



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

DRAFT JAMESTOWN MASTERPLAN

MOBILITY MANAGEMENT STRATEGY BACKGROUND REPORT

Planning and Property Development Department

APRIL 2023

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1. Background

Dublin City Council has identified the Jamestown lands, located to the immediate north of Finglas Village, at 43.1 hectares as having significant potential for regeneration and to provide new brownfield redevelopment within the city. The lands are currently used for a range of low density employment and other uses, with a high level of underutilisation and a number of vacant sites. The lands are located proximate to existing services to the immediate north of Finglas Village and will be served by high quality public transport investment in the form of Luas Finglas and Bus Connects proposals. Dublin City Council has committed to facilitating the preparation of a framework Masterplan to guide the future development of the lands and to ensure proper integration with Finglas Village and with emerging public transport infrastructure.

This Mobility Management Strategy (MMS) has been prepared to assess the transport and mobility implications of the proposed regeneration in line with the requirements of the Dublin City Development Plan 2022-2028, to inform the development of a future Masterplan for the area.

Mobility Management consists of promoting sustainable transportation and facilitating sustainable travel options and behaviours (e.g., walking, biking, and public transportation). At a strategic level, this involves locating development in the most accessible locations while at a more detailed level, it means designing new areas and developments in a way that minimises the need to travel from the outset by providing connected and permeable walking and cycling networks, improved connectivity to public transport and easy access to facilities and amenities. This MMS will guide the regeneration of the area to ensure that sustainable travel practices are integrated into master-planning and design for any future development proposals from the outset.

The high level policy goal of this MMS is to reduce dependency on private car use and to promote sustainability by providing the opportunity for people to walk, cycle, use public transport, or to car share. Mobility management is needed to reduce the traffic generated by the redevelopment of the Jamestown lands for journeys both within the Masterplan area and to the external road network. A successful MMS should attempt to address all aspects of a plan or proposal that creates a need to travel by future residents, visitors or workers in an area. The MMS is a higher level policy document and is supported at site or implementation stage by the development of further individual Mobility Management Plans (MMP) and Travel Plans (TP). Policy and detailed design recommendations are set out at the end of this strategy.

2. Location of the Jamestown Lands

Finglas is strategically located to the north west of the city centre, north of the Phoenix Park and south west of Dublin Airport, with access to the M50 and national road network. The Jamestown lands are located to the immediate north of Finglas Village and south east of the Charlestown Shopping Centre. The area is bounded by the Fingal County Council boundary to the north, Jamestown Road to the east and St. Margaret's Road / McKee Avenue to the west.



Figure 1: Location of Jamestown Lands

3. Dublin City Development Plan 2022-2028 and Jamestown Lands

Under the Dublin City Development Plan, the Jamestown lands are designated as a Strategic Development and Regeneration Area (SDRA 3) due to the strategic location of the area, the proposed new public transport network and the extent of available lands suitable for regeneration. The designation of the area as a SDRA seeks:

- To support the economic revitalisation of Finglas Village.
- To provide for more varied and intense mix of uses within the Dublin metropolitan area.
- To maximise the potential of a well-connected but underutilised brownfield area located adjacent to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor.

Specific guiding principles are set out for the Jamestown lands and a detailed Guiding Principles Map for the area is included as part of the SDRA (see Figure 13-6 of Development Plan). The SDRA sets out that the Jamestown area will primarily support residential and employment-generating uses, complemented by community, education, and public open space, and shall be developed at an approximate ratio (gross) of: 50% residential, 30% employment/commercial, 10% public open space and 10% community/education.



Figure 2: SDR 3 Finglas Village Environs and Jamestown Lands

The Development Plan states that a Masterplan must be prepared for the Jamestown lands, to be agreed by the Planning Authority, before the lodgement of any planning applications. It is stated that all planning applications in the Jamestown lands of the SDR will be required to comply with the Masterplan and the guiding principles of the SDR.

The movement framework and street structure, as illustrated in the SDR Guiding Principles Plan (Figure 13.6 of DP), introduces permeability through the lands, based on proposed key east-west and north-south links and several proposed local access streets. A strategic pedestrian/cycle amenity link crosses the lands, which is aligned with key desire lines to the proposed Luas extension and forms part of the green infrastructure network, providing a key link between proposed open spaces.

4. Transport Policy Framework

The MMS for the Jamestown lands is supported by a comprehensive transport policy hierarchy in addition to being influenced directly/indirectly by other policy themes (e.g. climate, environmental, health etc.) which generate a range of complementary policy requirements in addition to demands and pressures that necessitate a change in existing travel behaviour. Commencing at EU level and subsequently transferred into national policy in Ireland, the hierarchy continues from regional level (Greater Dublin Area) to county level (Dublin City Council) eventually arriving at the site or local plan level with specific policy objectives. Some of the relevant policy guidance considered in the preparation of this MMS includes;

National Sustainable Mobility Policy Action Plan 2022 – 2025

The purpose of this policy is to set out a strategic framework for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of

2030. The targets are to deliver at least 500,000 additional daily active travel and public transport journeys and achieve a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021. Actions contained within this documentation aim to improve and expand sustainable mobility options by providing safe, green, accessible and efficient alternatives to car journeys. Demand management and behavioural change measures have been included to manage daily travel demand more efficiently to reduce the journeys taken by private car.

Smarter Travel 2009-2020

Smarter Travel - A Sustainable Transport Future, was published in February 2009, and represents a new transport policy for Ireland for the period 2009-2020. The policy recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development, but it also sets out the necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport. Actions to deliver the policy can be broadly grouped into 4 key areas:

- Actions to reduce distance travelled by private car and encourage smarter travel.
- Actions aimed at ensuring that alternatives to the private car are more widely available.
- Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies.
- Actions aimed at strengthening institutional arrangements.

NTA Greater Dublin Area Transport Strategy 2022-2042

The National Transport Authority (NTA) strategy sets out how a sustainable transport network will be developed across the region for the long term, covering Dublin, Meath, Wicklow and Kildare. Key projects include:

- MetroLink from Charlemont to Swords via Dublin Airport.
- The BusConnects programme which includes the following:
 - Dublin Area Bus Network Redesign which provides for significantly enhanced bus services, with a completion date by 2024.
 - The Core Bus Corridor Projects which will provide bus priority on the radial routes, with a completion date by 2030.
- DART+ Programme, with construction to commence during the development plan period.
- Luas extension to Finglas.
- Greater Dublin Area Cycle Network Plan.

NTA 2022 Greater Dublin Area Cycle Network

The NTA published the Greater Dublin Area Cycle Network Plan in December 2022, which identifies the planned cycle network for the GDA. The network will consist of a series of primary, secondary and feeder routes as well as greenway routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments.

Design Manual for Urban Roads and Streets

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, 2019, provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes

regarding networks and individual streets. DMURS aims to re-balance the transport modes and place the pedestrian and cyclist ahead of the vehicle when examining the street.

Sustainable Urban Housing: New Apartment Guidelines

The New Apartment Guidelines state that "planning authorities must ensure that new development proposals in central urban and public transport accessible locations and which otherwise feature appropriate reductions in car parking provision are at the same time comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors." Apartment design parameters addressed in these guidelines include quantum of car parking as well as bicycle parking and storage which is explained in further detail below.

Central and/or Accessible Urban Locations:

"In larger scale and higher density developments, comprising of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such as rail and bus stations located in close proximity."

For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage. It is also a requirement to demonstrate specific measures that enable car parking provision to be reduced or avoided.

Dublin City Development Plan 2022-2028

The Dublin City Development Plan 2022-2028 sets out how the city will develop to meet the needs of all residents, workers and visitors. The aim of the plan is to improve the quality of life for its citizens, and make sure that Dublin City is an attractive place to live, work and visit. The following are some of the key relevant transport policy and objectives set out in the new Development Plan:

Mobility Management and Travel Planning

SMT6: To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focussed on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.

Travel Plans for New and Existing Developments

SMT7: To require the preparation and submission of travel plans for new and existing developments as part of the planning application process including residential, school, workplace etc.

Sustainable Mobility

SMT01 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).

Accessibility for All

SMT02 Improving the Pedestrian Network: To improve the pedestrian network, and prioritise measures such as the removal of sliplanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all users.

Sustainable Modes

SMT08 Cycling Infrastructure and Routes: To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objective GI02.

Walking and Cycling Audits

SMT010: Permission for major development (>100 units for example) will only be granted by the City Council, once a full audit of the walking and cycling facilities in the environs of a development is undertaken.

SMT012 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.

Micro-Mobility and Shared Mobility

SMT022 Shared Bike Schemes and Micro-Mobility Schemes: To monitor the success of and expand the shared bike schemes and to facilitate the expansion of shared micro-mobility schemes throughout the city, in accordance with ongoing review and new models of operation such as the use of mobility hubs.

Car Parking

SMT 27 Car Parking in Residential and Mixed Use Developments

- I. To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards (see Appendix 5) so as to promote city centre living and reduce the requirement for car parking.
- 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.
- III. To safeguard the residential parking component in mixed-use developments.

The Development Plan provides detailed technical requirements on development standards and these are referenced later in this MMS – see Thresholds for Planning Applications.

5. Existing and Proposed Transport Infrastructure

The area is currently served by a number of bus routes, with Broombridge train station and Luas Terminus situated in the Tolka Valley to the south. Proposals for Finglas Luas, Bus Connects and the Tolka Valley Greenway will further enhance the strategic importance of Finglas as a key growth area

within the context of the Dublin Region. The Finglas Road dual carriageway provide an arterial route from the M50/N2 interchange to the City Centre.

Bus Connects

The National Transport Authority's Bus Connects programme is an ambitious plan to improve Dublin City's bus network. 16 Core Bus Corridors are proposed on key radial routes into the City Centre which will involve 230km of continuous bus priority and 200km of cycle routes (NTA, 2020). The aim of Bus Connects is to enhance bus infrastructure by improving speed, efficiency and reliability along the 16 corridors, while providing enhanced walking and cycling facilities through the provision of dedicated cycle lanes that are separated from traffic as much as possible.

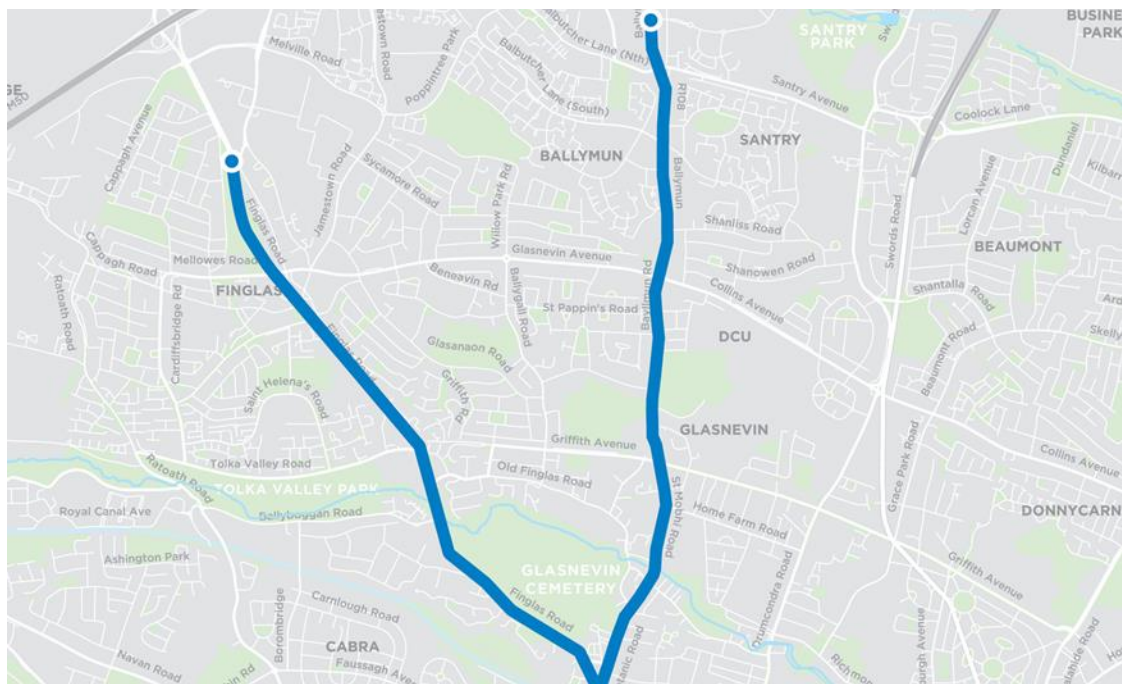


Figure 3: Bus Connects Programme - Ballymun / Finglas to City Centre Core Bus Corridor Scheme (NTA)

Ballymun/Finglas to City Centre Core Bus Corridor

The aim of the proposed scheme is to provide improved walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Finglas Section of the Proposed Scheme will commence on the R135 Finglas Road at the junction with R104 St. Margaret's Road and will be routed along the R135 Finglas Road as far as Hart's Corner in Phibsborough, where it will join the Ballymun Section of the Proposed Scheme. Priority for buses will be provided along the entire route, consisting of dedicated bus lanes in both directions. Continuous segregated cycle tracks will be provided from the Church Street Junction in Finglas to Hart's Corner. No cycle tracks are proposed along the Finglas Bypass at the northern end of the proposed Scheme, where more suitable routes are available along local streets. Pedestrian facilities will be upgraded, and additional signalised crossings will be provided. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture. The proposed CBC is intended to integrate with existing and proposed public transport in Finglas including: Finglas Luas, the green line extension from Broombridge, and with future orbital routes.

Luas Finglas

Luas Finglas is the next extension of the Luas Green Line. It will create a new public transport connection between the communities of Charlestown, Finglas Village, Finglas west, St Helena's, Tolka Valley and the city centre.

The proposed route is 3.9km in length and will include four new stops: St Helena's, Finglas Village, St Margaret's and Charlestown. A 350-vehicle park and ride facility will be provided near the St Margaret's Road stop, close to the M50. The route will provide interchange opportunities with bus networks at all the new stops and with mainline rail services at Broombridge.

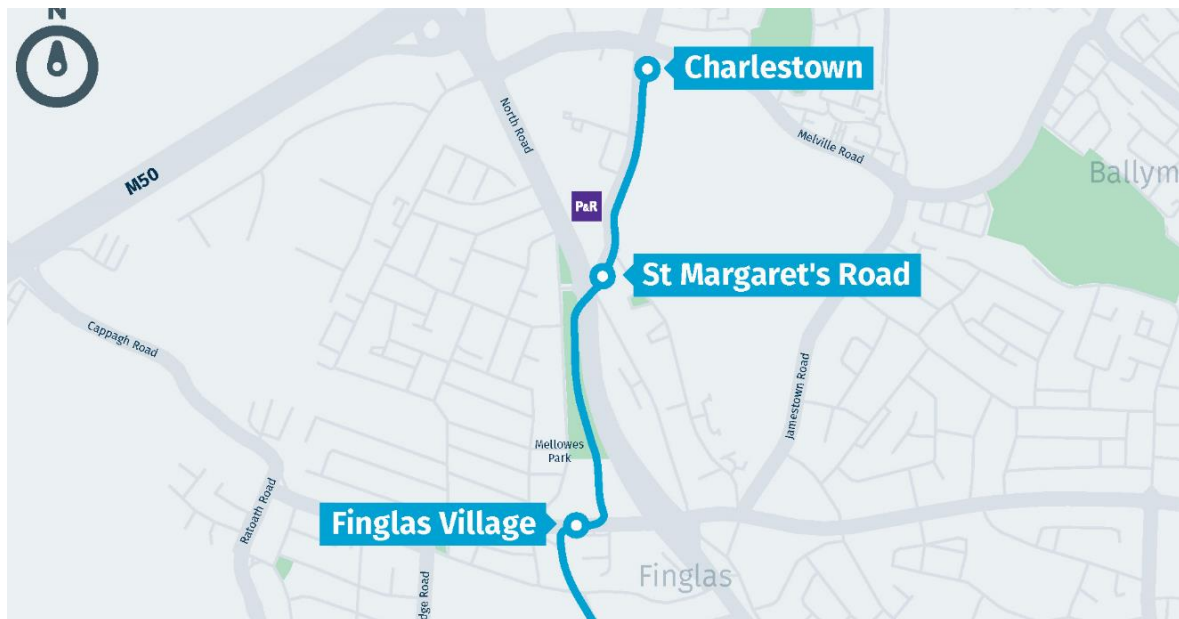
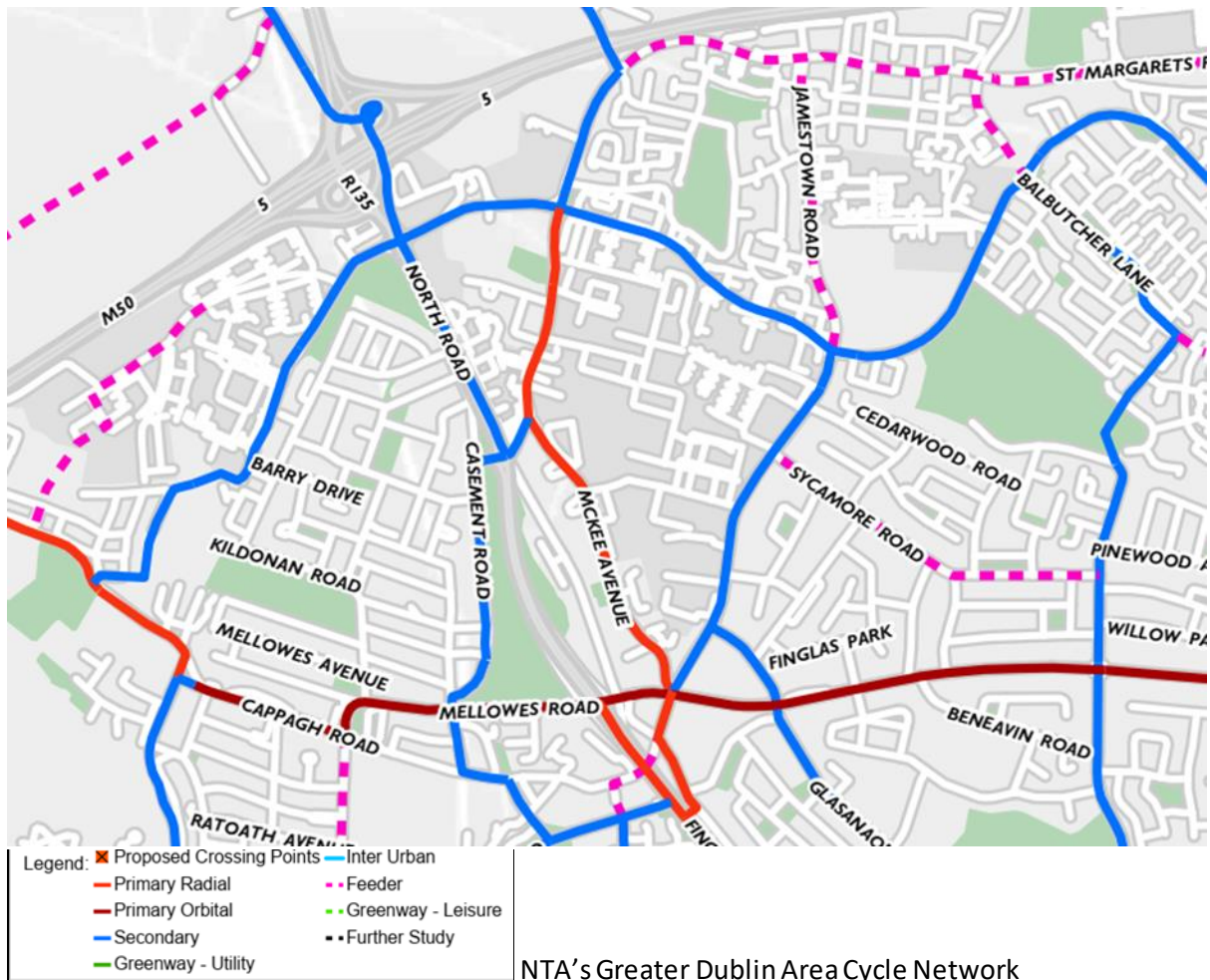


Figure 4: Luas Finglas, TII

Cycling

The NTA's Greater Dublin Area Cycle Network (see figure below) identifies a network of cycling routes through Finglas broadly coinciding with existing and proposed public transport routes. Improved cycling facilities are proposed as part of the proposed Bus Connects Core Bus Corridor project along Finglas Road, and as part of the Luas Finglas, where a dedicated parallel cycle and walking track is proposed. As part of the current emerging route option for Bus Connects, cycle lanes will continue north from Church Street to Mellowes Road, with the potential to link to the proposed Luas cycle/pedestrian track.



6. Road Network

Traffic generation from the current site land uses generate significant numbers of heavy and light goods vehicle movements. Therefore, existing travel is by vehicular mode. The external street network has a good network of footpaths but limited cycleway provision. The wider area is severed by the Finglas Bypass (former N2). Finglas Village Centre is dominated by a 5 arm traffic junction on the Séamus Ennis Road in Finglas Village Centre. In general terms, the existing road network would have limited capacity to absorb additional traffic movements if the redevelopment of the Jamestown lands resulted in a heavy reliance on private car usage.

7. Mobility Management Framework

The proposed Masterplan must align with the high level SDRA guiding principles of the Development Plan and with its Core Strategy in relation to the development of lands at Jamestown. The principle, type and quantum of development anticipated at Jamestown has already been established by the Development Plan. Additionally, the overall internal movement framework has already been largely fixed. There is potential therefore to provide for the majority of internal movement to occur by walking and cycling with permeability for pedestrians and cyclists and thereby reducing private car use through the wider area.

The Masterplan should ensure full integration of the proposed internal road and street hierarchy with the existing road network. Care should be taken to avoid the unintentional creation of interdependency between different phases or land ownerships that prevent the delivery of a satisfactory street hierarchy that promotes sustainable mobility. At present, there is poor permeability through the area and this should be addressed in the Masterplan to promote greater access and use of existing and planned transport infrastructure.

The Masterplan should give consideration to the extent of wider traffic management that will be required to the external road network and surrounding residential character areas to mitigate any unanticipated impact to on-street car parking or road capacities. This could be considered in tandem with different phases of Masterplan implementation and could comprise of limiting car parking within the Masterplan lands to minimum car parking level and could additionally consider a paid on-street parking.

Significant investment is planned in the surrounding transportation network, including the provision of Luas, the Finglas Core Bus Corridor (CBC), and a new network of enhanced cycling facilities. The proposed regeneration of the Jamestown lands has the potential to become an exemplar of transport orientated development. It can be expected that the CBC, cycle network and Luas can be delivered in parallel with the first phases of the proposed development. The development can therefore be focussed on external movement by these modes. As such, subject to the implementation of the following recommendations, it is not anticipated that redevelopment will result in the future creation of a car-based settlement or a car-dominated environment.

The Masterplan should be prepared in consultation with TII to ensure access arrangements to St. Margaret's Road take account of the future Luas requirements, and limit vehicular traffic movements at this intersection. In addition existing business operators who wish to remain operating should be assisted to do so where feasible, so as not to undermine the employment uses within the lands. Interim access arrangements may be required in some cases.

Schools, community uses and other trip attractors should be designed based on sustainable transport modes with restricted access for private cars, including for drop-off. Schools are particularly important in terms of modal choice, since as well as generating morning peak hour trips, they are also essential in terms of long-term habit-forming. Individual Mobility Management Plans will be needed for prepared for each significant community land use type.

This section of the MMS provides a framework of the sustainable transport elements to be considered in the Masterplan and further developed and implemented through the development management process.

The proposed site Masterplan shall give consideration to the following;

Pedestrian, Cycle and Public Transport Connectivity

- The Masterplan needs to provide for a generous pedestrian infrastructure to accommodate key pedestrian desire lines associated with future development, both internal and external, connecting to the wider pedestrian network.

- The proposed pedestrian network and associated design proposals should facilitate convenient and safe pedestrian movements between the Masterplan lands and key destinations such as Finglas Village and Luas. This will involve parallel improvement works outside of the Jamestown lands. It is noted that DCC are engaged in the preparation of a new mobility focused plan for the Finglas Village, which priorities bus movement, along with enhancements to the pedestrian and cycle infrastructure in the area.
- Incorporate the principle of filtered permeability in order to provide a competitive advantage for users of sustainable modes and restrict private car through trips.
- Main circulation routes should include two-way segregated cycle infrastructure. Infrastructure should clearly integrate with primary, secondary and feeder routes of the strategic cycle network.
- Incorporate modal filters to enable pedestrian, cyclist and public transport access, but restrict private cars access.
- Provision for additional bus infrastructure within the main internal routes needs to be considered to facilitate access to the wider public transport network of the city. In consultation with public transport providers, there may be a requirement to facilitate the operation of new bus services or the extension of existing routes in the future to serve the population of the area.

Traffic and Car parking Management

- The urban structure of the Masterplan should support active travel modes through the creation of a low-speed self-regulating street network.
- The Masterplan should discourage direct through links for vehicular traffic except for public transport vehicles.
- Schools and other trip attractors should be carefully designed to maximise use of sustainable travel modes, including consideration of the surrounding transport networks.
- Access onto St. Margaret's Road for all forms of movement should be done in consultation with TII having regard to the future Finglas LUAS proposals.
- The Masterplan lands are surrounded by a number of residential areas that could potential be impacted by congestion and overspill car parking. In tandem with the Masterplan development, the local road and street hierarchy should be monitored to assess the need for future traffic management and car parking management measures external to the regeneration lands to manage road capacity and avoid overspill car parking.

Development Standards

- A significant level of private cycle parking will need to be provided at block level so as to facilitate safe and secure cycle storage and encourage cycling. The long-stay cycle parking associated with both residential and commercial elements of the Masterplan should be located in ground level high-quality sheltered and secure facilities near entrances or within courtyards. Proposals can additionally also be considered at base ment level where access can be considered convenient to users.
- A significant level of public visitor on-street sheltered cycle parking should be provided. This should be located in key visible well lit public areas and should be designed as part of the overall public realm.

- Car parking will be provided in line with the maximums governed by the Development Plan. It is clarified that standards are given as maximums only and generally will not be acceptable unless significant particular site circumstances warrant the provision of car parking at maximum levels.
- Short stay visitor car-parking and generous provision for service access and laybys should be provided to facilitate the growth in online retail and delivery. Provision can be made for Electric Vehicle Parking as part of the overall permissible car parking provision but not in addition or separate to it. Car-share or ecar-share parking spaces can be considered separately.

Sustainability Mobility

- Car sharing is a mode of car rental where people can rent cars for short term use. Car sharing contributes to a sustainable modes of travel due to a decrease in car ownership. The benefits of car sharing is that it reduces the need for private car ownership and car parking and supports sustainable transport. In tandem with reduced car parking provision, the development of private car-sharing schemes or clubs at hub, block or individual site level should be promoted in the Masterplan.
- The operation of bike sharing schemes in the city has potential to contribute to increased cycle use. There is the potential for the establishment of private bike sharing schemes or the expansion of existing schemes as part of regeneration proposals. Depending on the scalability of proposals, such schemes could operate independently or could be considered as part of larger mobility hubs, co-located with car sharing or public transport locations.

Individual Site/Block Mobility Management Plan Requirements (MMP)

In line with Development Plan requirements, the Masterplan should include the requirement for individual Mobility Management Plans and related Traffic Impact Assessments for major development sites, including education and other community uses.

The overall aim of MMPs shall be to reduce the dependency on the use of the private car by residents as well as staff based at the site and provide additional sustainable travel alternatives. Detailed objectives should be included as follows;

- Minimise private car use by encouraging people to increase walking, cycling, using public transport or to consider car share. Additionally, an objective could also be to reduce the number of trips undertaken/ required (e.g., business travel and work from home option etc.);
- Make all residents and staff aware of the sustainable transport options available to them;
- Encourage the use of sustainable modes of transport;
- Encourage the most efficient use of cars and other vehicles;
- Reduce any transport impacts of the development on the local community;
- Promote walking and cycling as a health benefit;
- Managing the ongoing development and delivery of the Mobility Management Plan with future occupants of the site;
- Promoting smarter education and living practices that reduce the need to travel overall; and
- Promote healthy lifestyles and sustainable, vibrant local communities.

Appendix 1 Development Plan Requirements and Standards

Thresholds for Planning Applications for Planning Application Documentation (Summary Related to Transport)

Reports	Residential Threshold	Commercial Threshold	Other
Traffic and Transport Assessment	50 or more residential units		Any development with construction of new roads, any project which materially affects vulnerable road users, amendments to existing roads or generating significant road movements.
Mobility Management Plan/ Travel Plan	20 or more residential units	Over 100 Employees	Any development with zero / reduced car parking. School campuses and large childcare services.
Road Safety Audit			Any development with construction of new roads, any project which materially affects vulnerable road users, amendments to existing roads or generating significant road movements.
Walkability and/or Cyclability Audit			Depending on the location of the development and existing provisions within the local road network.
Car Parking Management Plan			Where car parking is provided for residential or non-residential developments, a Car Parking Management Plan shall be provided regarding the continual management and assignment of spaces to uses and residents over time.

Maximum Car Parking Standards (Note –Jamestown is located in Zone 3)

Category	Land-Use	Zone 1	Zone 2	Zone 3
Accommodation	Hotel ¹	None	1 per 3 rooms	1 per room
	Nursing Home Retirement Home	1 per 3 residents	1 per 2 residents	1 per 2 residents
	Elderly Persons Housing Sheltered Housing	1 per 4 dwellings	1 per 2 dwellings	1 per 2 dwellings
	Student Accommodation	None ²	1 per 20 bed spaces	1 per 10 bed spaces
	Houses Apartments/ Duplexes	0.5 per dwelling	1 per dwelling	1 per dwelling
Civic, Community and Religious	Bank Community Centre Library Public Institution	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA	1 per 75 sq. m. GFA
	Place of Worship	1 per 100 seats	1 per 25 seats	1 per 10 seats
	Funeral Home	4 off street parking spaces	4 off street parking spaces	4 off street parking spaces
Education	College of Higher Education	None	1 per classroom plus 1 per 30 students	1 per classroom plus 1 per 30 students
	Crèche/ Childcare Services ³	1 per 100sq.m. GFA	1 per 100 sq. m. GFA	1 per 100 sq. m. GFA
	School ⁴	None	1 per classroom	1 per classroom
Medical	Clinics and Group Practices	1 per consulting room	2 per consulting room	2 per consulting room
	Hospital	1 per 150 sq. m. GFA	1 per 100 sq. m. GFA	1 per 60 sq. m. GFA
Retail and Retail Service	Café Restaurant and Takeaways	None	1 per 150sq. m. seating area	1 per 150sq. m. seating area
	Public Houses	None	1 per 300 sq. m. NFA	1 per 50 sq. m. NFA
	Club ⁵	None	1per 10 sq. m. floor area	1 per 3 sq. m. floor area
	Retail Supermarkets exceeding 1,000sq.m. GFA	None	1 per 100 sq. m. GFA*	1 per 30 sq. m. GFA*
	Other Retail and Main Street	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA	1 per 75 sq. m. GFA

Category	Land-Use	Zone 1	Zone 2	Zone 3
	Retail Warehousing (non-food)	1 per 300 sq. m. GFA	1 per 200 sq. m. GFA	1 per 35 sq. m. GFA
Enterprise and Employment	Offices ⁶	None ⁷	1 per 200 sq. m. GFA	1 per 100 sq. m. GFA
	Manufacturing /Warehousing	1 per 450 sq. m. GFA	1 per 450 sq. m. GFA	1 per 200 sq. m. GFA
Sports Recreation and	Clubhouse Gymnasium ⁸ Courts Pitches		Dependent on nature and location of use	
Venue	Auditoriums Cinema Conference Centre Stadia ⁹ Theatre	1 per 100 seats	1 per 25 seats	1 per 10 seats