will avail of the good public transport services described in the Mobility Management Plan included with this submission under separate cover. We note that visitor car parking for shared living developments is not explicitly required by either the *Fingal Development Plan 2017-2023* or the *2018 Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*.

As described in the Town Planning Justification Report prepared by Thornton O'Connor Town Planning, the proposed development is intended to meet an existing demand in the local area for short- and medium-term accommodation. The single largest driver of this demand is the nearby Connolly Hospital, situated approx. 300m to the north of the subject site; this is a major local employer, which has undergone incremental expansion in recent years, and shall also contain a future Satellite Centre to the National Children's Hospital (currently under construction). Existing pedestrian facilities in the vicinity of the development site are of good quality. Raised footpaths



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and public lighting are in place along the Old Navan Road and surrounding streets. Signalised pedestrian crossings are provided at the nearby Navan Road, providing a safe pedestrian route north from the development site across the N3 towards Connolly Hospital in approximately 11 minutes.

IN RESPONSE TO ITEM 6 (iii) OF THE ABP OPINION:

A Mobility Management Plan Framework has been prepared by CS Consulting. This is intended to serve as a template for the implementation of a Mobility Management Plan once the proposed development is completed and operational. The implementation of the final version of the MMP shall be the responsibility of the Mobility Manager for the development, who shall also monitor its performance and review the Plan at regular intervals. The final version of the MMP, including targeted measures to effect changes in travel habits, may be prepared by the Mobility Manager only once the development is operational and initial data can be gathered on the travel patterns of residents and visitors.

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