

Technical Note

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Project title	Parkgate Street Redevelopment	Job number	265381
cc		File reference	TE-TN001
Prepared by	Charlie Young, Tiago Oliveira, Cloragh Byrne	Date	16 October 2023
Subject	Block B2 Change of Use (Office to Residential) - Arup Transport Technical Statement		

This technical note is intended to accompany the LRD planning application for the proposed Parkgate Street development incorporating proposed amendments to Block B2.

Site Context

The site is well serviced by multiple modes of sustainable transport. This site lies within Dublin city so there is naturally a very high degree of walkability to/from the surrounding area, with the walking catchment indicating areas such as Temple Bar, The Liberties, Grangegorman, and Kilmainham within a 20-minute walking distance. The site is easily accessible by bike, with the 20-minute catchment stretching as far as Ballymun to the north, Liffey Valley to the west, and Rathfarnham to the South. There are also number of Dublin Bikes stands in the vicinity of the proposed development.

This site is very well served by public transport, with Heuston Station directly across the River Liffey immediately south of the site. The area in front of Heuston Station acts as a transport hub, with a Luas red line stop, a number of local and regional bus route stops, and a Dublin bikes stand all located in this area.

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Car Parking

There are no changes proposed to the car parking provision from the consented scheme, which is provided at limited numbers (total of 26 spaces for the site, all part of a bespoke residential car club) on the basis of the site's location and resulting excellent conditions for sustainable transport.

Bicycle Parking

The addition of 40 residential units will be supported by the provision of 82 new secure cycle parking spaces, in accordance with the Dublin City Development Plan standards and best practice in terms of encouragement of sustainable modes of transport. Considering that the residential use is replacing the previously proposed office GFA, which provided 48 no. cycle parking spaces, the net increase corresponds to 34 bicycle spaces.

In addition, it is proposed that 20 visitor spaces are provided on surface, to cater for the short-term needs of visitors and residents and in accordance with the ratio set by DCC (one space per two residential units).

The additional cycle parking will be provided in the basement area below Blocks B1 and B2 (80 bike spaces), and at grade in the plaza area (22 bike spaces). Access to the basement cycle parking will be achieved by stairs with a bike-wheeling groove or railing.

There are no modifications proposed to the layout previously proposed and consented for Parkgate Street, nor to the service and emergency strategies outlined in the previous planning application.