PUNCH
consulting engineers

Residential Development at Lehaunstown Land, Cherrywood

Mobility Management Plan
232250-PUNCH-XX-XX-RP-C-0004

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Document Control

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1 Executive Summary

This report has been prepared on behalf of the Dún Laoghaire-Rathdown County Council (DLRCC) as part of a Section 179A planning application for the proposed Residential Development at Lehaunstown, Cherrywood, Dublin.

The applicant, DLRCC, recognises the need for all significant transport generators to play a role in meeting the objectives set out in the Department of Transport Document titled "National Sustainable Mobility Policy". First published in April 2022, the document provides a strategic framework for mobility in Ireland through 2030, setting out ambitious targets with respect to delivery of sustainable transport modes.

This MMP therefore outlines the provisions proposed to be put in place as a means of reducing car dependency associated with the development in the interest of compliance with the following sustainable transport initiatives:

- National Sustainable Mobility Policy – which targets 500,000 additional active travel and public transport journeys per day and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 (aligned with transport targets from Climate Action Plan 2021).

- National Development Plan 2021-2030 – which allocates €35 billion to transport with an emphasis on active travel and public transport in order to meet sustainability targets.

- Climate Action Plan 2021 – which addresses the need sustainable transport to achieve the overarching goal of a 51% reduction in emissions by 2030.

- The National Investment Framework for Transport in Ireland (NIFTI) - the strategic framework for future investment decision making in land transport, which has set the modal hierarchy in Ireland as; 1. Active Travel; 2. Public Transport; 3. Private Vehicles.

- The NTA's Transport Strategy for the Greater Dublin Area 2022–2042

- DLRCC County Development Plan 2022-2028

- Chapter 4 of The Cherrywood Planning Scheme -

A Mobility Management Plan (MMP) can lead to benefits, such as offering substantial savings by suggesting alternatives to travelling from the residential development, primarily to and from work (other than by car), allowing commuters to avail of a healthier lifestyle by incorporating exercise into the daily commute and reducing stress experienced by residents caused by lack of alternatives in commuting to work.

The MMP specific to the nature and location of this development will consist of a package of sustainable measures aimed at increasing sustainable travel as well as details of existing sustainable travel options. These measures can include facilitating walking, cycling and car sharing schemes. Soft measures such as education, information and awareness can also be used.

This MMP is to be considered an active document and may be amended and added to in the future to achieve the sustainable transport targets set. It is recommended that a Mobility Manager/Travel Coordinator is appointed to promote this MMP. Templates and checklists are provided with this MMP to assist in achieving the sustainable travel objectives set out therein.

2 Introduction

This report has been prepared on behalf of the Dún Laoghaire-Rathdown County Council (DLRCC) as part of a Section 179A planning application for the proposed Residential Development at Lehaunstown, Cherrywood, Dublin.

The application proposes the development of 109 no. residential units together with associated parking, communal space and public open space. The residential units will be made up of terraced houses, duplexes and apartment buildings ranging in height from 2 to 4 floors.

The proposed works are outlined in a series of architectural drawings prepared and ABK Architects and engineering drawings prepared by PUNCH, supplied as part of this planning submission.

2.1 Site Location

The development is located within the Cherrywood Planning Scheme (CPS). The site is bound by Loughlinstown River to the east and is currently bound by greenfield sites to the south, west and northeast. The site is bound by existing residential developments to the northwest.

Temporary access to the site can be gained through Lehaunstown Lane but this access point is not suitable beyond gaining access for preliminary site investigations. Access to the site during construction and upon completion will be through Lehaunstown Neighbourhood Road, which is to be constructed under the CPS. Beyond the immediate road network, which is still under development, the CPS links with the N11 located immediately to the east and the M50 located immediately to the west.

The site measures approximately 3.58 ha. The topographical survey provided shows the site slopes down from an elevation of 46m at the western boundary towards the water course on its eastern boundary at 23m elevation. The site location in relation to the wider road network is shown in Figure 2-1 below.

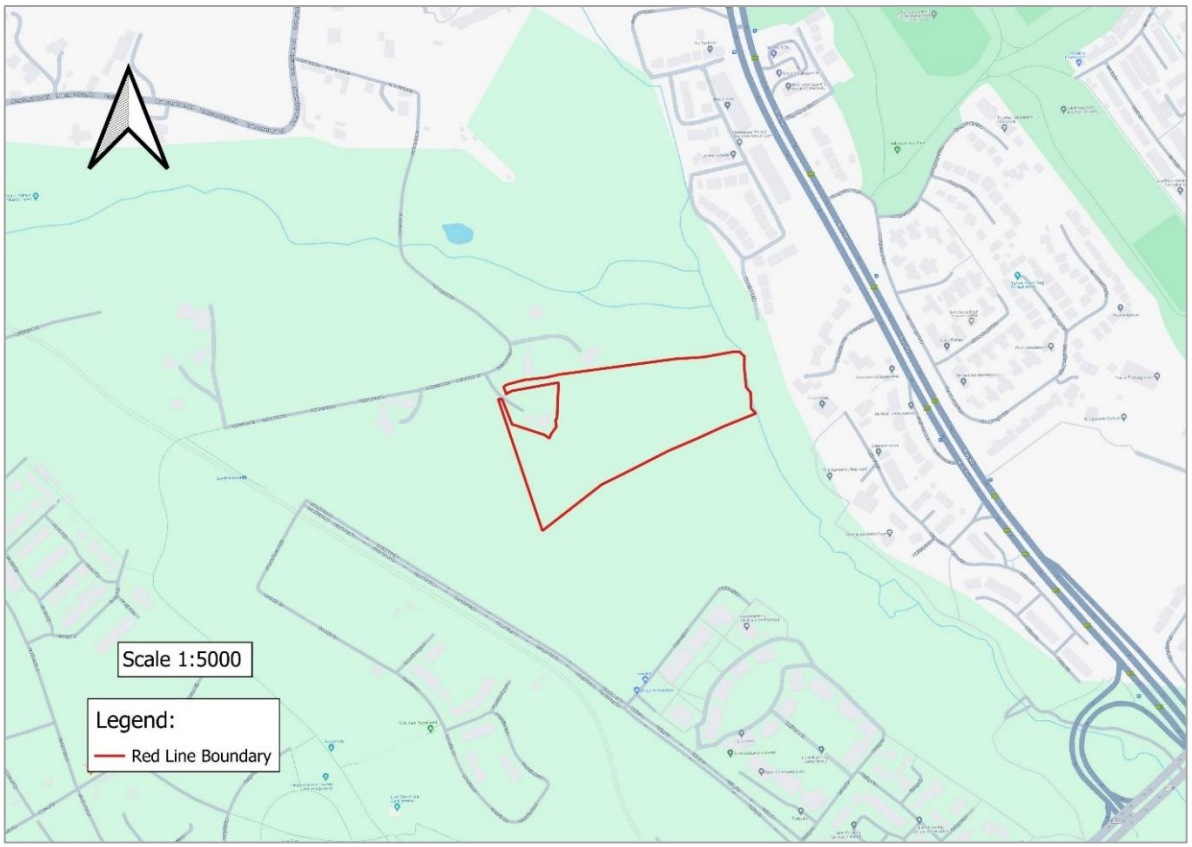

Figure 2-1: Site Location Map, Irish Grid Coordinates: Easting = 323667, Northing = 223896

2.2 Objectives of the Plan

We consider that a site-specific MMP can only be fully developed and implemented once the residents travel behaviour is known and when the development is occupied. This initial MMP sets out the key infrastructural proposals and modal split targets for the development in general terms.

The objectives of the MMP for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for residents and visitors for work-related travel and to facilitate travel by bicycle, bus and light rail.
- To reduce the overall number of single occupant vehicles trips for journeys to and from the development.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site.
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development.
- To increase car-pooling amongst residents.

This Plan outlines the provisions that the applicant proposes to put in place as a means of meeting these objectives and in the interest of compliance with the following sustainable transport initiatives:

- National Sustainable Mobility Policy – which targets 500,000 additional active travel and public transport journeys per day and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 (aligned with transport targets from Climate Action Plan 2021).

- National Development Plan 2021-2030 – which allocates €35 billion to transport with an emphasis on active travel and public transport in order to meet sustainability targets.

- Climate Action Plan 2021 – which addresses the need sustainable transport to achieve the overarching goal of a 51% reduction in emissions by 2030.

- The National Investment Framework for Transport in Ireland (NIFTI) - the strategic framework for future investment decision making in land transport, which has set the modal hierarchy in Ireland as; 1. Active Travel; 2. Public Transport; 3. Private Vehicles.

- The NTA's Transport Strategy for the Greater Dublin Area 2022–2042

- DLRCC County Development Plan 2022-2028

- Chapter 4 of The Cherrywood Planning Scheme

- The National Climate Mitigation Plan and Climate Adaptation Framework

- The National Energy Efficiency Action Plan

- The need to reduce transport emissions to meet EU greenhouse gas reduction targets.

- The need to reduce traffic congestion, particularly at peak commuting times.

Measures laid out in the MMP will aim to reduce the number of people travelling to the development by car, promote the use of public transport and encourage users to use more sustainable methods of travelling. Please refer to Figure 2-2 for details of the current public transport infrastructure in the vicinity of the proposed development site, as well as the locations of proposed new roads.

The MMP should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an ongoing basis. The nature of the plan therefore changes during its implementation in that some measures prove successful and are therefore retained while others are not supported and are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan is required for it to continue to be successful.

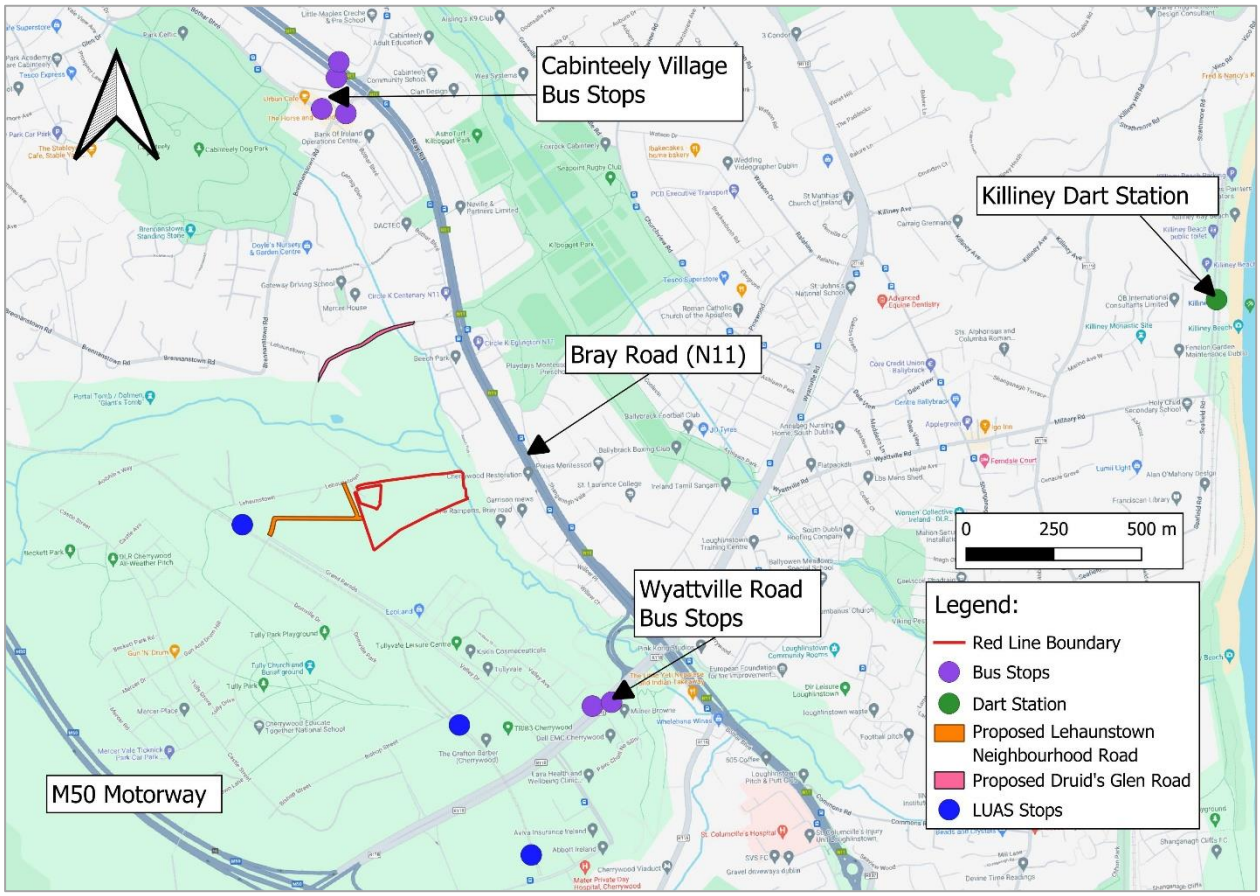

Figure 2-2: Location map showing nearby commuter options (© Google Maps)

Table 2-1 below details the approximate distance and different times to travel for the main transport interchanges from the development site. Note that all distances given are the walking distances, distances for car journeys may be further. Additionally, all estimated times are taken 9 o'clock on Monday 8th January 2024. It should be noted that the below table was produced from the road & transport network as of March 2024, with the subject sites temporary access point being the origin of all trips. Journey times and walking distances to transport interchanges subject to improvement following the construction of Phase 1 of SDZ Roads & Infrastructure under DLRCC Planning Ref: DZ15A/0758.

Table 2-1: Approximate Transport times from the Proposed Development Site

Description	Distance	Time Taken (minutes)			
	(km)	Walking	Cycle	Bus	Car
Laughanstown Luas Stop	0.5	8	2	-	2
Killiney Dart Station	4.5	61	18	-	14
Cabinteely Village Bus Stops	1.4	19	5	-	3
Wyattville Link Road Bus Stops	2.1	28	9	-	9

2.3 Census Data

Central Statistics Office (CSO) data was used to produce a summary of the 2022 transport mode shares for area surrounding the proposed development. The subject site lies within Small Area A267038004, highlighted in Figure 2-3 below, the mode share statistics for this area are displayed in Table 2-2 below.

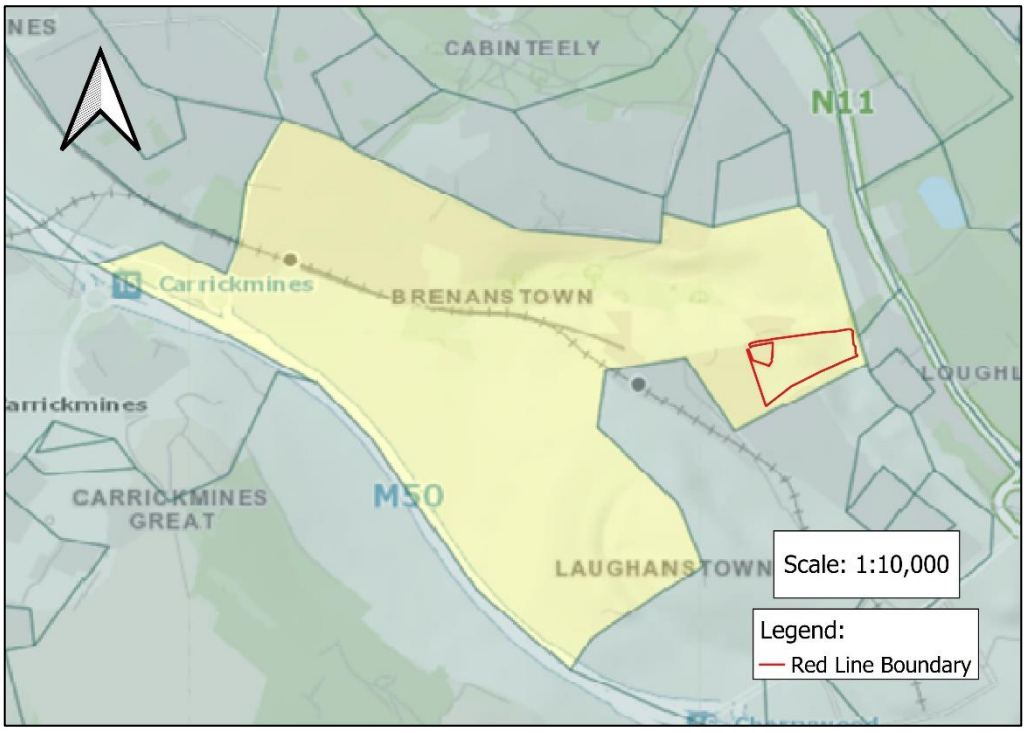

Figure 2-3: Census 2022 Small Area Map - Central Statistics Office

Table 2-2: CSO 2022 Data for A267038004

Population aged 5 years and over by means of travel to work, school or college						
	Work		School or College		Total	
Means of travel	No.	%	No.	%	No.	%
On foot	0	2%	3	5%	3	3.2%
Bicycle	2		0		2	
Bus, minibus or coach	2	14%	7	26%	9	18.5%
Train, DART or LUAS	11		9		20	
Motorcycle or scooter	0	0%	0	0%	0	0%
Car driver	52	58%	4	61%	56	59.2%
Car passenger	2		33		35	
Van	2		0		2	
Other	0	26%	0	8%	0	19.1%
Work mainly at or from home	22		0		22	
Not stated	3		5		8	
Total	96		61		157	

Statistics for Small Area A267038004 were compared with DLRCC and National averages for mode share, presented in Table 2-3 below. Significantly there is a higher proportion of commutes being undertaken by car in the subject small area; in comparison with the National and DLRCC averages. As a result, there is a much lower mode share for walking and cycling.

These discrepancies in mode share reflect the present nature of the area surrounding the subject site. The area is largely made up of greenfield sites, with existing residential developments connected by local tertiary roads such as Lehaunstown Lane. Lehaunstown lane connects a significant portion of the Small Area A267038004 and has no foot or cycle paths at present.

There is potential for a significant modal shift in the area following the implementation of walking and cycling infrastructure improvements under Phase 1 of SDZ Roads & Infrastructure (Planning Ref: DZ15A/0758). The impact of Luas Green Line on mode share is not being maximised because of poor pedestrian and cycle connectivity at present. New facilities and retail spaces being brought to the local area under the CPS will further reduce the need for car journeys.

Table 2-3: Small Area Mode Share Compared with DLRCC and National Averages

Commuting Mode Share for Population aged 5 years and over by Area/Region			
	Small Area A267038004	DLRCC	National Average
Means of travel	%	%	%
On foot	**3.2%**	20.9%	15.3%
Bicycle			
Bus, minibus or coach	**18.5%**	20.2%	11.3%
Train, DART or LUAS			
Motorcycle or scooter	**0%**	0.5%	0.3%
Car driver	**59.2%**	42.7%	58.0%
Car passenger			
Van			
Other	**19.1%**	15.8%	15.1%
Work mainly at or from home			
Not stated			

3 Site Conditions

This section gives an overview of the accessibility of the options for travel associated with the subject development.

3.1 Site Access

Vehicular access to the site is via the proposed Lehaunstown Neighbourhood Road to the west. There is additional pedestrian and cycle access via a connection to the Cherrywood Greenway to the south. Both access points can be seen in Figure 3-1 and in the architect's layout included in Figure 3-2.

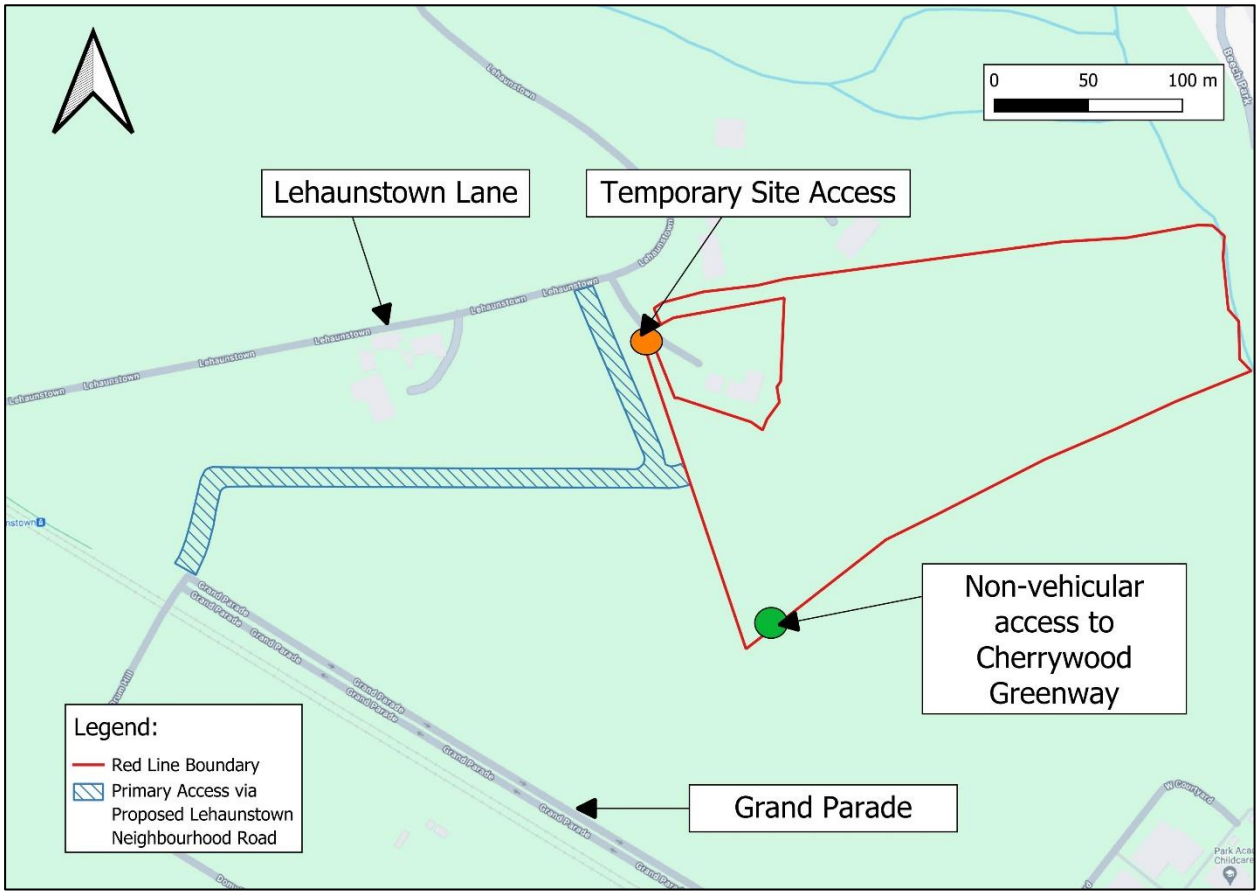

Figure 3-1: Temporary and Proposed Site Access

Figure 3-2: Architect's Site Layout ©ABK Architects

3.2 Parking

The following section outlines the proposed vehicular and cycle parking quantum associated with the new development, designed to facilitate and encourage a positive modal shift towards sustainable modes of transport.

3.2.1 Car Parking

3.2.1.1 Car Parking – Proposed Quantity

Table 3-1 below details the current Residential Car parking Standards for the Cherrywood SDZ. The car parking rates are indicated as a 'standard,' and are identified as neither minimum nor maximum.

Table 3-1: Car Parking Standards

Residence type	Car Parking Standard Rate per unit
1 bed unit	0.9
2 bed unit	1.2
3 bed unit	1.4
3 or more bed house	2.0

Car parking serving the subject development is provided as outlined in the architect's schedule of accommodation (Appendix B) and as indicated on the architect's plans.

Table 3-2 Proposed Car Parking

Basement	On Street	On Curtilage
60	57	16

Please refer to architect's schedule of accommodation included in Appendix B that indicated a total of 133 car parking spaces proposed within the development.

3.2.1.2 Car Parking – Proposed Location

Car parking serving the subject development is provided in line with CPS parking standards. Parking is located as per the architect's site layout in Figure 3-2 and the description provided below.

a. Car parking for duplexes is provided as on grade parking spaces.
b. Car parking for apartments is provided as basement parking spaces and on grade parking.
c. Parking for houses is provided as on grade private parking spaces.

3.2.1.3 Wheelchair Accessible Parking

5% of communal car parking (5 number) is proposed as accessible parking as outlined in Building regulations technical Guidance Document part M. This ratio is based on the car parking that is proposed to be provided for apartments and duplexes. Dedicated accessible parking is not proposed for houses.

3.2.1.4 Electric Vehicle Charge Points

In accordance with Dún Laoghaire-Rathdown County Council's Development Plan 2022-28, 1 no. functional electric vehicle parking space is proposed per 5 no. parking spaces. Additionally, all parking spaces will be fitted with ducting to facilitate potential future upgrades to EV charging spaces.

3.2.1.5 Motorcycle Parking Provision

Motorcycle parking is proposed at a rate of 4 per 100 car parking spaces in accordance with the SDZ. The general principles, indicative layouts and requirements for welfare facilities set out for cycle parking in the Dún Laoghaire-Rathdown County Council Cycling Policy shall also be applied to motorcycle parking. Please see Appendix B and architectural drawings for details of the location of motorcycle parking.

3.2.1.6 Car Share

1 car share parking space is proposed within the development.

3.2.2 Bicycle Parking

Cycle parking serving the development is to be provided in accordance with: Dún Laoghaire-Rathdown County Council Municipal Services Department's Standards for Cycle Parking and associated Cycling Facilities for New Developments January 2018 'Table 4.1'. The applicable cycle parking standards are noted in **Table 3-3** below.

Please refer below for summary of proposed cycle storage:

- Secure internal communal cycle storage areas are proposed at ground level for the apartments and duplexes as long stay parking.
- Secure bicycle lockers are to be provided in front of houses as secure cycle parking. Please refer detail provided in and .
- External Sheffield stands in shared areas are proposed as visitor cycle parking.
- Please refer to architectural drawings for proposed arrangements.

Table 3-3 Cycle Parking Rates (Development Plan)

Residential Development Type	1 short stay (visitor) parking space per: (minimum of 2 spaces)	1 long stay parking space per: (minimum of 2 spaces)
Apartments, Flats, Sheltered housing	5 units	1 unit
Houses – 2 bed dwelling	5 units	1 unit
Houses – 3+ bed dwelling	5 units	1 unit
Student Accommodation	5 bedrooms	2 bedrooms

Table 3-4 Cycle Parking Requirement & Provision

Residence type	No. of Units	Short Stay Cycle Parking	Long Stay Cycle Parking
Block A1	23	5	24
Block A2	23	5	24
Block B, C & D	55	11	78
Houses	8	0	8
Total Required	-	**21**	**109**
Total Provided	-	**30**	**134**

Please refer to architect's schedule of accommodation included in Appendix B.

4 Transport Services

4.1 Walking & Cycling

Ensuring appropriate pedestrian and cycle access to the development is a priority, as per Specific Objectives PI 20 and PI 22 of the CPS:

PI 20 - 'It is an objective to prioritise walking and cycling in the internal route hierarchy, to create a network of walking and cycling routes within the Planning Scheme and to improve circulation and permeability. All proposed access points, routes, mews and streets must connect logically with the existing street network to aid legibility, permeability and walkability and also must complement local user desire lines.'

PI 22 - '*Development in the Planning Scheme shall adhere to the guidance and standards for cycle parking and associated cycling facilities for new developments set out in the current 'Dún Laoghaire-Rathdown County Council Cycling Policy' (June 2010 or as updated)'.*

Figure 4-1 below details the proposed walking and cycling routes within the development zone. Vehicular traffic is to be directed onto main routes, with more minor routes restricted to a speed limit of 30 km/h. This is in addition to an interconnected network of greenways and segregated cycle ad footpaths. Cycle parking will be provided at all transport interchanges and Luas Stops, as well as at employment and retail locations.

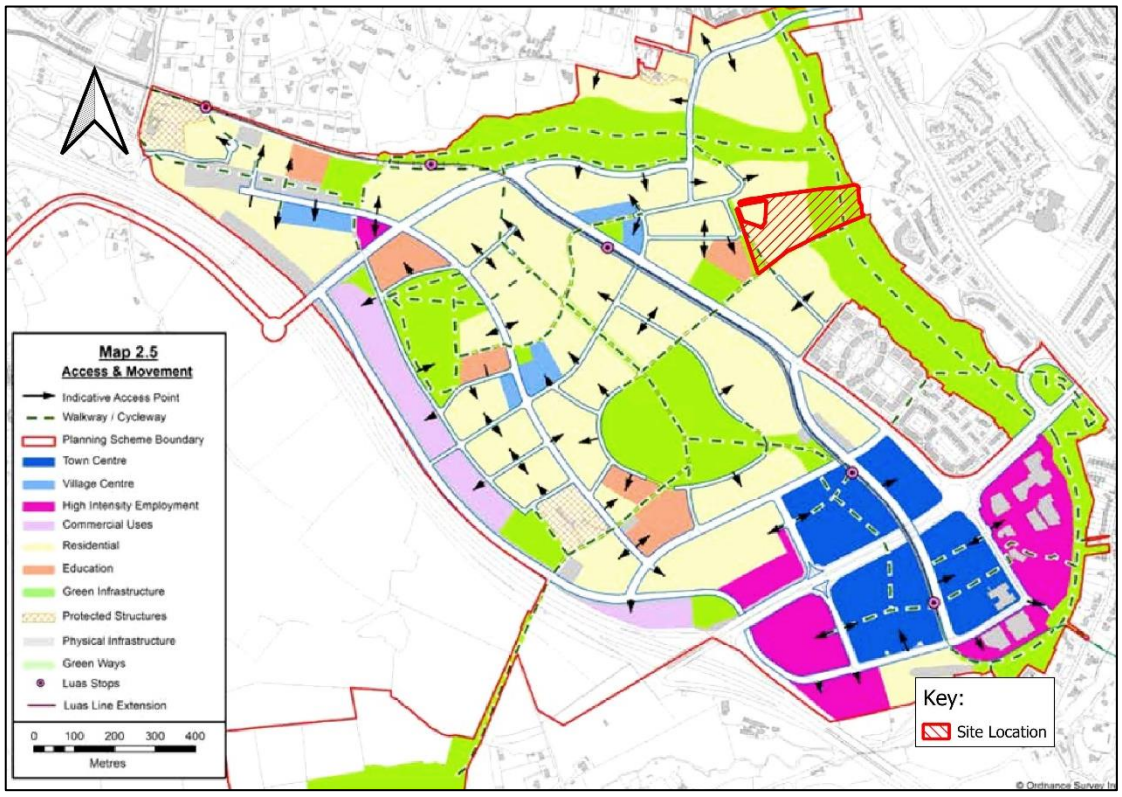

Figure 4-1: Access and Movement within the SDZ – Chapter 2 of Cherrywood Planning Scheme

As described in section 3.1 pedestrian and cycle access to the site is via the primary site entrance onto Lehaunstown Neighbourhood Road and via the connection to the Cherrywood Greenway to the south of the site. The primary site entrance will provide a footpath, allowing pedestrian access to the

Laughanstown Luas Stop as well as other amenities with the SDZ. A view of the site entrances is provided in the Architect's Site Plan included in Figure 3-2: Architect's Site Layout ©ABK Architects

Walking and Cycling enhance both the environment and quality of life of the surrounding area. They have an important transport role, in reducing car usage. The consequential reduction in emissions improves air quality, aids the ecological system and results in less noise pollution.

4.1.1 Cherrywood Greenway

The Cherrywood Greenway outlined in the NTA Framework is adjacent to the proposed development and is shown in the drawing included in Figure 4-2. Greenways are Green Infrastructure and have an important transport role, in addition to their ecological role, in providing cycle and pedestrian links that is free of motorised traffic. The greenway link will form part of the public access system.

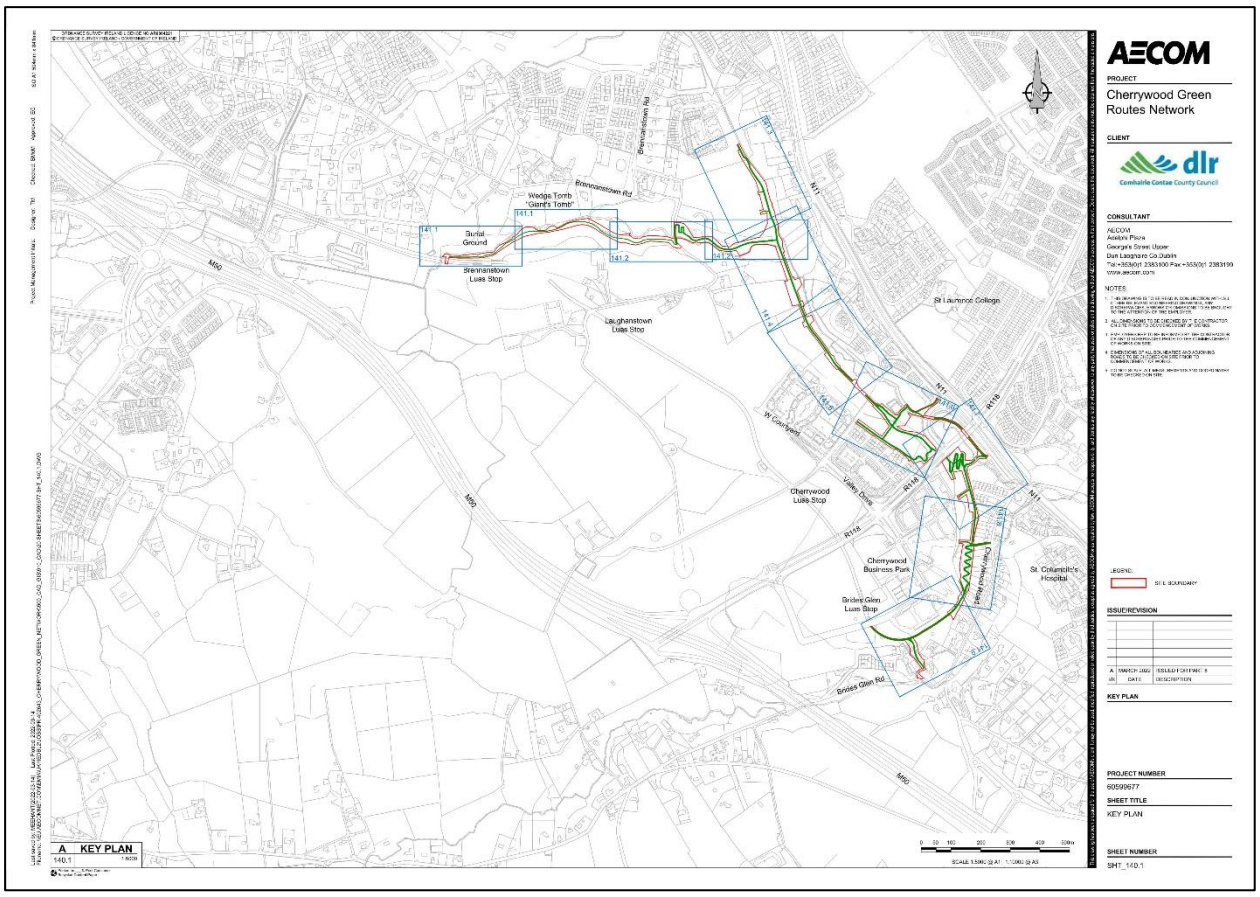

Figure 4-2: Cherrywood Greenway Layout ©AECOM

The Cherrywood Greenway network may include links to the existing roads and cycle networks and to the bus stops along the N11, (Wyattville Link Road junction and the proposed Junction Q), across the N11 and towards Shankill and Bray via Bride's Glen viaduct and / or the grounds of Loughlinstown Hospital. Links to the existing Cherrywood Road and Brides Glen Road to the south and to Brennanstown Avenue to the north may also be included. In addition, pedestrian links are to be considered in an east – west direction through Druids Glen woodland and for Cyclists and Pedestrians through the Druids Glen buffer zones.

4.1.2 Greater Dublin Area Cycle Network Plan

The National Transport Authority has instigated the Greater Dublin Area Cycle Network Plan to identify and determine in a consistent, clear and logical manner the following cycle networks within the GDA comprising:

- The Urban Cycle Network at the Primary, Secondary and Feeder level;
- The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and ports; and
- The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes.

Unlike area-based plans prepared previously by Local Authorities, this Cycle Network Plan is to be consistent across county boundaries such that there is continuity of route networks across these administrative boundaries.

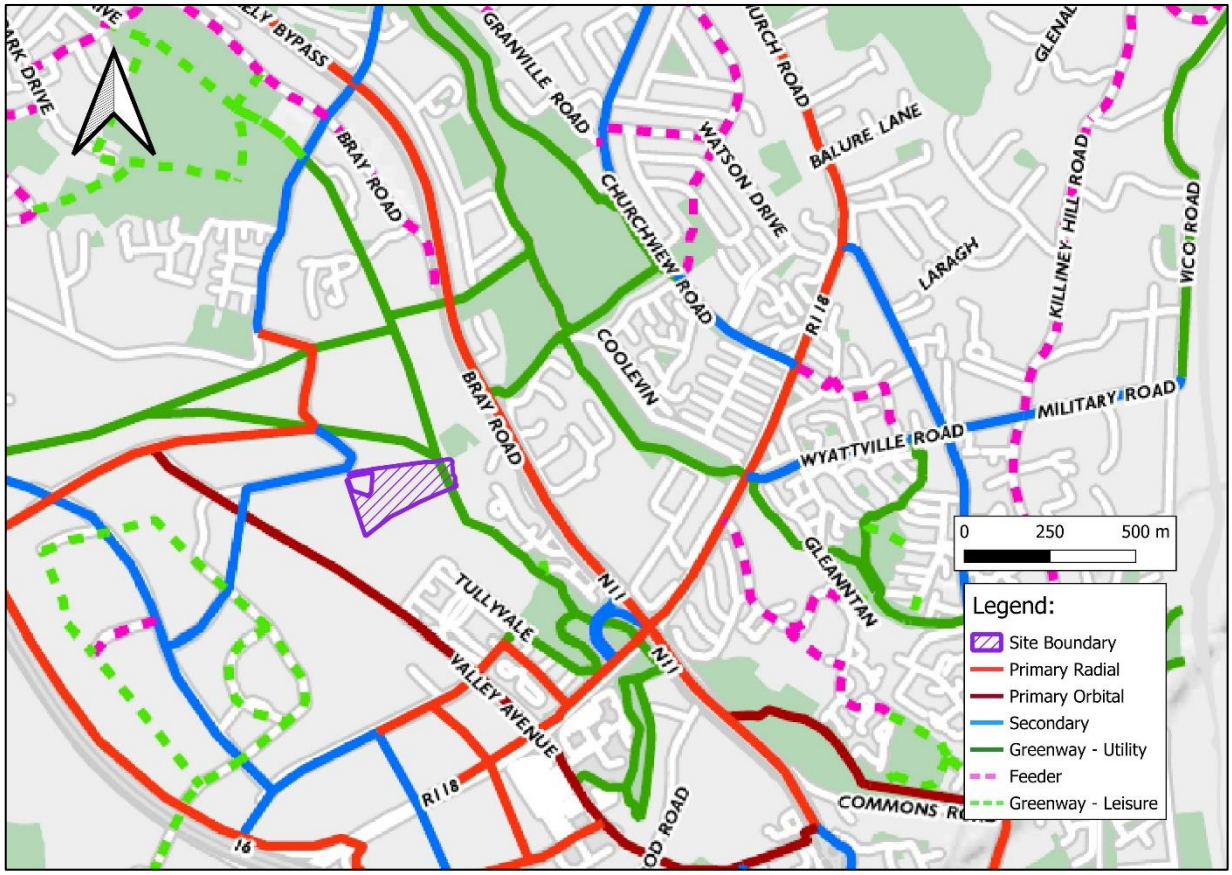

Figure 4-3: Site Location within GDA Cycle Network Plan – Taken from NTA Map of same name.

4.2 Public Transport

In line with the objectives of this report, the objectives from the transport section of the CPS are to reduce car dependency and increase the use of sustainable means of transport, such as walking, cycling and the use of public transport. Figure 4-4 below details proposed public and sustainable transport routes.

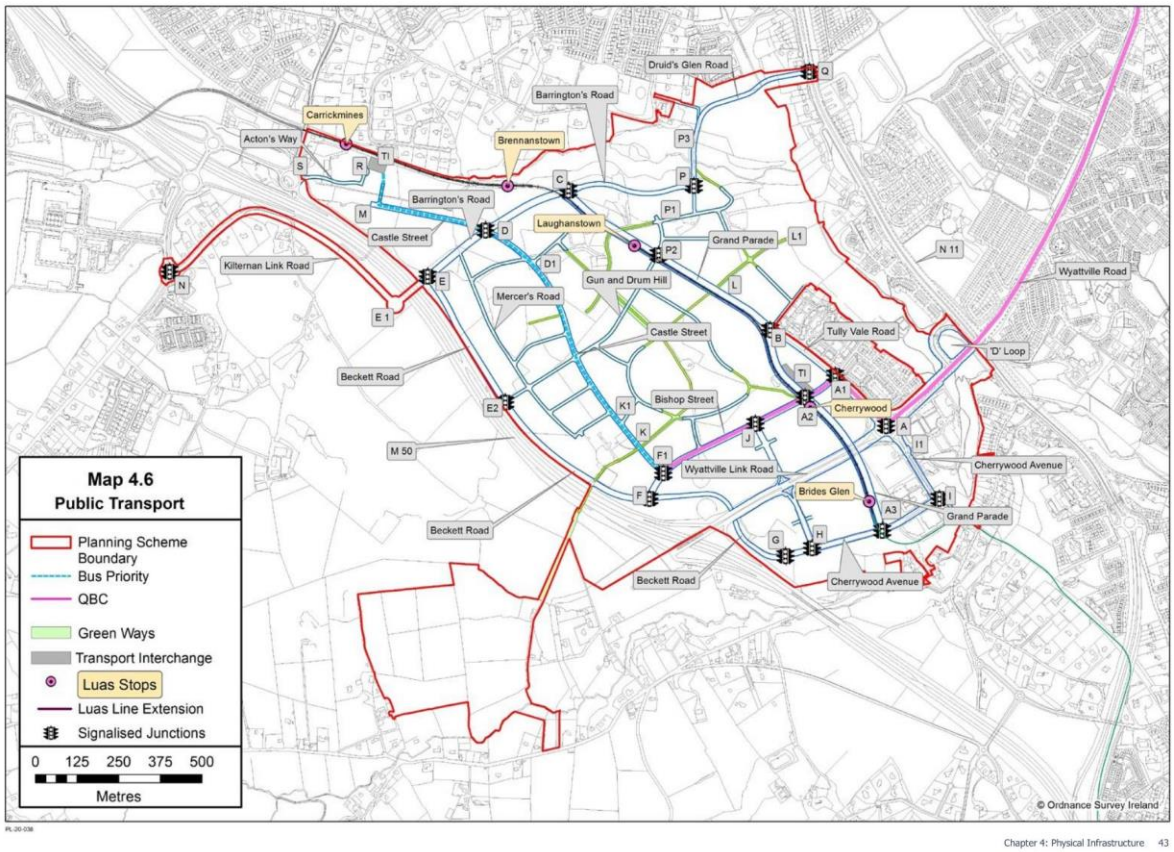

Figure 4-4: Proposed Public Transport for the SDZ – Chapter 4 Cherrywood Planning Scheme

4.2.1 Bus Services

The subject development is not presently well served by buses, though this is to be improved under the Cherrywood Planning Scheme. Presently the nearest bus stop is a 19-minute walk from the temporary access entrance on Lehaunstown Lane. It should be noted that Lehaunstown Lane does not currently have any pavement and all routes between the temporary access entrance and bus stops travel along Lehaunstown Lane.

Table 4-1: Walk Time to Current Bus Stops

Bus Stop	Walk Time (minutes)	Distance
3128	19	1.4 km
3129	21	1.6 km
3149	19	1.4 km
5127	21	1.5 km
5046	37	2.7 km
5047	36	2.7 km

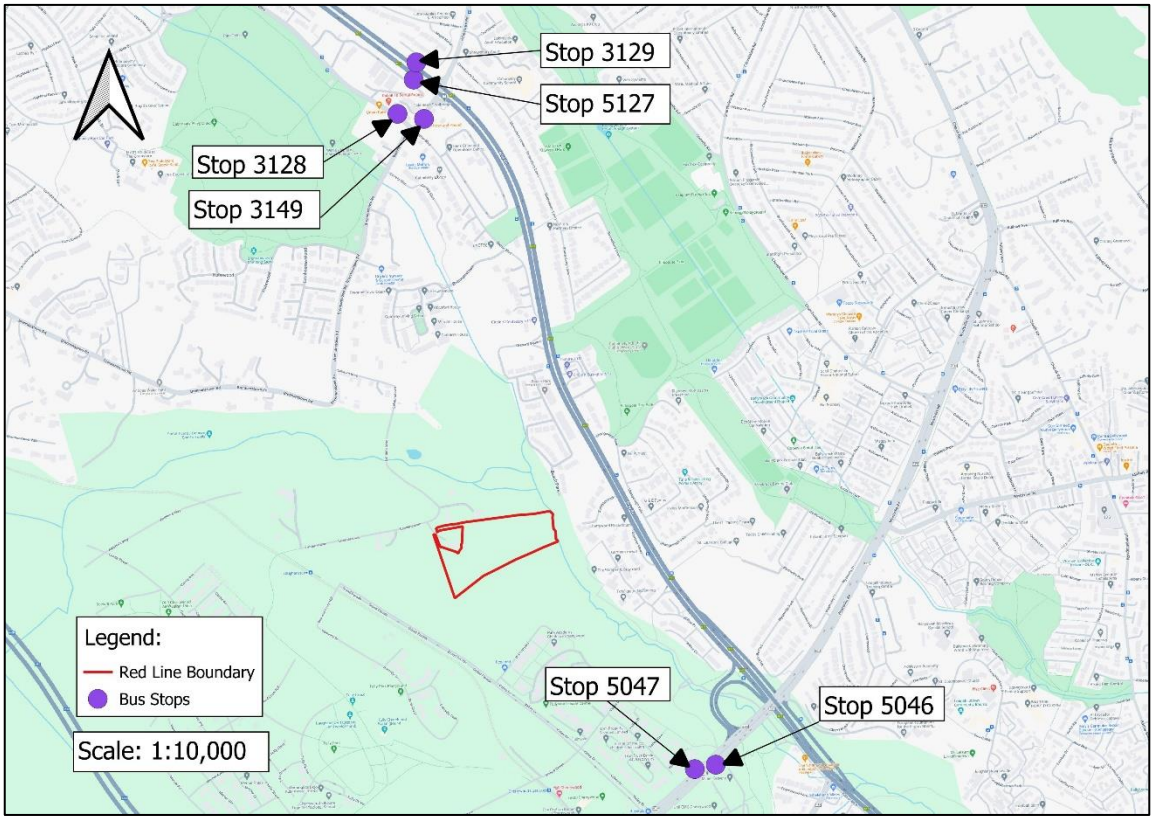

Figure 4-5: Adjacent Bus Stops with routes to the Proposed Development (Ref: Google Maps)

4.2.1.1 Bus Connects Corridor 13 Bray to City Centre

BusConnects Dublin is a major investment programme to improve public transport in Dublin. It aims to overhaul the current bus system in Dublin through a 10-year programme of integrated actions to deliver a more efficient, reliable and better bus system for more people.

The emerging preferred route for Core Bus Corridor No. 13 'Bray to City Centre' is available on busconnects.ie. The route is illustrated in the Bus Connects proposal under 'Route 13 Bray to City Centre Corridor Study – Public Consultation Document'.

The development site is not directly affected by this proposed scheme. The upgrade of the N11 to the north of the proposed site is included within the proposals.

4.2.2 Luas Services

The development offers excellent access to the LUAS Green Line via the Laughanstown stop. This stop is just 500m, a 7-minute walk from the current access point on Lehaunstown Lane. The position of the site relative to The Luas stop is visible in Figure 2-2.

The distance between the subject site and the Laughanstown stop will be reduced further with the implementation of the proposed Lehaunstown Neighbourhood Road (See Appendix A for layout). The LUAS Green Line runs from Brides Glen to Broombridge via the City Centre. Timetables are available from (www.luas.ie/times).

4.2.3 Train Services

The development is a short cycle (5km) from access to the DART line via Killiney and Shankill stations. The position of the site relative to Killiney Station is visible in Figure 2-2.

The road network surrounding the development is subject to ongoing improvements, on the road network currently available the development is 5.5km and a 14-minute drive from Shankill DART Station (The current site access point on Lehaunstown Lane was taken as the journey start point, with a departure time of 9:00am on Monday 8th January).

Both Shankill and Killiney stations give access to north and southbound DART services between Greystones and Malahide/Howth. Access to commuter services can be gained through short transfers to Bray or Dún Laoghaire stations. Timetables are available at (www.irishrail.ie).

4.2.4 Taxi Services

Taxis will be available to residents upon request. An area near the Cherrywood Luas stop has been identified for a Transport Interchange. This interchange will improve connectivity between modes of transport, with provision for bus and taxi waiting areas, car drop off/pick up areas, cycle parking, public lighting and soft landscaping.

4.3 Road Network

A detailed analysis of the current road network is included in the Traffic and Transport Assessment submitted as part of this application. Temporary access to site is available from Lehaunstown Lane, which can be accessed from Grand Parade or Brennanstown Road.

Permanent access is to be provided via the proposed Lehaunstown Neighbourhood Road designed by SYSTRA as part of a separate planning application.

The road network within the SDZ will receive extensive upgrades as outlined in the Phase 1 Roads Planning DLRCC Planning Ref: DZ15A/0758. The subject site is located in Lehaunstown, which is listed as 'Development Area 1' under the Cherrywood SDZ Planning Scheme (See Figure 4-6 below). Table 4-2 below details the road and construction access requirements for Lehaunstown under the CPS.

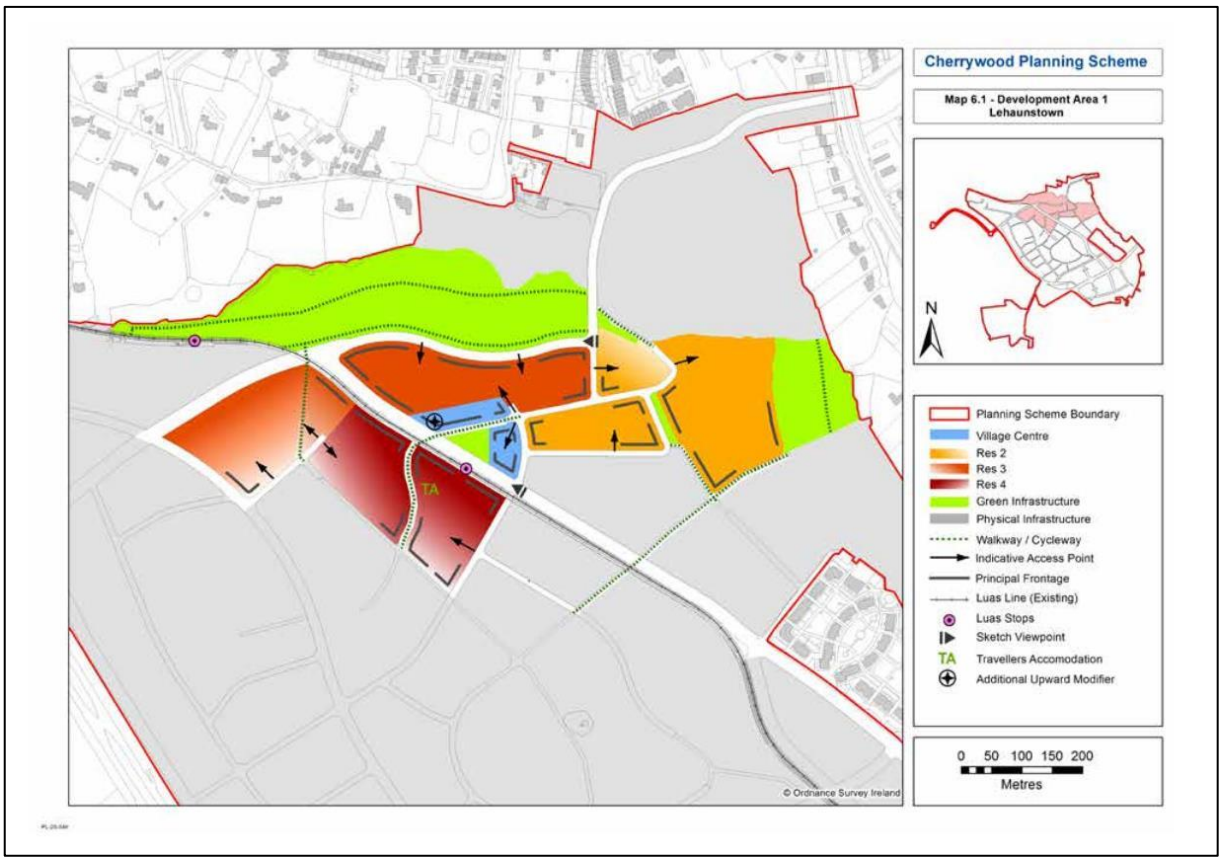

Figure 4-6: Development Area 1 (Lehaunstown) as defined by the CPS

Table 4-2: Infrastructure Requirements Development Area 1 Lehaunstown (See Figure 4-7)

Road Requirements
• Complete existing Tully Vale Road from A to B in accordance with cross sections.
• Extend Grand Parade B to C and close Lehaunstown Lane at its intersection with the western side of Druid's Glen Road.
• Construct Barrington's Road P to C to D.
• Construct Druid's Glen Road Q to P.
• Construct street P-P1-P2.
• Other streets in Development Area 1 to be constructed to meet needs of the housing development.
• Construct D-D1 in accordance with cross section.
Construction Access
• Extend Grand Parade B-C to suit 'Access' needs.
• Construct access road from N11, P-Q.
• Existing public roads must be kept operational.
• Access from Brennanstown Road will not be permitted.

Of the requirements detailed in the above table, the construction of street P-P1-P2 (highlighted) is the outstanding requirement which is most pertinent to the subject development. Although the layout has changed from Figure 4-7, this requirement will be fulfilled in part by the Lehaunstown Neighbourhood Road, the layout of which is included in Appendix A.

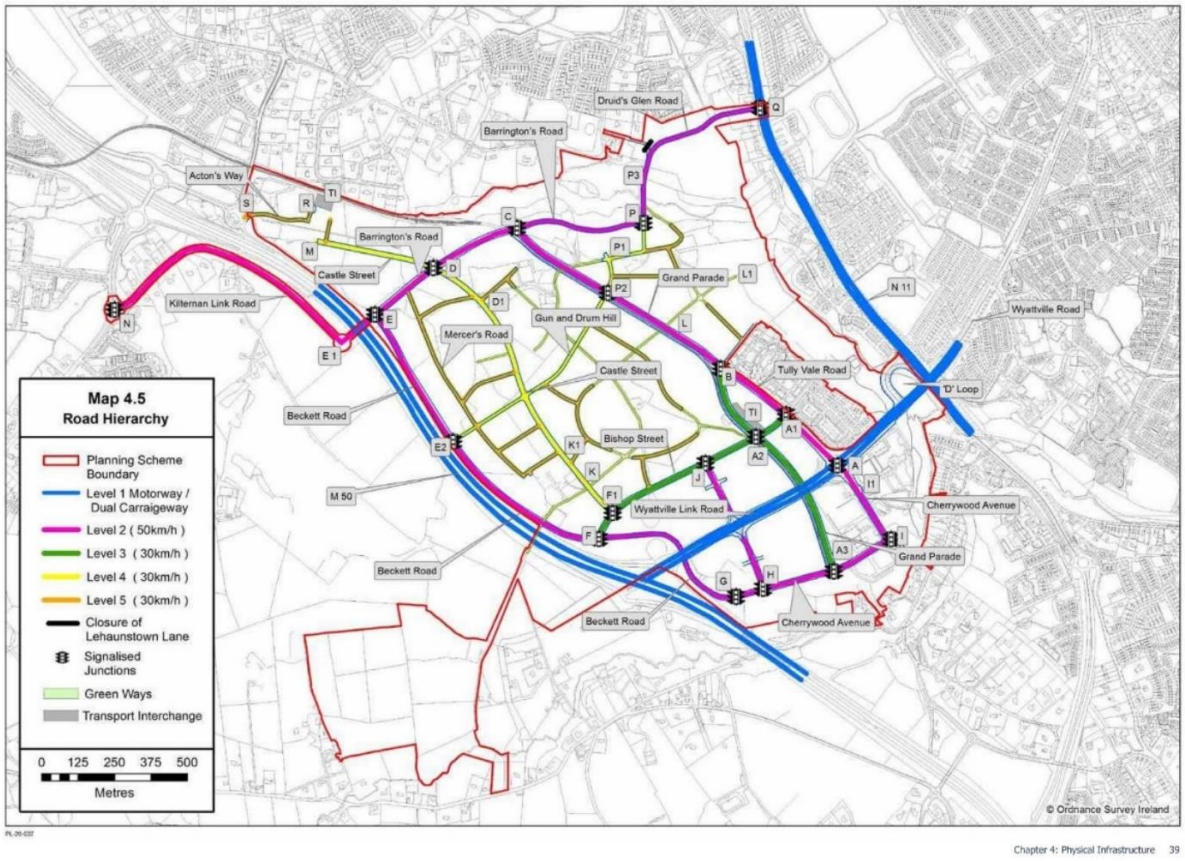

Figure 4-7: CPS Road Hierarchy – Chapter 4 – Cherrywood Planning Scheme

4.4 Proposed Transport Services

The following is a summary of proposed transport services relevant to the site. These proposed services/upgrades to existing services are taken from broader transport strategy documents, as outlined below.

4.4.1 Dun Laoghaire Rathdown County Council Development Plan (2022 – 2028)

The Dun Laoghaire Rathdown County Council Development Plan 2022-2028 proposes objectives and policies of which the following are considered relevant:

- *Section 2.6.1.1 Policy Objective CS9: Strategic Development Zone: It is a Policy Objective to continue to implement the approved Planning Scheme for the Cherrywood Strategic Development Zone.*
- *Section 5.4.1 Policy Objective T1: Integration of Land Use and Transport Policies: It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and deployment of high quality public transport systems.*
- *Section 5.4.2 Policy Objective T2: Local Transport Plans (Area Based Transport Assessments): It is a Policy Objective to prepare Local Transport Plans (Area Based Transport Assessments (ABTAs)) in tandem with the preparation of Local Area Plans (LAPs) and also prepare ABTAs for key strategic land banks within adopted LAPs, if required, subject to the availability of funding and in accordance with the NTA and TII Guidance Note on Area Based Transport Assessments 2018 or any subsequent updates thereof.*
- *Section 5.4.3 Policy Objective T3: Delivery of Enabling Transport Infrastructure: It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES.*
- *Section 5.5.1 Policy Objective T4: Development of Sustainable Travel and Transport: It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wide Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009-2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent update, the RSES and the MASP.*
- *Section 5.5.2 Policy Objective T5: Public Transport Improvements: public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations.*
- *Section 5.5.3 Policy Objective T6: Quality Bus Network/Bus Connects: It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources.*
- *Section 5.5.4 Policy Objective T7: Public Transport Interchanges: It is a Policy Objective to facilitate the provision of quality public transport interchanges at strategic rail, Luas stations and Core Bus Corridors within the County in accordance with national and regional guidelines in order to facilitate focussed access to multiple public transport modes and to maximize the movement of people via sustainable modes.*
- *Section 5.6.1 Policy Objective T11: Walking and Cycling: It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.*

- *Section 5.6.2 Policy Objective T12: Footways and Pedestrian Routes: It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.*
- *Section 5.6.3 Policy Objective T13: County Cycle Network: It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.*
- *Section 5.7.2 Policy Objective T17: Travel Plans: It is a Policy Objective to require the submission of Travel Plans for developments that generate significant trip demand (reference also Appendix 3 for Development Management Thresholds). Travel Plans should seek to reduce reliance on car based travel and encourage more sustainable modes of transport over the lifetime of a development.*
- *Section 13.1.9 Cherrywood SDZ Planning: The Cherrywood SDZ Planning Scheme was approved by An Bord Pleanála in April 2014.*

4.4.2 NTA Greater Dublin Area Transport Strategy (2016-2035)

The proposed development site is within the Outer Metropolitan Segment of the Greater Dublin Area (GDA) to which the Strategy applies. This sets out a number of GDA Corridors of which the following are relevant:

> *(Within Section 3.4.1)*
>
> *Corridor F – Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire –to Dublin City Centre.*
>
> - *The car mode share for all trip purposes is 70%. The public transport mode share for all trip purposes is 11%.*
> - *Outside of the M50 there are significant capacity constraints on providing for further growth in radial demand on the strategic road network. On the rail network, services south of Bray operate on a single line.*
> - *Congestion on the N/M11 route is increasing, particularly around the M50/M11 merge, during the peak periods. Capacity on this route will need to be protected through appropriate demand management, in order to safeguard its strategic function. As such, the Strategy will seek to achieve an appropriate balance with the competing demands of strategic movement of high economic value and more locally based commuter traffic.*
> - *North of Bray, there is considerable scope to increase line capacity on the DART. This, along with other, bus-based options will be required to accommodate the bulk of the anticipated growth in demand within this corridor.*
> - *The existing Luas Green Line could deliver a limited increase in line capacity. Currently, the line is operating close to its maximum theoretical capacity during the peak demand periods*
>
> *4.2.6 Corridor F – Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire – Dublin City Centre.*
>
> - *Corridor F stretches from the south east business districts to Wicklow, based around the N/M11 route +and containing both the DART and Luas Green Line. The Strategic Development Zone of Cherrywood is in this corridor.*
> - *During the preparation of the Strategy, the Authority prepared a report on the South East corridor. This study primarily aimed to identify public transport options that could effectively meet the growth in travel demand to year 2035, between the South East Study Area and Dublin City Centre. A number of options to cater for transport growth were examined. This included the upgrading of the Green line to Metro standard all the way to a*

point in Bray. Other options included focusing on the DART and a combination of BRT and bus priority to service growth, including a BRT network linking to the upgraded Metro at Bride's Glen or Sandyford.

- *Given the need to accommodate expected growth in demand between segments along Corridor F, as well as from these segments to the city centre, a number of schemes are proposed. The capacity of the South Eastern rail line will be increased and through enhancements to the existing rail line, incorporating city centre signalling and extra rolling stock. DART Underground will also enable increases in capacity along this corridor. This will facilitate faster and more frequent intercity, regional and DART services to be provided on this line.*
- *While these schemes focus on the coastal areas, the western parts of the corridor, including Cherrywood and other potential development areas, will require high capacity public transport. It is, therefore, proposed to upgrade the Luas Green Line to Metro standard from the city centre, where it will link into the new Metro North, as far as its current terminus at Bride's Glen. From this point to Bray, a new Luas line is proposed. This will provide a new north-south inland rail axis from Swords to Bray. These rail services will be supplemented by the proposed BRT on the N11 from UCD to Blanchardstown, and the core radial bus corridors on the N11, south of UCD, and on the Rock Road.*
- *To provide for growth in vehicular trip demand and improve road safety, the N11 and M50 between Newtownmountkennedy and Sandyford (including the M11/M50 junction) will be upgraded. Additionally, Loughlinstown roundabout will be improved, while a distributor road network will be developed to service development lands at Kiltiernan / Glenamuck. Other road schemes and upgrades will also be implemented, in line with the principles for road development set out in Chapter 5.*

Section 5.3 Light Rail Infrastructure states:

It is intended to further develop the light rail network in the GDA through the implementation of the following projects:

- *Green Line Capacity Enhancement - capacity enhancements to the Luas Green Line between St. Stephen's Green and Bride's Glen (in advance of Metro South) allowing longer and higher capacity trams to be brought into service on this line;*
- *Metro South - Luas Green Line Capacity Upgrade from the south city centre to Bride's Glen, completing a full north-south high-capacity high-frequency cross-city rail corridor through the central spine of the Metropolitan Area;*
- *Luas Cross City connecting St. Stephen's Green to Broombridge and intersecting with the Red Line at Abbey Street;*
- *Extension of Luas Green Line to Bray, providing a second rail alternative to this large town, connecting to the city centre and major destinations along the corridor at Cherrywood, Sandyford and Dundrum;*

5.3.6 Extension of Luas Green Line to Bray

- *Subsequent to the Green Luas Line being upgraded to Metro in order to provide the necessary passenger capacity, the Luas line will be extended from Cherrywood to Bray Town Centre. While a decision on the final alignment has yet to be made, it is likely to run to Bray DART station via Shankill and the former golf club lands. It will provide a high frequency, high capacity link between Bray and the key employment areas of Sandyford, Dundrum and Cherrywood, in addition to connecting to the City Centre.*
- *It is intended that a portion of the metro services commencing in Dublin Airport and Swords will run through to Bray, subject to the final design of the Cherrywood to Bray section accommodating the length of trams involved. Additionally, Luas services will operate*

between Bray and Broombridge / Finglas, allowing interchange with metro services to Dublin Airport and Swords.

5.5.1 Core Radial Bus Network:

The core radial bus corridors forming the Core Bus Network for the region comprise the following relevant routes:

- *Dun Laoghaire – Blackrock – Ballsbridge*

5.5.3 Core Regional Bus Network

- *M11/ N11 - Serves longer distance bus from Wexford; and serves regional bus from Arklow, Wicklow and N11 corridor.*
  - *Green Line Capacity Enhancement - capacity enhancements to the Luas Green Line between St. Stephen's Green and Bride's Glen (in advance of Metro South) allowing longer and higher capacity trams to be brought into service on this line;*
  - *Metro South - Luas Green Line Capacity Upgrade from the south city centre to Bride's Glen, completing a full north-south high-capacity high-frequency cross-city rail corridor through the central spine of the Metropolitan Area;*

5 Mode Share Targets

An analysis of the mode share in the area surrounding the proposed development was included in section 2.3. The mode share data was taken from the 2022 census and can therefore be seen as representative of the present commuting habits of local residents. It is an objective of this development to increase the mode share of sustainable modes of transport, in line with CPS mode share targets provided in table Table 5-1 below.

Table 5-1: Sustainable Transport targets (CPS Table 4.1)

Mode	Mode Share	Measures
Car driver	45% of external trips 15% of internal trips 39.3% overall	A parking strategy will be used to determine car use. Road proposals will limit private car access and prioritise walking, cycling and public transport.
Car sharer	10% of external trips 0% of internal trips 8.1% overall	Car sharing will be promoted through mobility management planning and use of the NTA car share portal.
Luas	25% of external trips 5% of internal trips 21.2% overall	Development will be phased in line with capacity enhancements to Luas.
Bus	12% of external trips 5% of internal trips 10.7% overall	A practical "pump priming" scheme will be introduced to allow for the funding of the extension of bus services and the provision of new bus services as development occurs. This funding will occur over a period of time and will reduce as patronage increases. A development contribution scheme will include the provision of bus infrastructure. Major employers may be required to provide local bus services as part of their Travel Plans. Any new bus services should not duplicate the existing or proposed bus network in the area.
Cycling	5% of external trips 45% of internal trips 12.6% overall	A network of cycleways, covered cycle parking stands at schools, offices and Luas stops and shower and changing facilities at places of employment will promote cycling between different land uses at Cherrywood.
Walking	2% of external trips 30% of internal trips 7.3% overall	A network of footpaths and pedestrian crossings will promote walking between different land uses at Cherrywood.
DART	1% of external trips 0% of internal trips 0.8% overall	The DART would provide connectivity not available by other modes to Northeast Dublin and Greystones.

6 Consultation

In order to establish an effective Mobility Management Plan (MMP), the development once occupied should submit the following information to the designated Mobility Manager or Travel Co-ordinator:

- Residents travel survey information to establish the origin and destination of trips to and from the development,
- Outline specific schemes/measures implemented to encourage a shift from car dependant transport to and from the site.
- Comments from residents.
- Targets to be set out in accordance to approved NTA guidelines and documents.
- An outline of the various schemes that the development, plan to make available to its residents to encourage the desired change in their travel patterns to and from work; such as cycle facilities, car-pooling, walking groups, cycle groups, communication, consultation, promotion and tax saver schemes.

The success of the MMP depends on the co-operation of all parties. The appointment of a Mobility Manager at the outset is important to initiate education of all the incentives and oversee implementation for the success of the plan. A Travel co-ordinator and a steering group comprising all stakeholders – the local authority; transport companies, residential and commercial representative is vital to maintain the transport system. This MMP will need to be reviewed on a regular basis within the steering group with updates occurring as improvements to the transport network in the vicinity of the development site are implemented.

7 Monitoring and Review

The MMP is a document that evolves over time and requires ongoing implementation, management and monitoring, and for successful implementation requires organisational support, an internal Travel Co-ordinator/Mobility Manager and financial resourcing.

To implement the TP the following inputs are required:

- Initial support and commitment from Senior Management of the developer.
- A Travel Co-ordinator / Mobility Manager as the overall Travel Plan coordinator and point of contact.
- A Steering Group to oversee the plan.
- Working groups on various related issues.
- Residents/ staff / regular site users / external organisation consultations.

To ensure effective results from any initial sustainable travel investment it is imperative to obtain the agreement of all the stakeholders and obtain the support of external partners such as the Local Authority, public transport operators, etc. Ideally the MMP will be managed by a Mobility Manager or Travel Coordinator with the clear mandate to implement and evolve the plan. The Mobility Manager or Travel Coordinator will also be best suited to monitor the results of the plan. Travel surveys should be carried out in the early stages and annually thereafter to monitor the initial success of the travel plan and to gain a better understanding of the development user travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the MMP is performing in comparison to previous years and the sustainable travel targets initially outlined in the plan.

8 Conclusion

We consider that a site-specific MMP can only be fully developed and implemented once the residents travel behaviour is known and when the development is occupied. This initial Mobility Management Plan sets out the key infrastructural proposals and modal split targets for the development in general terms.

The objectives of the MMP for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for residents and visitors for work-related travel and to facilitate travel by bicycle, bus and light rail.
- To reduce the overall number of single occupant vehicles trips for journeys to and from the development.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site.
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development.
- To increase car-pooling amongst residents.

Appendix A Lehaunstown Neighbourhood Road Layout - ©SYSTRA Group

N

Open Well

Pond

ROAD

LEHAUNSTOWN LANE

ES

Platform

Platform

Legend

Proposed Scheme Extents

Rev	Date	Revision details	Drawn	Checked	Approved
B	25/06/24	For Planning	PK	AM	AM
A	05/01/24	For Planning	PK	AM	AM

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Client
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Project
LEHAUNSTOWN NEIGHBOURHOOD ROAD

Title
SITE LOCATION PLAN

Drawn	Checked	Approved
PK	AM	AM
Original drg. size: A1	Date: June 2024	Scale: 1:1000
Drawing Status: For Planning	Drawing Number: IE01T23A67-PD-001	Rev: B

PROPOSED PRIORITY JUNCTION
LEHAUNSTOWN LANE

LEHAUNSTOWN LANE

STOP

RUS 066
Pedestrians Crossing

1m
2m
6m

30
km/h

TIE INTO EXISTING GRAND PARADE
SIGNAL CONTROLLED JUNCTION

TIE INTO PROPOSED HOUSING
DEVELOPMENT ACCESS ROAD.
ACCESS ROAD TO BE DESIGNED
BY OTHERS

Gun and Drum Hill

GRAND PARADE

NOTES:

1. STREET TREES TO BE PROVIDED IN ACCORDANCE WITH THE CHERRYWOOD PLANNING SCHEME.

Legend

- Proposed Scheme Extents
- Proposed Carriageway
- Proposed Footpath
- Proposed Swale
- Proposed Lighting Column
- Proposed Gully
- Proposed Signage
- Proposed Tactile Paving
- Proposed Tree in Tree Pit

Rev.	Date	Revision details	Drawn	Checked	Approved
C	20/06/24	Revised following Client comments	PK	AM	AM
B	28/02/24	Raised Crossings added	PK	AM	AM
A	05/01/24	For Planning	PK	AM	AM

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Project
LEHAUNSTOWN NEIGHBOURHOOD ROAD

Title
PROPOSED GENERAL
ARRANGEMENT

Drawn	Checked	Approved
PK	AM	AM
Original drg. size: A1	Date: June 2024	Scale: 1:500
Drawing Status: For Planning	Drawing Number: IE01T23A67-PD-002	Rev. C

N

LEHAUNSTOWN LANE

PROPOSED 200mm DIAMETER WATERMAIN TO CONNECT INTO EXISTING 315mm WATERMAIN

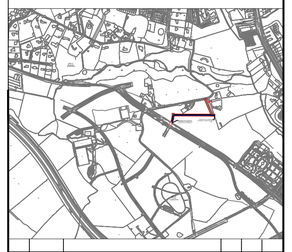
PROPOSED 200mm DIAMETER WATERMAIN TO SERVE HOUSING SITE

Gun and Drum Hill

GLENCULLEN PARK

Legend

- Proposed Scheme Extents
- Proposed Watermain
- Proposed 5m Wide Utility Corridor to accommodate ESB, Telecoms, Gas, Foul Sewer, etc



Rev.	Date	Revision details	Drawn	Checked	Approved
C	25/06/24	For Planning	PK	AM	AM
B	28/02/24	Raised Crossings Added	PK	AM	AM
A	05/01/24	For Planning	PK	AM	AM

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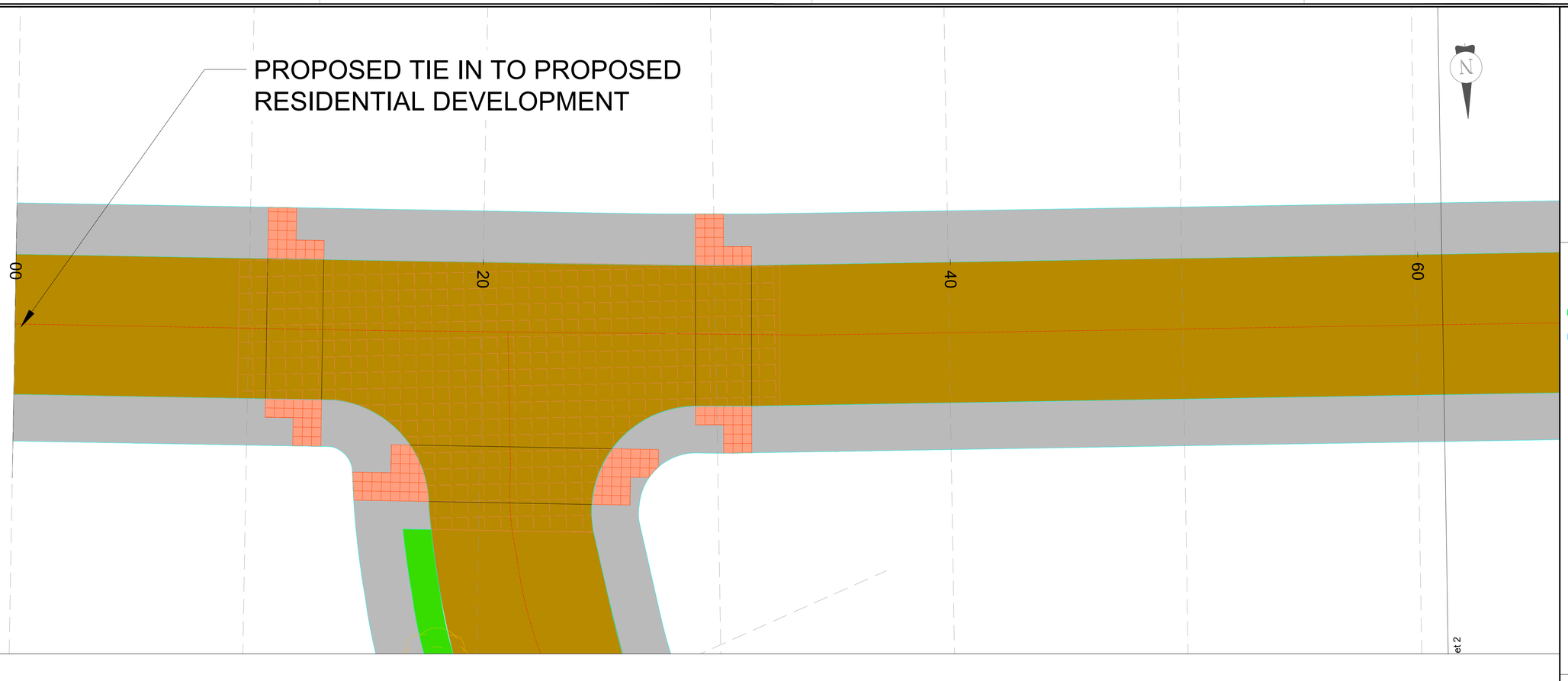
Title
PROPOSED UTILITIES

Drawn	Checked	Approved
PK	AM	AM
Original drg. size: A1	Date: June 2024	Scale: 1:500
Drawing Status: For Planning	Drawing Number: IE01T23A67-PD-003	Rev.: C



EAST-WEST LONGSECTION 1
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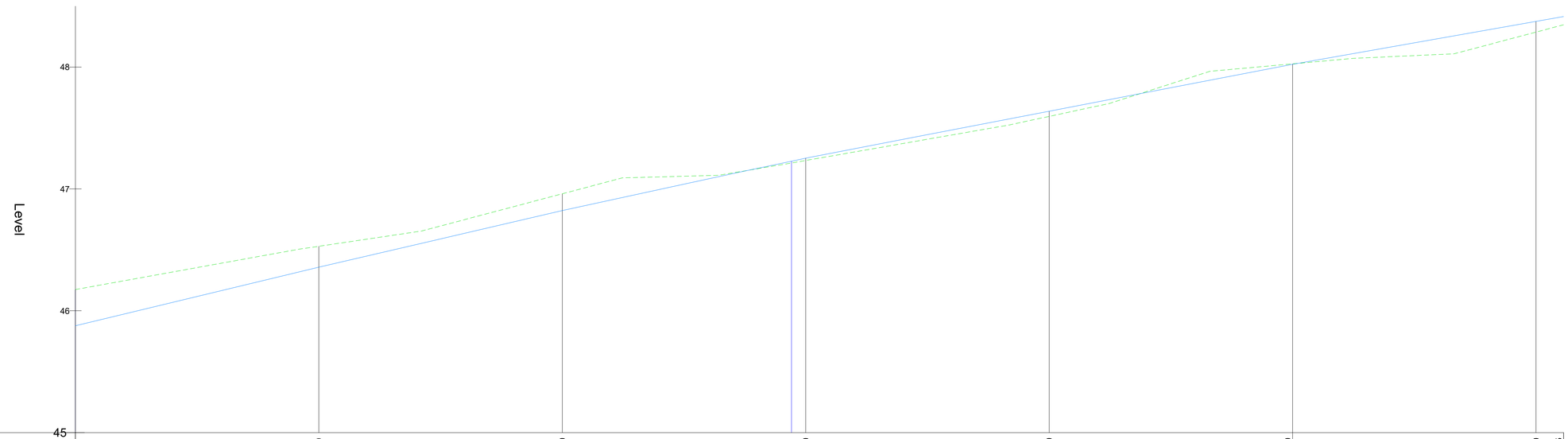

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Existing Levels	46.174	46.529	46.960	47.233	47.595	48.027	48.287	48.347
Proposed Levels	45.877	46.357	46.822	47.253	47.638	48.023	48.375	48.415

Legend

- Proposed Scheme Extents
- Existing Levels
- Proposed Levels

Rev.	Date	Revision details	Drawn	Checked	Approved
B	25/06/24	For Planning	CS	PK	AM
A	19/04/24	For Information	CS	PK	AM

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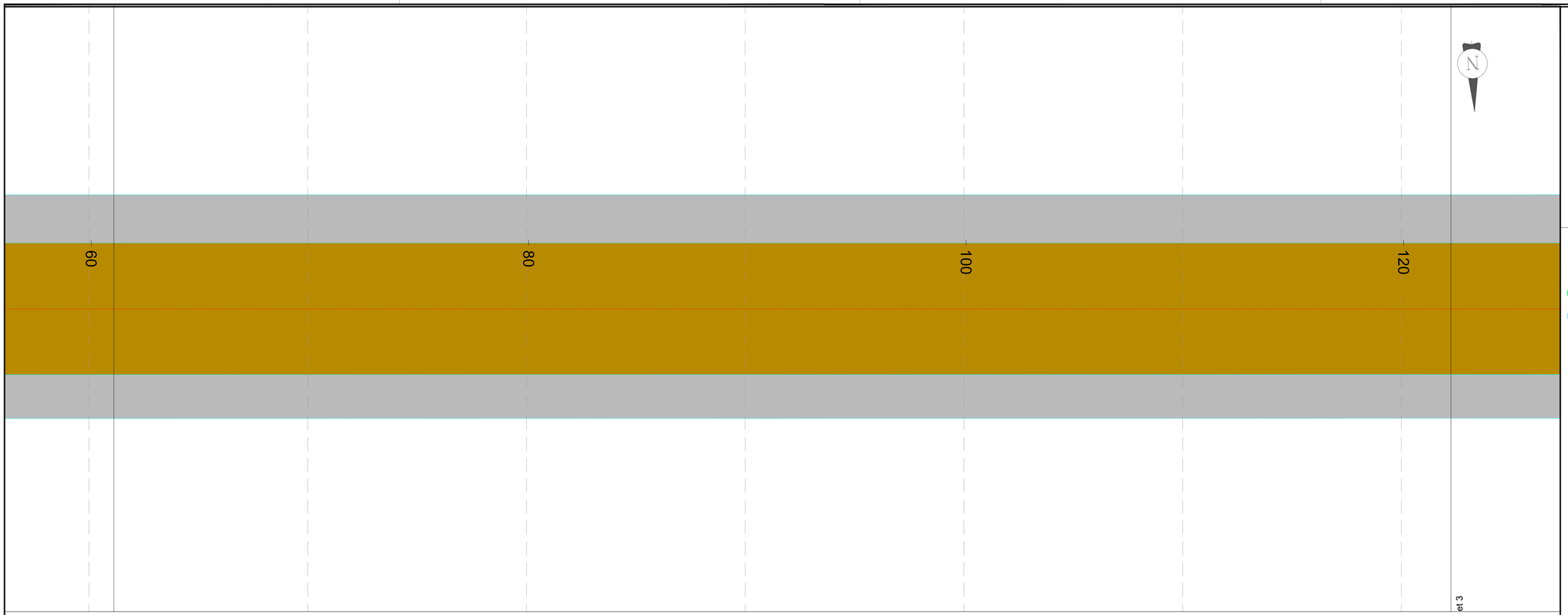
Title
PROPOSED LONGSECTIONS
SHEET 1 OF 7

Drawn	Checked	Approved
CS	PK	AM

Original drg. size	Date	Scale
A1	June 2024	1:100

Drawing Status	Drawing Number	Rev.
For Planning	IE01T23A67-PD-005	B



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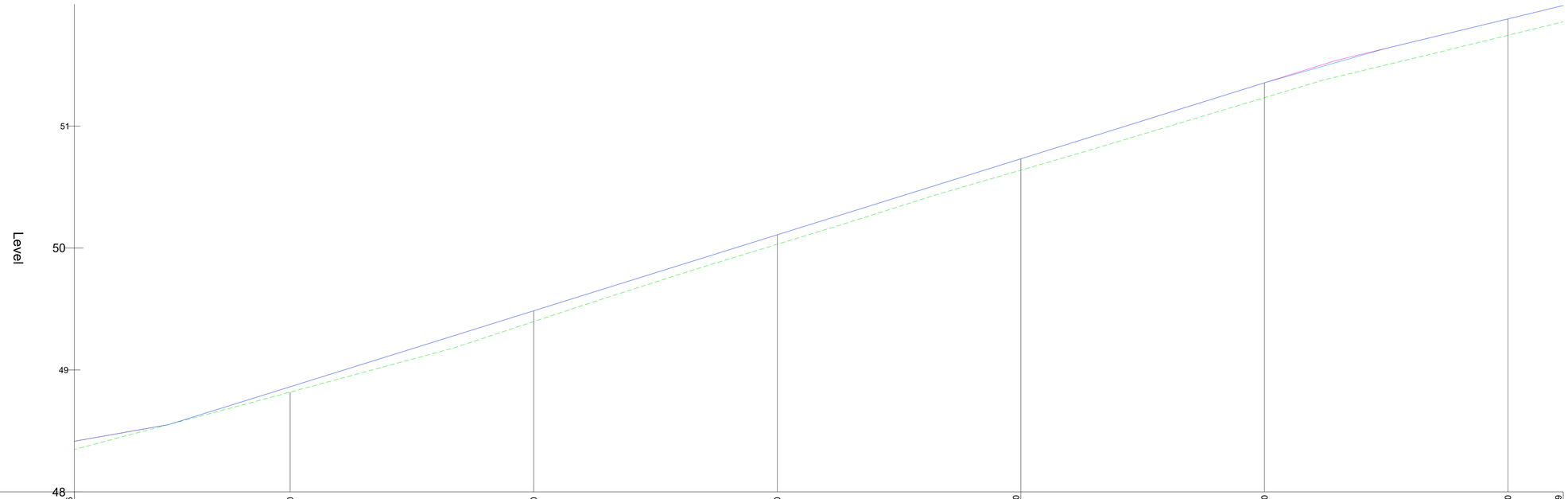

Chainage	61.135	70.000	80.000	90.000	100.000	110.000	120.000	122.269
Existing Levels	48.347	48.818	49.397	50.031	50.639	51.233	51.745	51.856
Proposed Levels	48.415	48.862	49.485	50.109	50.732	51.355	51.879	51.989

Legend

- Proposed Scheme Extents
- Existing Levels
- Proposed Levels

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B	25/06/24	For Planning	CS	PK	AM
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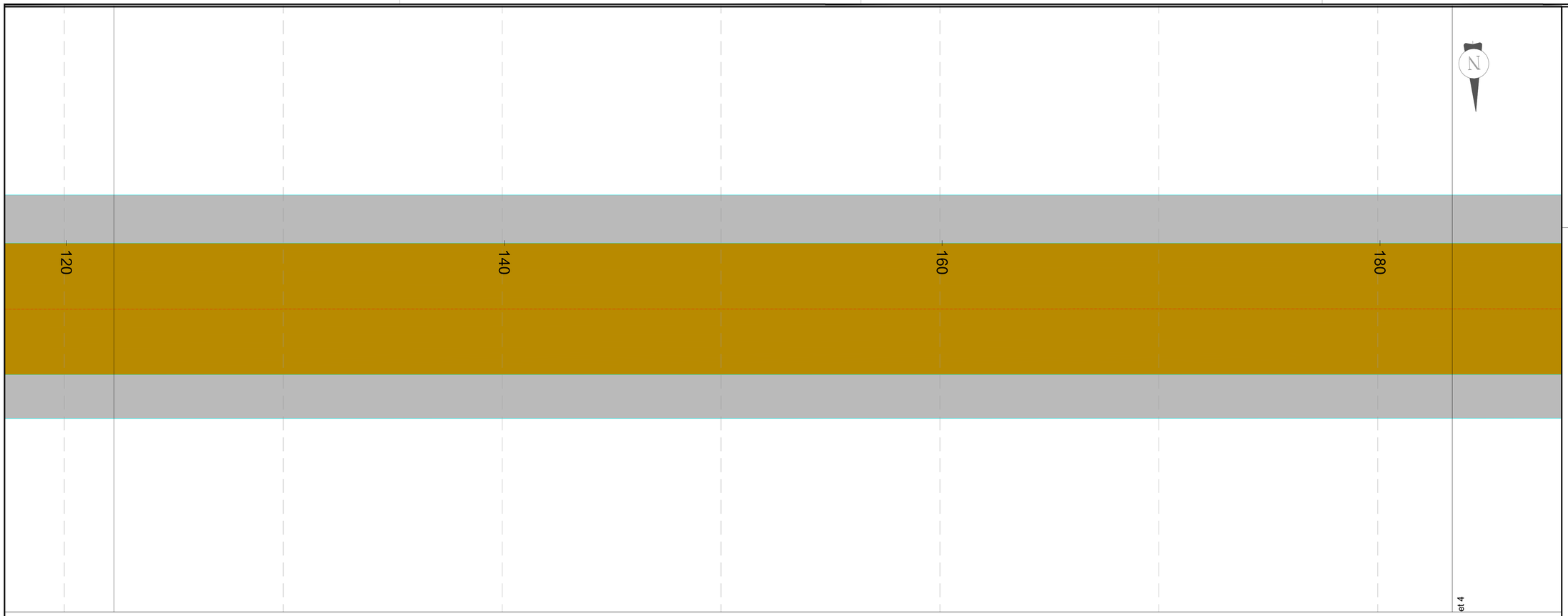
Title
PROPOSED LONGSECTIONS
SHEET 2 OF 7

Drawn	Checked	Approved
CS	PK	AM

Original drg. size	Date	Scale
A1	June 2024	1:100

Drawing Status	Drawing Number	Rev.
For Planning	IE01T23A67-PD-005	B



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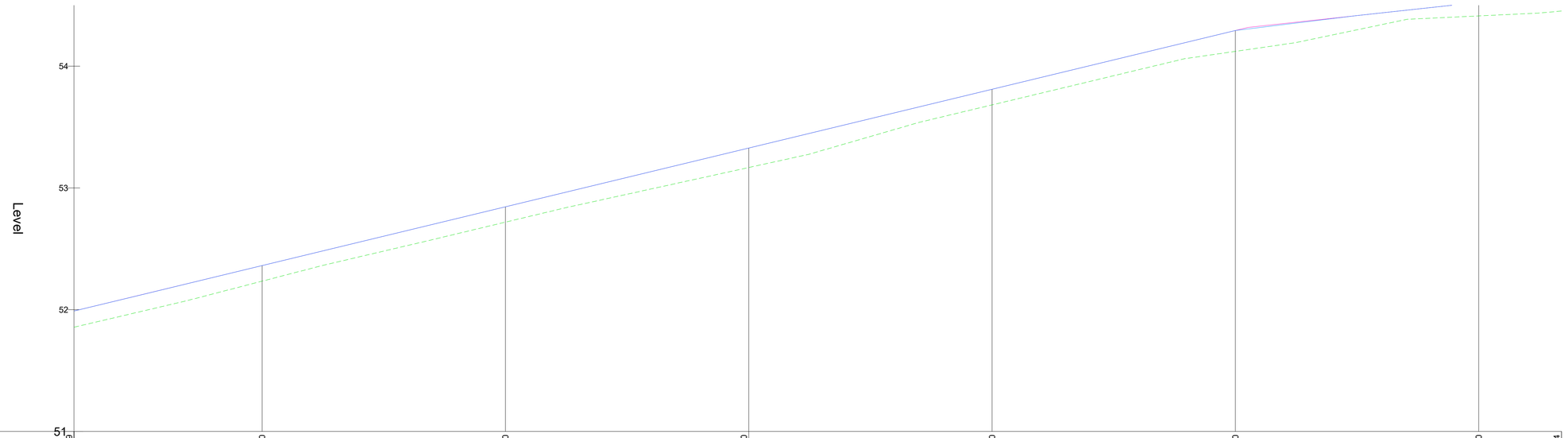

Chainage	122.269	130.000	140.000	150.000	160.000	170.000	180.000	183.404
Existing Levels	51.856	52.234	52.719	53.168	53.682	54.121	54.412	54.453
Proposed Levels	51.989	52.362	52.845	53.327	53.810	54.293	54.524	54.598

Legend

- Proposed Scheme Extents
- Existing Levels
- Proposed Levels

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SHEET 3 OF 7

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CS	PK	AM

Original drg. size	Date	Scale
A1	June 2024	1:100

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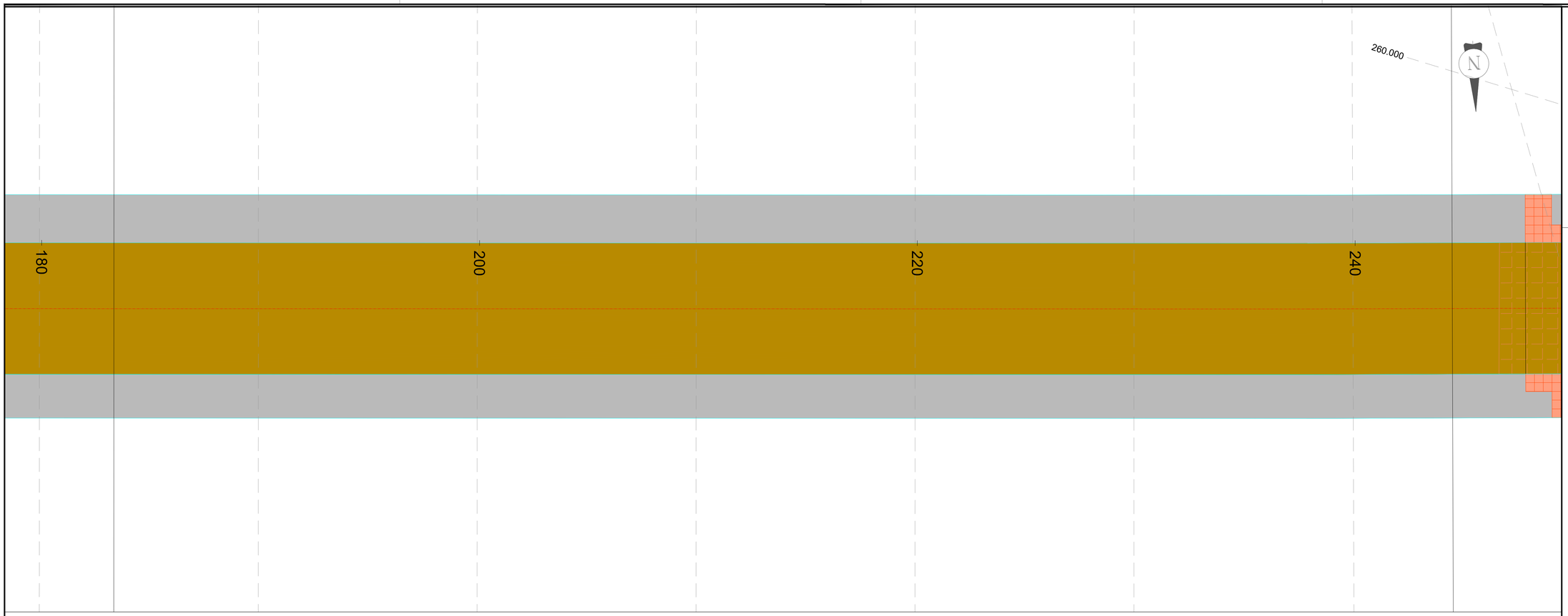
For Planning	IE01T23A67-PD-005	B



Legend

- Proposed Scheme Extents
- Existing Levels
- Proposed Levels

EAST-WEST LONGSECTION 4
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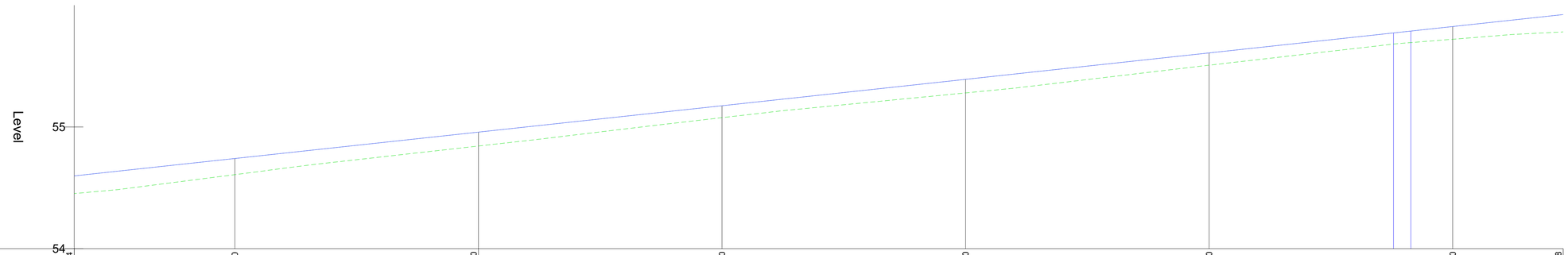

Chainage	183.404	190.000	200.000	210.000	220.000	230.000	240.000	244.538
Existing Levels	54.453	54.608	54.843	55.076	55.279	55.507	55.720	55.781
Proposed Levels	54.598	54.741	54.957	55.174	55.391	55.608	55.825	55.923

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PROPOSED LONGSECTIONS
SHEET 4 OF 7

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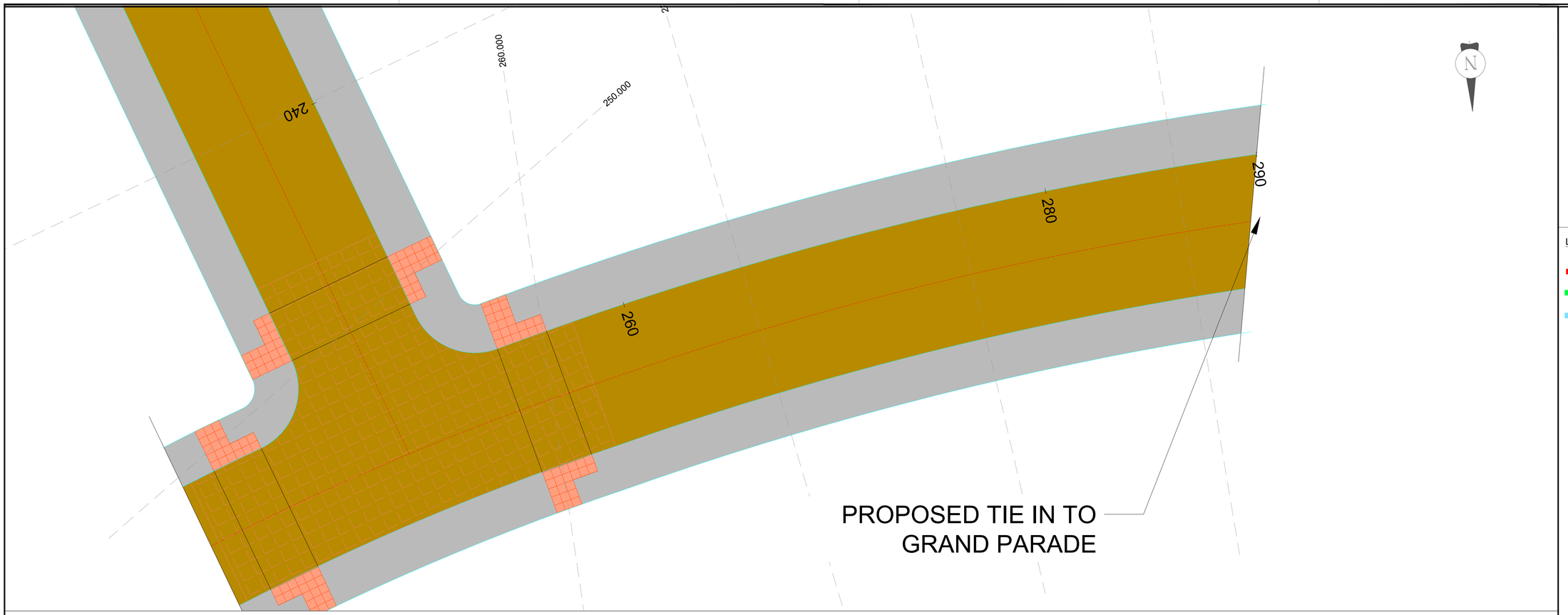
CS	PK	AM

Original drg. size	Date	Scale
A1	June 2024	1:100

Drawing Status	Drawing Number	Rev.
For Planning	IE01T23A67-PD-005	B



Legend

- Proposed Scheme Extents
- Existing Levels
- Proposed Levels

EAST-WEST LONGSECTION 5
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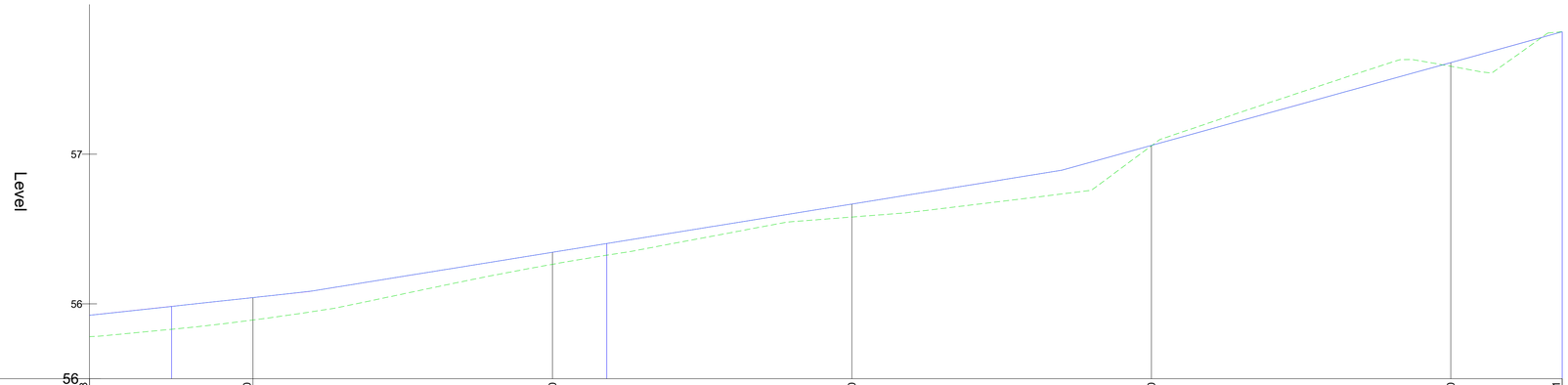

Chainage	244.538	250.000	260.000	270.000	280.000	290.000	293.721
Existing Levels	55.781	55.892	56.264	56.580	57.055	57.587	57.817
Proposed Levels	55.923	56.042	56.344	56.666	57.058	57.611	57.817

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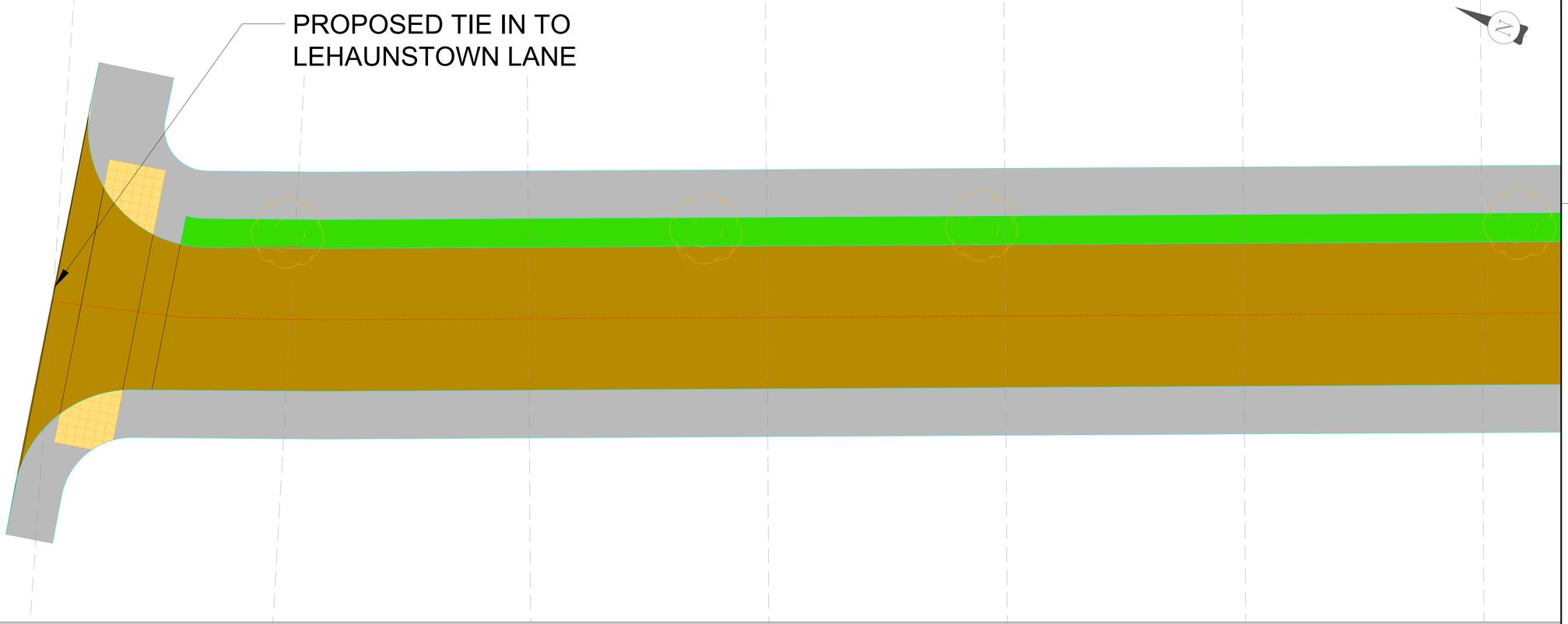
2nd Floor, Riverview House
21-23 City Quay, Dublin 2
D02 FP21
Tel: +353 1 566 2028

Client: DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

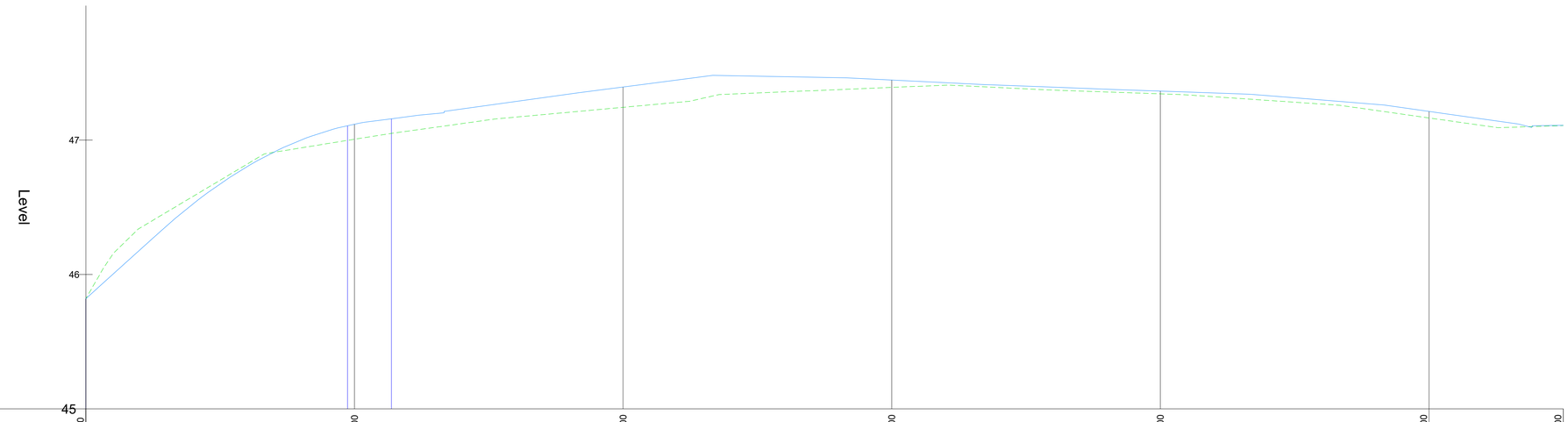
Project: LEHAUNSTOWN NEIGHBOURHOOD ROAD

Title: PROPOSED LONGSECTIONS
SHEET 5 OF 7

Drawn	Checked	Approved
CS	PK	AM
Original drg. size: A1	Date: June 2024	Scale: 1:100
Drawing Status: For Planning	Drawing Number: IE01T23A67-PD-005	Rev.: B



NORTH-SOUTH LONGSECTION 1
SCALE: H1:100, V 1:20.



Chainage	0.000	10.000	20.000	30.000	40.000	50.000	55.000
Existing Levels	45.820	47.006	47.244	47.392	47.344	47.165	47.108
Proposed Levels	45.820	47.117	47.395	47.446	47.364	47.213	47.110

Legend

- Proposed Scheme Extents
- Existing Levels
- Proposed Levels

Rev.	Date	Revision details	Drawn	Checked	Approved
B	25/06/24	For Planning	CS	PK	AM
A	19/04/24	For Information	CS	PK	AM

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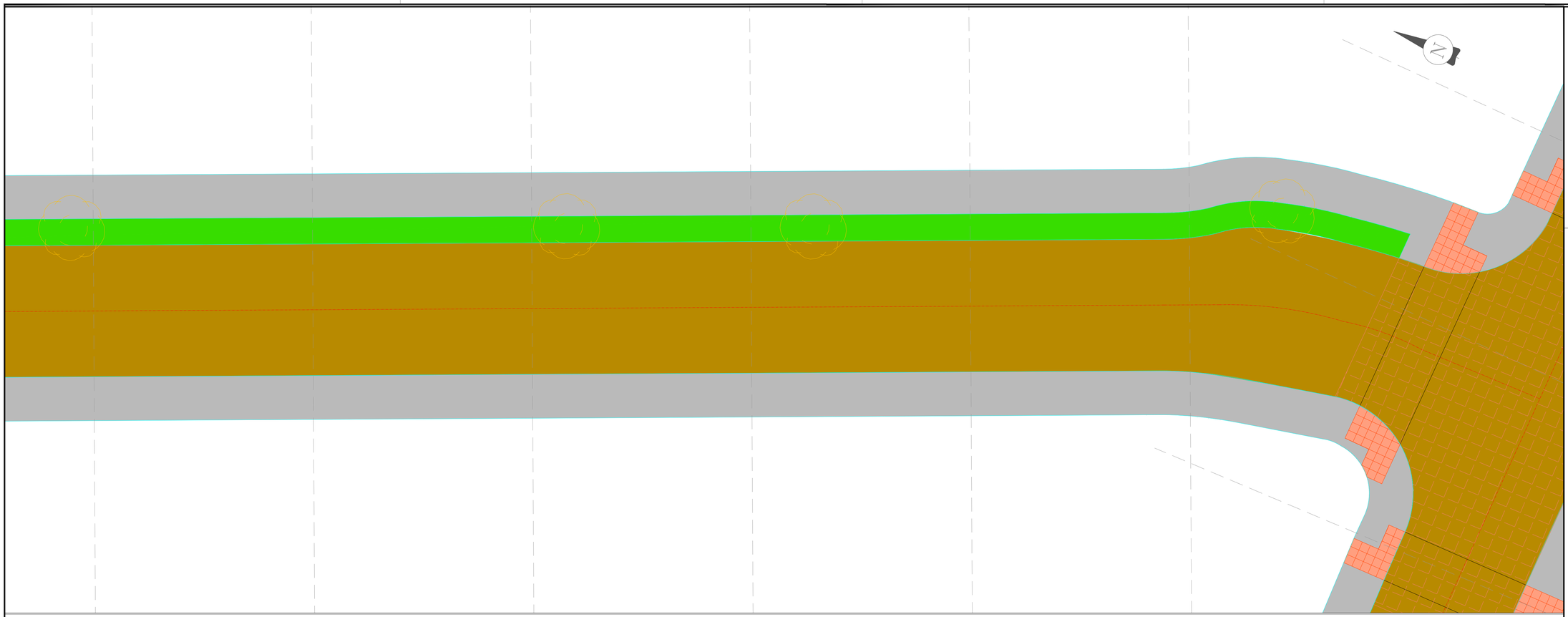
SHEET 6 OF 7

Drawn	Checked	Approved
CS	PK	AM

Original drg. size	Date	Scale
A1	June 2024	1:100

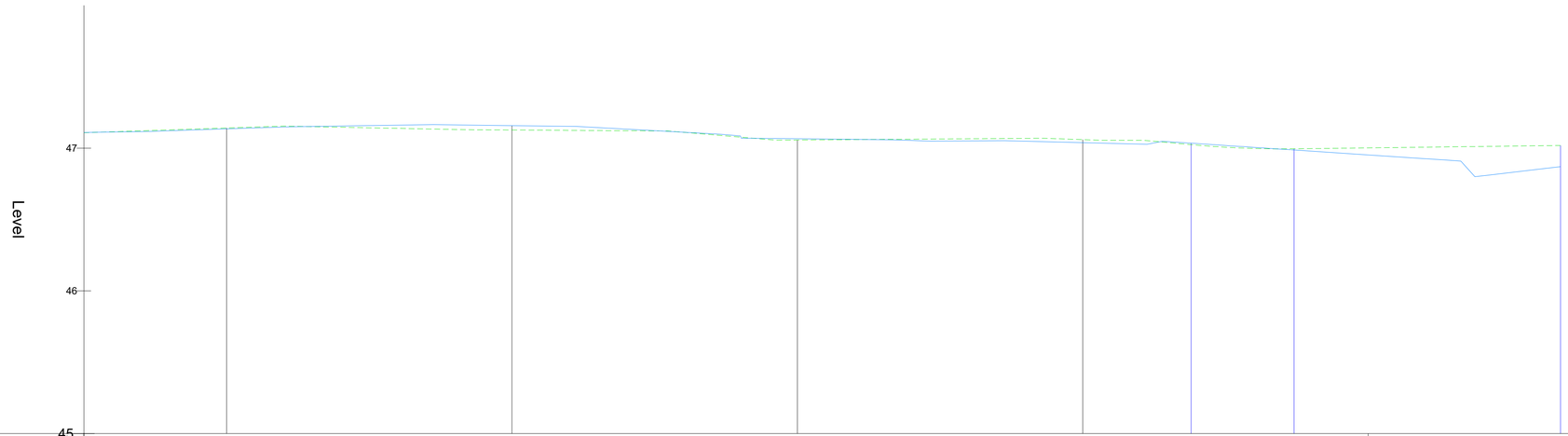
Drawing Status	Drawing Number	Rev.
For Planning	IE01T23A67-PD-005	B



Legend

- Proposed Scheme Extents
- Existing Levels
- Proposed Levels

NORTH-SOUTH LONGSECTION 2
SCALE: H1:100, V 1:20.



Chainage	55.000	60.000	70.000	80.000	90.000	100.000	110.000
Existing Levels	47.108	47.141	47.127	47.057	47.059	47.002	
Proposed Levels	47.110	47.135	47.158	47.066	47.039	46.952	

Rev.	Date	Revision details	Drawn	Checked	Approved
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Title: PROPOSED LONGSECTIONS
SHEET 7 OF 7

Drawn	Checked	Approved
CS	PK	AM

Original drg. size	Date	Scale
A1	June 2024	1:100

Drawing Status	Drawing Number	Rev.
For Planning	IE01T23A67-PD-005	B

Appendix B Architect's Schedule of Accommodation – ABK Architects

ABK Architects

Accommodation Schedule

790 Lehaunstown Residential - Cherrywood - Dún-Laoghaire Rathdown

P02 - 25.06.24

	m2	%
Total Site Area	35,822	100
Green Infastructure + Greenway	15,649	44
Net Development Area	20,173	56
Public Open Space Required - 15% of Site Area (DLR Dev Plan_pg 284 Table 12.8. Sustainable Residential Development in Urban Areas)	3,026	15

Schedule of Accommodation

Block	Unit Type	LVL 0	LVL 1	LVL 2	LVL 3	Total		Required Communal Open Space (m2)
A1	1B2P	1	3	1	1	6		30
	2B3P	0	0	0	0	0		0
	2B4P	4	3	5	5	17		119
Total							**23**	**149**
A2	1B2P	1	2	1	1	5		25
	2B3P	2	1	1	1	5		30
	2B4P	3	2	4	4	13		91
Total							**23**	**146**
B	1B2P	1	1	1	1	4		20
	2B4P	2	3	3	3	11		77
	3B5P	1	1	1	1	4		36
Total							**19**	**133**
C	1B2P	2	2	2	0	6		30
	2B3P	0	1	0		1		6
	2B4P	0	4	5	3	12		84
	3B5P	0	1	1	1	3		27
Total							**22**	**147**
D - Duplex	1B2P	7	0	-	-	7		35
	3B6P (Duplex)	0	7	-	-	7		63
Total							**14**	**98**
E - Houses	3B6P	8	-	-	-	8		N/A
Total							**8**	N/A
Total							**109**	**673**

Percentage Unit Mix

Unit Type	Quanity	%	%
1B2P	28	26	**26**
2B3P	6	6	**-**
2B4P	53	49	**54**
3B	22	20	**20**
	109	100	**100**

Gross Internal Area (m2)

Block	LVL -1	LVL 0	LVL 1	LVL 2	LVL 3	Total
A1 (+Undercroft Car Park)	1,873	515	561	549	549	4,047
A2		531	542	542	542	2,157
B		435	444	444	444	1,767
C		190	699	695	403	1,987
D - Duplex		511	570	495		1,576
E - Houses		487	512			999
ESB Block 1		24				24
ESB Block 2 & Bike Store		92				92
Total (m2)						**12,649**

Car & Cycle Parking

Block	Unit Type	No. of units	Car Parking Spaces Reg. (SDZ Table 4.4)	Total	Long Stay Cycle Parking Spaces Req.	No. of Short Stay Cycle Parking Spaces Req.
A1	1 Bed	6	5.40			
	2 Bed	17	20.40	26	23	5
A2	1 Bed	5	4.50			
	2 Bed	18	21.60	26	23	5
B	1 Bed	4	3.60			
	2 Bed	11	13.20			
	3 Bed	4	5.60	22	19	4
C	1 Bed	6	5.40			
	2 Bed	12	14.40			
	3 Bed	3	4.20	24	22	4
D - Duplex	1 Bed	7	6.30			
	3 Bed	7	9.80	16	14	3
E - Houses	3 Bed	8	16.00	16	8	0
Car Share		108	1.09	1		
Total				**131**	**109**	**20**
Wheelchair Accessible Spaces (4% of total)				5		

Car Parking Provided			Cycle Parking Provided					Motorbike Parking Provided	
Basement	On Street	On Curtilage	Block A1	Block A2	Block B, C & D	Houses	Vistors	Basement	On Street
60	57	16	24	24	78	8	30	3	2

Communal Open Space

	Required (m2)	Provided (m2)
Block A1	149	
Block A2	146	
Block B	133	
Block C	147	
Block D	98	
Total	673	
Total		**1,500**