AtkinsRéalis

Traffic & Transportation Assessment

Blackpitts Student Accommodation

22 July 2025

Traffic & Transportation Assessment

BLACKPITTS STUDENT ACCOMMODATION

Notice

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1. Introduction

AtkinsRéalis have been commissioned by Blackpitts Residence to undertake a Traffic & Transportation Assessment for the proposed Large-Scale Residential Development consisting of student accommodation at Blackpitts, Dublin 8.

Overall, the project has been developed with the principles of sustainable travel in mind with no parking provision and an emphasis on cycling. The remainder of the report will assess the proposed development.

1.1 Background

Planning permission is sought for a Large-Scale Residential Development delivering 217 student bed spaces (209 no. single rooms and 4no. twin rooms, 213 no. rooms in total), within one block. The block ranges in height up to 6 storeys with a basement below. All associated internal and external amenity space, including the provision of restaurant/café, on street carparking, cycle parking, landscaping, bin stores, service provision and all other associated site development works.

1.2 References

During the preparation of the Traffic Statement, the following documents were consulted:

- Dublin City Council Development Plan (2022 - 2028)
- Greater Dublin Area Cycle Network Plan (2023)
- National Sustainable Mobility Policy (2022)
- National Transport Authority: Transport Strategy for the Greater Dublin Area (2022 - 2042)
- Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (DHPLG July 2023).
- Transport Infrastructure Ireland (TII) Traffic and Transport Assessment Guidelines 2014;

1.3 Report Structure

This Traffic Statement consists of the following elements:

- Section 2 of the report describes the relevant National, Regional and Local transport policy context.
- Section 3 details the future transport policy context that will influence the area.
- Section 4 outlines the existing receiving environment in terms of its current transport infrastructure provision.
- Section 5 provides details of the proposed development.
- Section 6 sets out the parking requirements for the development visa vie car parking policy standards.
- Section 7 sets out the DMURs compliance requirements.
- Section 9 provides a summary and conclusion.

2. Policy Context

2.1 National Sustainable Mobility Policy

The Department of Transport published the National Sustainable Mobility Policy in April 2022. The Policy sets out a strategic framework for active and sustainable travel for the period up to 2030 to help Ireland meet its international and national climate obligations to achieve a 51% reduction in carbon emissions by end of this decade. The overall target is to "deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars.

To achieve this target there are a number of initiatives including:

- Integration of land use and planning;
- Improvement to walking and cycle infrastructure;
- Improved public transport capacity;
- Identifying and implementation of suitable demand management measures;
- Behavioural change programmes and measure; and
- Improved safe, accessible, comfortable, safe, and affordable journey for all people and all trips.

The policy document is supported by Action Plan 2022-2025 to measure performance of the aims, targets or objective identified in the Policy.

The proposed development incorporates the appropriate measures to enable the vision of both the Policy and Action Plan by ensuring the development is fully accessible for all modes, providing excellent connections to the existing and planned pedestrian, cycling and public transport links.

2.2 Climate Action Plan

The Climate Action Plan (CAP) sets out clear targets to reduce greenhouse gas emissions from five main contributing sectors which are energy, transport, built environment, agriculture, and industry.

In relation to the transport sector, the plan envisions a 50% reduction in emissions by 2030. This will be achieved by improving our town, city, and rural planning, and by adopting the Avoid-Shift-Improve approach: reducing or avoiding the need for travel, shifting to public transport, walking, and cycling and improving the energy efficiency of vehicles. Key transport measures include:

- Changing the way we use our road space;
- Reducing the total distance driven across all car journeys by 20%;
- Reduce daily car mode share from 72% to 53%.
- Nearly 1 in 3 private vehicles will be an electric vehicle;
- 25% reduce in daily car journeys.
- Walking, cycling and public transport to account for 50% of our journeys;
- Increasing walking and cycling networks; and
- Increase daily public transport journeys by 130%.

By offering alternatives to private car journeys and ensuring connectivity with existing active travel and public transport networks, the development can play a pivotal role in reducing car dependency. Furthermore, by integrating high-quality walking and cycling infrastructure and supporting public transport use, the development aligns with the CAP's vision of a more sustainable, low-carbon future for Ireland.

2.3 Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities

In January 2024, the government published the Sustainable and Compact Settlements Guidelines for Planning Authorities, which introduces the category of Low-Rise Medium Density Housing (LRMD), which is intended to enable affordable, compact growth, in line with the National Planning Framework.

The guidance recommends that more compact growth occurs and that in areas with good transport access and services densities should be maximised. In particular, low-rise medium density housing models that are common in the UK and Europe offer significant potential to contribute to compact urban growth when applied at the right locations. Key design principles include reduced plot sizes and a tighter arrangement of houses, narrower streets, reduced car parking and the distribution of private open space in the form of patios and / or upper level terraces and balconies. There is generally a strong emphasis on the creation of attractive streets and open spaces, which is important in creating a strong sense of place and community. The guidance notes that the availability of parking plays an important role in travel choice and looks for development to promote and maximise active and sustainable travel. SPPR3 – Car parking provides specific planning policy guidance that categories car parking into three locations:

- City Centre and urban neighbourhoods of the five cities - car parking should be minimised, substantially reduced or wholly eliminated.
- In accessible locations - car parking should be substantially reduced. At these locations the maximum rate of car parking for residential development is set at 1.5no. spaces per dwelling.
- Intermediate and peripheral locations a maximum car parking rate of 2no. spaces per residential dwelling.

As defined by the guidance Blackpitts is located in the City Centre where car parking should be drastically reduced or removed entirely.

SPPR 4- Cycle Parking and Storage of the guidance sets that all new development must include safe secure cycle storage facilities for residents and visitors. The guidance recommends that a minimum of 1 space per bedroom is applied and appropriate levels of visitors parking is provided. The guidance notes it is important to provide a range of cycle parking facilities and that the location of cycle parking is appropriate located, safe, and easy to use.

2.4 Greater Dublin Area Transport Strategy 2022 – 2040

The overall aim of the Greater Dublin Area Transport Strategy is 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. The strategy identifies the following objectives that will influence the Blackpitts development:

- 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.
- 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.
- To support sustainable economic activity and growth by improving travel for work or business along with facilitating the efficient movement of goods.
- To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

The following Measures identified in the transport strategy are relevant to the Blackpitts Development:

- **RPO 4.2**: Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g., Transport) is available to match projected demand for services;
- **RPO 5.3**: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists;
- **Measure CYC1 – GDA Cycle Network**: It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive, and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network;
- **Measure CYC2 – Cycle Infrastructure Design**: It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual;
- **Measure BUS1 – Core Bus Corridor Programme**: Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.
- **Measure LRT2 – Further Metro Development**: In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards Southwest Dublin;

2.5 Dublin City Council Development Plan 2022 – 2028

The Dublin City Development Plan was adopted on the 2nd of November 2022 and came into effect on the 14th of December 2022. The primary goal of this plan is to improve the quality of life within the city, and ensure it remains an attractive place to live, work and visit. Sustainable development is highlighted as a key objective of the plan as it aims to achieve its goals without negatively impacting future generations. This Plan sets out the following relevant objectives which are supported and facilitated by the proposed development as outlined in Table 2-1.

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Table 2-1 - Dublin City Development Plan Objectives

Policy Reference	Policy Description
SMT1	**Modal Shift and Compact Growth**: To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.
SMTO1	**Transition to More Sustainable Travel Modes**: To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).
SMT4	**Integration of Public Transport Services and Development**: To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.
SMT9	**Public Realm in New Developments**: To encourage and facilitate the co-ordinated delivery of high quality public realm in tandem with new developments throughout the city in collaboration with private developers and all service/utility providers, through the Development Management process.
SMT16	**Walking, Cycling and Active Travel**: To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.
SMTO12	**Cycle Parking Spaces**: To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.
SMT27	**Car Parking in Residential and Mixed-Use Developments**: (ii) To encourage new ways of addressing the transport needs of residents (such as car clubs and mobility hubs) to reduce the requirement for car parking.
QHSN45	**Third-Level Student Accommodation**: To support the provision of high-quality, professionally managed and purpose-built third-level student accommodation in line with the provisions of the National Student Accommodation Strategy (2017), on campuses or in appropriate locations close to the main campus or adjacent to high-quality public transport corridors and cycle routes, in a manner which respects the residential amenity and character of the surrounding area, in order to support the knowledge economy. Proposals for student accommodation shall comply with the 'Guidelines for Student Accommodation' contained in the development standards chapter. There will be a presumption against allowing any student accommodation development to be converted to any other use during term time.

3. Future Transport Policy Context

3.1 GDA Cycle Network Plan

The purpose of the GDA Cycle Network Plan is to guide investment in cycle infrastructure and develop a network of cycle routes across the GDA. The network is made up of Primary, Secondary, Feeder and Inter-urban Routes as well as Greenways across the region. The NTA aims to follow this plan in order to provide a safe, attractive, comprehensive and legible cycle network for all users. Routes will be provided in accordance with Cycle Design Manual and will be maintained to a high standard by the relevant local authority. The plan for the cycle network in Dublin City can be seen in Figure 3-1.

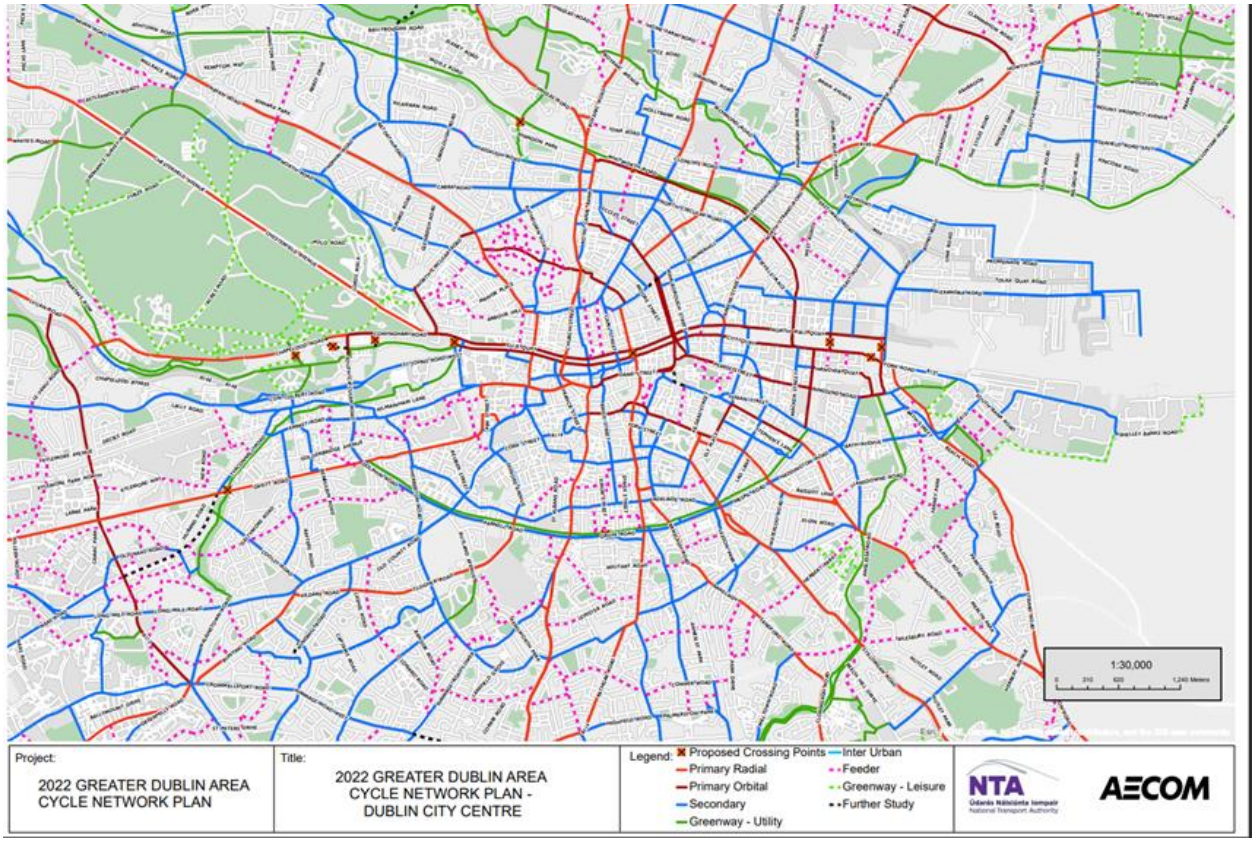

Figure 3-1 - Cycle Network for the Greater Dublin Area

3.2 Future GDA Combined Rail Network

As set out in the GDA Transport Strategy 2022-2042, there is provision for a significantly extended rail network for the GDA including new Luas lines, DART+ and Metrolink that will provide an interconnected network of high-capacity services to meet the travel demand of the metropolitan area. This future rail network is shown in Figure 3-2. The proposal includes the implementation of DART+ SW.

Figure 3-2 - Future Rail Network

3.3 Extension of LUAS

The Greater Dublin Area Transport Strategy 2022-2042 contains an indicative alignment of the proposed extensions can be seen in Figure 3-3. The purpose of the expansion of light rail is to help existing bus networks cope with increases in demand up to and beyond 2042. However, the alignment of the route and the locations to be served have not yet been determined and will be subject to detailed design and planning work.

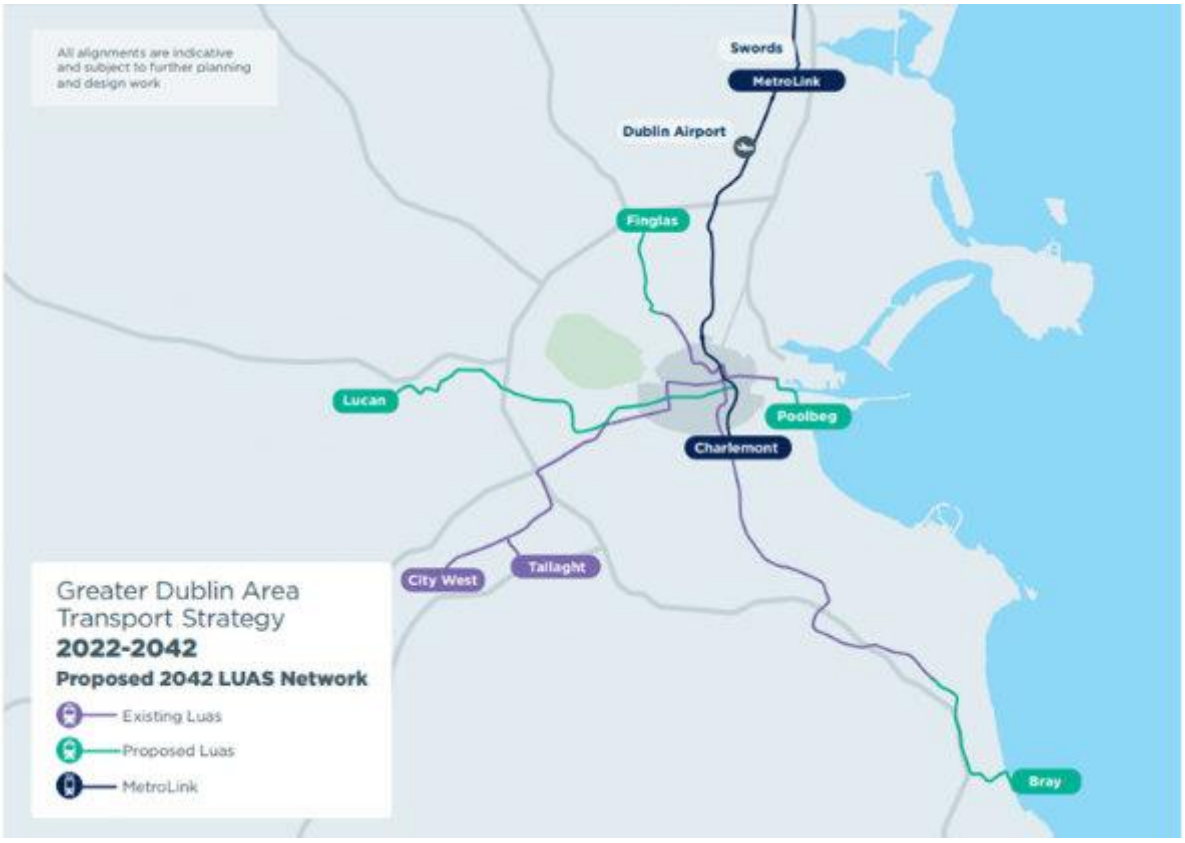

Figure 3-3 - GDA Transport Strategy 2022 - 2042 - Proposed Light Rail Network

3.4 Bus Connects

Bus Connects is the NTA's programme to greatly enhance bus services in the GDA. It consists of both the implementation of the Core Bus Corridors (CBCs) and the Network Redesign. The project includes the provision of approximately 230km of designated bus lanes in 12 separate schemes across five local authority areas. The proposed development is located in close proximity to route 11, which has been titled the "Kimmage to City Centre" scheme. The implementation of this scheme will lead to enhanced journey times for those travelling via bus and improved safety for cyclists. The CBCs, including Scheme 11, can be seen in Figure 3-4.

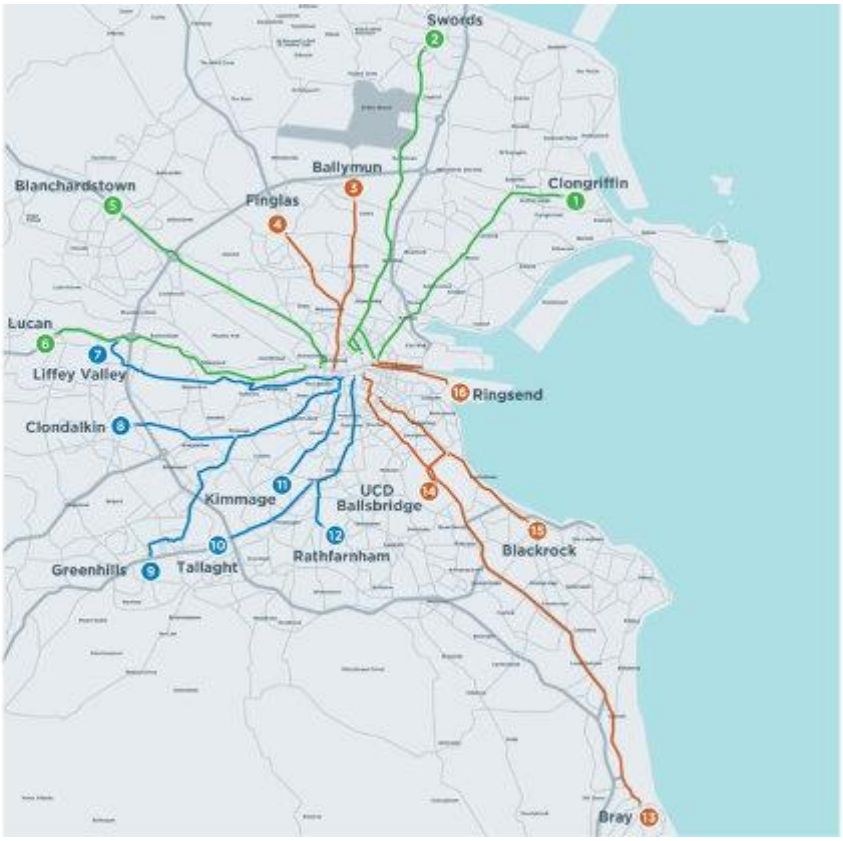

Figure 3-4 - BusConnects Core Bus Corridors

3.5 Summary of Existing Policy for Future Transport Measures

Upon delivery of the above measures, future residents will be able to avail of a wider range of sustainable travel options for work, education and leisure travel to and from the site.

4. Receiving Environment

4.1 Site Location

The proposed development is located in the south of Dublin City, just north of Harold's Cross and Ranelagh. The site is located adjacent to the R137and is therefore in close proximity to an existing bus corridor. The proposed development would provide much needed student accommodation to a number of the nearby third level education facilities including Trinity College Dublin, National College of Art and Design, Royal College of Surgeons, Griffith College, and Dublin Business School. The location of the site is presented in Figure 4-1 below.

Figure 4-1 - Site Location

4.2 Existing Transport Infrastructure

4.2.1 Pedestrian and Cycle Accessibility

At present the site has good pedestrian access with high quality footpaths present along Clanbrassil Street Lower (R137) to the east of the site. The southbound side of the road has a cycle lane, separated from general traffic by bollards. The northbound part of the road contains a shared bus/ cycle lane. The layout of the existing facilities along Clanbrassil Street Lower can be seen in Figure 4-2.

Figure 4-2 - Existing Pedestrian and Cycling Facilities on Clanbrassil Street Lower

Donovan Lane is located adjacent to the site, to the north. The lane is narrow and facilitates eastbound traffic only, however footpaths are provided on both sides. There are no dedicated cycle facilities along the road. The layout of the existing facilities along Donovan Lane, as per Google Maps, can be seen in Figure 4-3.

Figure 4-3 - Existing Pedestrian Facilities along Donovan Lane

At present, access to the site is facilitated along Blackpitts which is flanked by footpaths on both sides. There are no dedicated cycle facilities along the road and therefore cyclists share the carriageway with other traffic. The layout of the existing facilities along Blackpitts, as per Google Maps, can be seen in Figure 4-4.

Figure 4-4 - Existing Pedestrian Facilities at Blackpitts

4.2.2 Public Transport Facilities

4.2.2.1 Existing Bus Facilities

The existing public transport facilities within the vicinity of the proposed development can be seen in Figure 4-5. The nearest pair of bus stops to the site are approximately 150m away. The 54A and 49 routes both depart from these stops and connect the development to Tallaght and Trinity College. Table 4-1 summarises the timetable of these routes. Residents at Blackpitts will be able to travel to Trinity College in approximately 15 minutes via these routes.

Table 4-1 - Existing Bus Route Services Near the Proposed Development

Route Number	AM Peak Services (08:00 – 09:00)	PM Peak Services (17:00 – 18:00)	Route
49	3	4	Tallaght – Templogue – Terenure – Harlod's Cross – Clanbrassil Street - Pearse Street
54A	3	4	Kiltipper Way – Tallaght – Kimmage Road – Harold's Cross – Clanbrassil Street – Pearse Street

Figure 4-5 - Public Transport Facilities Within 1km of the Site

There are several additional bus routes accessible within 10 minutes walk of the site that will provide residents of the proposed development with a broad range of connections to various parts of the city.

4.2.2.2 Existing Light Rail Facilities

The proposed development is within walking distance of both Luas lines, as indicated in Figure 4-5 above. The proposed site is a 16 minute walk (according to Google Maps) from the Harcourt Luas stop which allows access to the Green Line. The site is a 20 minute walk from the Fatima Luas stop, from which red line trams depart. The Luas has an average frequency of approximately 5 minutes, however the number of services increases during peak times and decreases in the off peak.

4.2.3 Road Network

The main road links serving the proposed development are as follows:

- Clanbrassil Street Lower (R137, displayed in Figure 4-2):
- Donovan Lane (shown in Figure 4-3):
- Blackpitts (as seen in Figure 4-4):

5. Proposed Development

5.1 Subject Application

The development will consist of the provision of 213 No. residential units (217 student bed spaces (209 no. single rooms and 4no. twin rooms)), designed for use as student accommodation. The layout of the development can be seen in Figure 5-1.

Figure 5-1 - Ground Floor Plan of the Proposed Development

6. Parking

6.1 Cycle Parking

6.1.1 Overview

Dedicated cycle parking facilities will be provided for apartments in accordance with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities and the Dublin City Council Development and Design Standards.

These parking facilities have been designed and located in accordance with the Section 6.2, Design Principles of the Cycle Design Manual published in September 2023. The five core principles for designing cycle infrastructure mentioned within the Cycle Design Manual are as follows:

1. **Safe** – cycle parking should be secure for the cycle and users should feel safe from the risk of personal crime.
2. **Direct** – cycle parking should be near to the cycle route and/or as close as possible to the final destination.
3. **Coherent** – cycle parking should be well-connected to routes and buildings, well-signed and easy to find.
4. **Attractive** – cycle parking areas should be of good quality design and well-maintained; and
5. **Comfortable** – cycle parking should be easy to use and accessible to all.

The design and location of both long stay and short stay cycle parking for the proposed developments are based on the following considerations which are also in accordance with the above stated design principles and the SPPR 4 – Cycle Parking and Storage section of the Sustainable residential Development and Compact Settlements Guidelines for Planning Authorities.

- All long stay cycle parking will be located in accessible safe, secure, well lit and sheltered locations.
- Short stay cycle parking is located in highly visible areas with good passive surveillance, which are easy to access and well light and in close proximity to their destination entry points.
- Where required, end of trip facilities including shower and change facilities are provided.
- A range of cycle parking solutions are provided including Sheffield stand type facilities and stacked cycle solutions.
- The cycle parking layouts cater for oversized cycles including cargo bike and accessible bike formats.

6.1.2 Cycle Parking Standards

Bicycle parking is provided for all residential units and for visitors in accordance with the cycle parking standards set out in the Dublin City Development Plan and the Sustainable Residential Development and Compact Settlements Guidelines. The requirements, as set out in Appendix 5 of the Dublin City Development Plan 2022-2028 can be seen in Table 6-1.

Table 6-1 - Dublin City Development Plan Cycle Parking Standards

Type of Unit	Standard for Parking Spaces	Standard for Visitor Spaces	Required Spaces	Visitor Spaces	Total Spaces
1 bedroom	1 per bedroom	1 per 5 bedrooms	217	44	261

Therefore, a minimum of 261 spaces are required by the standards consisting of 217 long stay spaces and 44 visitor spaces. A total of 217 No. cycle parking spaces are required by the Sustainable Residential Development and Compact Settlements Guidelines. These standards are set out in Table 6-2. The guidelines do not include specific requirements for visitor parking, but state that its provision is necessary.

Table 6-2 - Sustainable Residential Development and Compact Settlements Cycle Parking Standards

Type of Unit	Units	Spaces per Unit	Minimum Spaces Required
1 bedroom	217	1	217

6.1.3 Development Cycle Parking Proposals

The development proposes a total of 272 No. cycle spaces which are summarised in Table 6-3 below.

Table 6-3 - Bicycle Parking Provision

Bike Parking	Required	Provided
1 Bike per Bedspace (Long-term)	217	238
1 Bike per 5 Bedspace (Short-term)	43	44
Total	260	272
Enlarged Spaces (5% of Long-term)	11 of 217	12 of 238
Dedicated Spaces for Staff		14 of 238

This exceeds the minimum standard as set out in the Dublin City Council Development Plan, displayed in Table 6-1. The development will have an adequate number of short stay spaces and an abundance of long stay spaces, encouraging residents to cycle as often as possible. E-charging facilities for e-bikes are not typically required and it is assumed that the rider will remove battery for charging in accommodation.

Cycle parking for staff of the development and café / restaurant unit will be allocated within the secured basement and marked / signed as such.

6.2 Car Parking

6.2.1 Car Parking Standards

Car parking for this development has been carefully considered taking into account the site transport characteristics, the use (student accommodation) and the national, regional and local policy and guidance context. As stated in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities car parking should either be kept to a minimum or removed entirely within Ireland's five cities. Emphasis is placed instead upon active travel and public transport usage.

Dublin City Council has divided the city into 3 zones and parking allocations are assigned based on the zone a development falls within. The proposed site is located within Zone 1 and therefore, as student accommodation, 0 parking spaces should be provided.

6.2.2 Development Car Parking Proposals

In line with the standards presented in the previous section, no car parking spaces are required for the proposed development. Existing car parking on Donovan Lane was retained at the request of Dublin City Council. The provision includes for 4 No. standard parking bays and an accessible parking bay. A 9m x 3m loading / drop off bay is included to accommodate the needs of the development on Donovan Lane, with a minimum of 2.2m footpath maintained.

7. DMURs Compliance

The principles and methodologies applied within this Traffic and Transport Assessment (TTA) have been developed in accordance with the guidance set out in the Design Manual for Urban Roads and Streets (DMURS). The assessment prioritises sustainable mobility, safety, and accessibility, and supports the creation of connected, walkable, and cyclist-friendly environments. The proposed design solutions including the reduction of access junction radii to 4.5 m reflect the core DMURS principles of place-making, permeability, and context-sensitive planning, ensuring alignment with national policy objectives and best practice in urban street design. A minimum clear width of 2m for the pedestrian footpaths has been achieved apart from a pinch point by the on street accessible parking space. When using the painted buffer markings on the footpath, a width of 2,5m is achieved.

8. Response to LRD Opinion

8.1 Public Roads / Public Realm

Comment 1:

- As part of the development, the existing on-street parking arrangements adjacent to the application site on Donovan Lane and Blackpitts should be revised to accommodate the servicing and access needs of the development. The following revisions should be considered:
  - Uncontrolled on-street parking adjacent to the site to be eliminated, in accordance with Objective SMTO23 of Chapter 8 of the Dublin City Development Plan, 2022-2028. Can be partially achieved through re-location of controlled on-street parking spaces from Donovan Lane to Blackpitts.
    - At least 1 no. on-street accessible parking space to be provided.
    - A loading / drop-off bay sufficiently sized to accommodate the servicing needs of the development to be provided on Donovan Lane, including setback of development as required to ensure clear footpath / carriageway widths are maintained.

Response 1:

- Revisions considered
  - In line with the standards presented in the previously, no car parking spaces are required for the proposed development. Existing car parking on Donovan Lane was retained at the request of Dublin City Council.
    - 1 no. on-street parking space is provided.
    - A 9m x 3m loading / drop off bay is included to accommodate the needs of the development on Donovan Lane, with a minimum of 2.2m footpath maintained.

Comment 2:

- Pedestrian footpaths adjacent to the site on Blackpitts and Donovan Lane should achieve a continuous minimum clear width of 2m to allow for free pedestrian movement in accordance with the standards of the Design Manual for Urban Roads and Streets (2019).

- Footpath design should be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council.
- It should be clearly demonstrated that there is no overhang, projection or foundation piling impact on the 2m wide footpath.

Response 2:

- Pedestrian Footpaths
  - Footpath design shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council.
  - At the planning stage foundation piling impact on 2m wide footpath is unknown. Architects have ensured no overhang or projection into footway that would reduce width.

Comment 3:

- The applicant should provide a map delineating those areas to be taken in charge by the Local Authority.

Response 3:

- Map delineating those areas to be taken in charge by the Local Authority provided, reference 0114189-ATK-XX-XX-CE-SK-950102 Lands Taken in Charge.

Comment 4:

- The applicant is required to prepare a response to SMTO10 (Walking and Cycling Audits) and the sustainable and efficient movement design criteria under Appendix D of the Sustainable and Compact Settlement Guidelines 2024.

Response 4:

- A Walking and Cycling Audits provided.

8.2 Access and Servicing

Comment 1:

- The applicant should submit autotrack analysis for all vehicular access requirements, including emergency services (ambulance and fire tender).

Response 1:

- Autotrack drawings provided, reference 0114189-ATK-XX-XX-CE-SK-950002 Vehicle Tracking - Private Car and 0114189-ATK-XX-XX-CE-SK-950001 Vehicle Tracking - Fire Tender.

Comment 2:

- The applicant is required to submit a Service and Access Strategy for the development.
  - The Strategy should demonstrate whether the provision of new on-street loading / drop-off facilitates adjacent to the site, in conjunction with existing on-street loading facilities in the vicinity, would be sufficient to accommodate the servicing needs of the development.
  - The Strategy should address servicing requirements for the proposed café / restaurant unit and internal communal amenities.

Response 2:

- Service and Access Strategy
  - A 9m x 3m loading / drop off bay is included to accommodate the needs of the development

Comment 3:

- An Operational Waste Management Plan shall be submitted.

Response 3:

Included as part of this planning application.

8.3 Cycle Parking

Comment:

- The applicant should provide details of e-charging facilities within the overall cycle parking provision.
- The applicant should identify dedicated cycle parking for staff of the development (including café / restaurant unit).
  - Staff cycle parking shall be segregated to facilitate secure key / fob means of access for staff only.

Response:

- E-charging facilities for e-bikes are not typically required and it is assumed that the rider will remove battery for charging in accommodation.
- Cycle parking for staff of the development and café / restaurant unit will be allocated within the secured basement and marked / signed as such.

8.4 Mobility Management

Comment

- The applicant is required to provide a Mobility Management Plan (MMP) as part of the planning application. The MMP should address arrangements for move-in / move-out days, management and allocation of cycle parking within the development, and conveying of information to students regarding car parking availability in the area.

Response

- MMP provided, reference: 100114189DG0002 - Mobility Management Plan.

9. Summary and Conclusion

The main conclusions from the Traffic Statement for the proposed development at Blackpitts are:

- The development consists of 217 units of student accommodation located within the catchment area of several third level educational institutions.
- The site has excellent public transport links and is within walking distance of a direct bus to the city centre as well as both Luas lines.
- The rollout of Bus Connects will enhance the efficiency of the existing routes and further improve the existing connectivity of the site.
- The development is to be located beside Clanbrassil Street which is flanked by cycle lanes and footpaths on both sides to encourage active travel usage.
- Cycle parking is to be provided on site in line with DCC and Sustainable Housing Guidelines recommendations.
- In line with the relevant standards, car parking will not be provided at the development in order to promote the use of more sustainable modes of transport.

The proposed development is therefore supported from a traffic and transportation perspective.

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