

TRANSPORTATION

Project

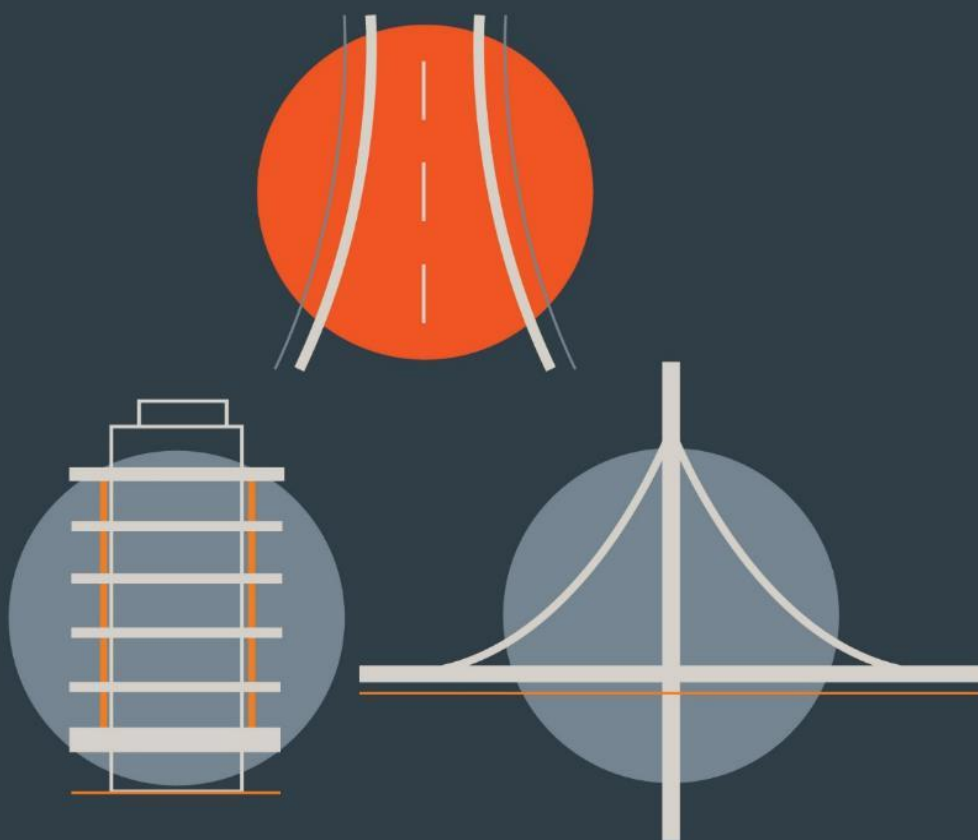
**The Ted, Dun Laoghaire, Build to Rent,
Tedcastles, Dun Laoghaire, Co. Dublin**

Report Title

Parking Strategy Report

Client

Ted Living Limited



DBFL CONSULTING ENGINEERS

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1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 This Parking Strategy document has been prepared by DBFL Consulting Engineers (DBFL) in support of a planning application for a proposed residential and mixed-use development on the former Tedcastles site, Dún Laoghaire, Co. Dublin.
- 1.1.2 The document presents the rationale behind the identification of an appropriate level of vehicular parking (including mobility impaired parking, motorcycle parking, service vehicle parking) and cycle parking proposed. The document also sets out the management measures that will be deployed to allocate the use and control of parking provided at the proposed development site.
- 1.1.3 The proposed development is to operate as a Build to Rent (BTR) Scheme which is a delivery of purpose-built residential accommodation that is designed with the sole purpose to be used as a long-term accommodation and professionally owned and managed by an institutional landlord. A BTR scheme such as the subject proposal is generally of a very high-quality design with access to amenities and located within close proximity to existing and planned high-frequency public transport nodes.
- 1.1.4 In terms of mobility management, BTR offers greater advantages over conventional apartments due to it being managed by a highly experienced and specialist management company with a focus on encouraging modes of travelling by walking, cycling and public transport.
- 1.1.5 Typically, BTR developments have little or no dedicated car parking associated with individual apartments and are not provided as part of rental agreements for the residential units. Where parking is provided on site, residents can rent a parking space by paying a fee.
- 1.1.6 This document will set out the principles of the parking management strategy proposed at the residential development, The Ted, and should be read in conjunction with the following complementary reports:
- Traffic & Transport Assessment (TTA)
 - Mobility Management Plan (MMP).

1.1.7 The MMP in particular, sets out the excellent sustainable modes of travel which will be available to residents of the proposed development as well as providing details on existing conditions surrounding the site.

- The proposed development at the former Ted Castles site and Dun Leary House (a proposed Protected Structure), Old Dun Leary Road, Cumberland Street and Dun Leary Hill, Dun Laoghaire will consist of:
- The provision of 146 no. apartment units (Build to Rent) and all associated ancillary facilities (including residential amenities) in a building with an overall height ranging from 6 storeys (with set backs from 4th & 5th storey) addressing Dun Leary Hill, to 5 and 8 storeys (with set back from 7th storey) addressing Old Dun Leary Road and 6-7 storeys (with set backs at 8th storey) addressing Cumberland Street. The proposal provides for private and communal open spaces in the form of balconies and terraces throughout;
- A retail unit (c.290m²) at ground floor level addressing Old Dun Leary Road and Cumberland Street;
- The refurbishment, partial removal and adaptation of a 4 storey building on site known as “Dun Leary House” (a proposed Protected Structure) to provide co-working office suites (c.247m²) at Levels 01,02 and 03. The works will include partial removal of original walls and floors, removal of non original extensions to Dun Leary House, repointing and repair of brickwork and granite fabric, reinstatement of timber sash windows, removal of existing roof, alterations and reinstatement of internal floor layouts, reinstatement of entrance point on Dun Leary Hill, removal of non-original level 00 and linking the existing building to the new development from level 00 to level 03 with the construction of 3 new floors of development (with set back at roof level) above the existing building. It is proposed to repair, reinstate and improve the existing boundary treatment to Dun Leary House;
- Provision of 52 no. car parking spaces in total - 44 no. car parking spaces provided at level 00. At Cumberland Street 11 no. existing on street car parking spaces will be removed and 8 no. on street car parking spaces provided. Provision of 277 bicycle parking spaces (94 no. cycle parking spaces accommodated in bicycle stands and 183 no. long term bicycle parking spaces within a secure storage area) and 4 no. motorbike parking spaces, all at Level 00. A new vehicular entrance/cycle path (off the Old Dun Leary Road), ancillary plant areas, ESB substation and storage areas;

- Extensive hard and soft landscaping throughout, green roof, public lighting, signage, boundary treatments and public realm improvements;
- The demolition of the existing open fronted shed on site and all associated ancillary site services and site development works.

2.0 POLICY CONTEXT AND CAR PARKING RATIONALE

2.1 OVERVIEW

- 2.1.1 This section sets out the overarching national and local policy considerations that have informed the appropriate level of car-parking for the site.

2.2 NATIONAL POLICY

SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS - GUIDELINES FOR PLANNING AUTHORITIES

- 2.2.1 This guideline document was produced by the Department of Housing, Planning and Local Government in 2018 with a further update in December 2020. The purpose of this document is to set out standards for apartment development, mainly in response to circumstances that had arisen whereby some local authority standards were at variance with national guidance.
- 2.2.2 With a rising demand for housing, the document identified a need for an absolute minimum of 275,000 new homes in Ireland's cities by 2040. It is therefore critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures.
- 2.2.3 These Guidelines apply to all housing developments that include apartments that may be made available for sale, whether for owner occupation or for individual lease. They also apply to housing developments that include apartments that are built specifically for rental purposes, whether as 'Build to Rent' (BTR) or as 'shared accommodation'.
- 2.2.4 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.
- 2.2.5 The document contains several relevant references to this application. These are summarised as follows;
- "The quantum of car parking or the requirement of any such provision for apartment development will vary, having regard to the types of location in

cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria”

- *“In larger scale and higher density developments, comprising wholly 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 reduces or wholly eliminated in certain circumstances. The policy above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport such rail and bus stations located in close proximity”*
- *“These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services.”*

2.2.6 There are specific references to car parking arrangements for Build to Rent (BTR) apartments (p29):

- *For proposals that qualify as specific BTR development, in accordance with SPPR:.... (iii) There shall be a default minimal or slightly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures....”*

2.3 LOCAL POLICY

DÚN LAOGHAIRE RATHDOWN COUNTY DEVELOPMENT PLAN 2016-2022

2.3.1 For the purposes of parking control, the Dun Laoghaire Rathdown County Development Plan 2016-2022, provided a County Development Plan Map, outlining the land use zoning and plans for the existing land environment across the county. The subject development site is located within the map 3 area, designated as Land Use zoning Objective NC. (ref. **Figure 1.1**).

2.3.2 The development plan states:

'To protect, provide for and/or improve mixed-use neighbourhood centre facilities.'

The Development Plan further clarifies that this includes for residential amenity facilities typically associated with developments similar to this proposed development.

- 2.3.3 The associated Dun Laoghaire Rathdown County Council car parking requirements, as outlined within the County Development Plan, are outlined in **Table 2.1** below.

Land Use	Quantity of Units/GFA	DLRCC Maximum Parking Standard	Maximum Parking Permitted
Studio	34	1 per studio unit	34
1-bed	77	1 per 1 bed unit	77
2-bed	35	1.5 per 2 bed unit	52.5
	146		163.5

Table 2.1: DLRCC Development Plan 2016-2022, Maximum Car Parking Standards

- 2.3.4 According to the DLR Development Plan, based upon the subject development schedule, a maximum of 163 vehicle parking spaces would be permitted.
- 2.3.5 It is noted that the draft County Development Plan 2022-2028 that this is an upper limit based on the site's location within a Major Town Centre (MTC) i.e., Dun Laoghaire. The more restrictive car parking maximums in an MTC are based upon;
- Access to a high level of existing and planned public transport services (rail and bus) with good interchange potential.
 - A high level of service accessibility, existing and planned, by walking or cycling.
 - A capacity to accommodate high density retail, office and residential developments.

2.4 COMPATIBILITY WITH POLICY FRAMEWORKS

- 2.4.1 This proposed level of car parking for this site is **44 car parking spaces**. This includes a dedicated GoCar sharing bay and 2 disabled spaces.

- 2.4.2 It is considered that this level of car parking is justified based upon the site's excellent accessibility to existing and planned public transport (DART and BusConnects) and ever-improving walking and cycling infrastructure in the immediate vicinity of the site (including the recently completed Coastal Mobility Route) the proposed parking provision for the proposed development is consistent with both all relevant policy frameworks.
- 2.4.3 The Mobility Management Plan (MMP) that accompanies this Report, identified a series of relevant considerations that would justify the ambitious and realistic sustainable mode share targets contained in the Report.
- An anticipated increase in cycling mode share as a result of ongoing improvements to Dun Laoghaire, Dundrum, Sandyford and other key employment and educational destinations in the wider Greater Dublin Area.
 - An anticipated increase in public transport as a result of planned investment in the BusConnects Dublin and DART Expansion programme.
 - More walking trips due to a projected increase in employment within Dun Laoghaire town centre.
 - A decrease in car mode share due to the availability of alternatives means and a lower parking standard.
 - An increase in the availability of shared Mobility as a Service (MaaS) systems that will not impact on mode share directly but will enable linked trips with public transport.
- 2.4.4 Based on the above, it is considered that the proposed level of car parking provision is appropriate to the site's proximity to quality public transport, improving walking and cycling networks, and location within a major town centre and target residents. The proposed level of parking is therefore fully compatible with policy frameworks.

3.0 VEHICULAR PARKING AND ALTERNATIVES

3.1 SUMMARY

3.1.1 The development proposals include the provision of 44 number spaces within an undercroft car park. The layout of the undercroft vehicle parking area is illustrated in **Figure 3.1** below.

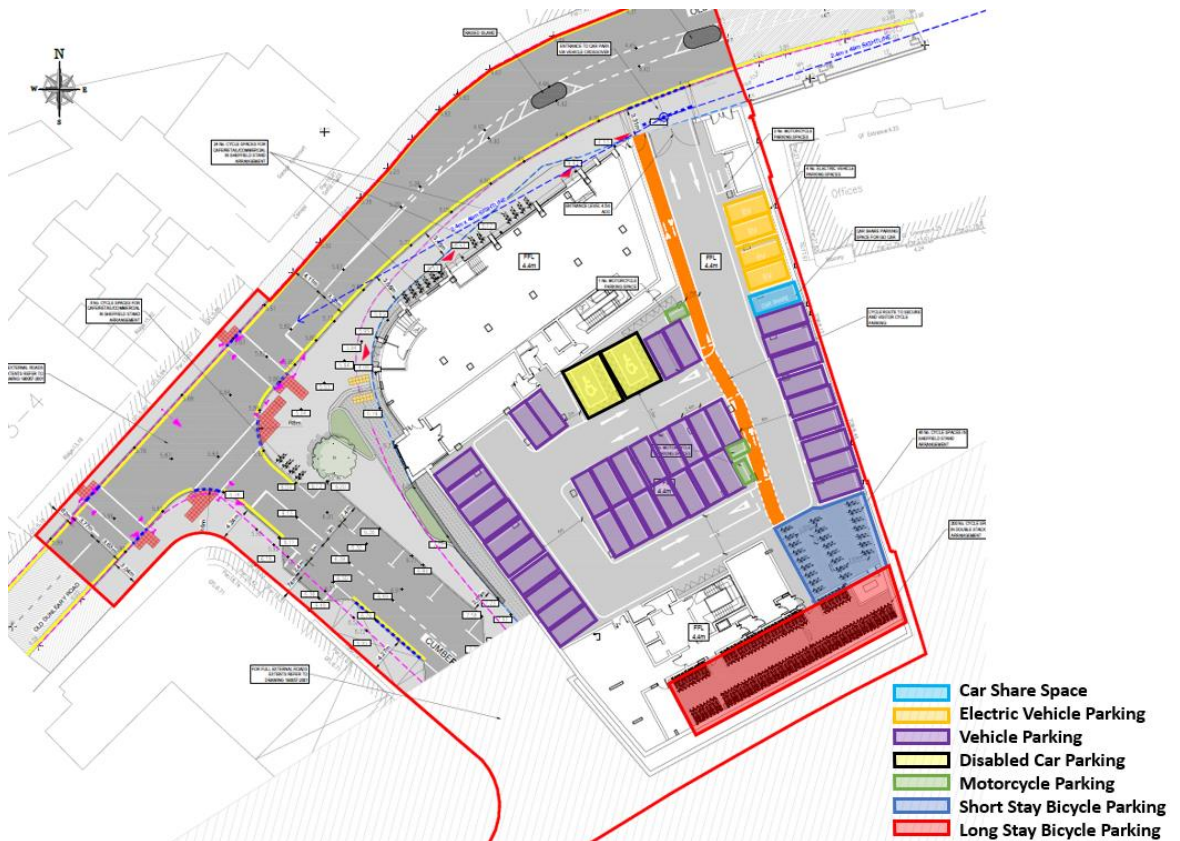


Figure 3.1: Undercroft Vehicle Parking Proposals

3.1.2 The provision of a total of 44 car parking spaces on-site have been allocated as follows: -

- 1 dedicated car sharing space in the form of a dedicated GoCar bay.
- 43 number parking spaces have been designated for use by residents of the development. 2 of these are allocated for mobility impaired users. The remainder of the spaces will be available to rent. The spaces will not be automatically assigned to particular units or as part of residential rental agreements.

3.2 RESIDENTIAL PARKING PROVISION

- 3.2.1 As outlined above, it is considered that parking provision for the proposed development should be provided in accordance with the Department of Housing, Planning and Local Government SUHDS guidance on the basis of the BTR model proposed, the site location and also the availability of travel alternatives such as public transport, walking and cycle links, and as such the quantum of vehicle parking provided on site should be '*minimised, substantially reduced or wholly eliminated*'.
- 3.2.2 The proposed vehicle parking provision of 44 on-site car parking spaces for the residential units corresponds to an overall provision of approximately 0.3 parking bays per each residential unit.
- 3.2.3 With the objective of establishing whether this parking ratio (0.3/unit) would be appropriate to accommodate the likely demand generated for car parking at the subject Tedcastles site, Ted Living Limited have been advised by Aramark who will operate the BTR facility. Aramark have extensive experience of managing similar schemes.
- 3.2.4 It is an objective for this development to reduce the need for commuters to travel by car and instead to avail of more sustainable modes of travel in line with current and future travel requirements as set out in recent policy documents within Ireland. It is noted that the concept for car parking reduction in apartments is relatively new in Ireland, and therefore, proposals to implement a more sustainable approach for car parking may take time. Case studies in the UK with reference to the 'Build to Rent' schemes have been reviewed as part of this study in order to determine the market type for these types of developments, i.e., age demographic attracted to this type of development, car parking ownership levels etc.

3.3 BUILD TO RENT (BTR) SCHEMES

- 3.3.1 While considered a relatively new feature within Ireland and the UK property market, the Build to Rent (BTR) scheme is being increasingly recognised as an exciting opportunity for investors, local authorities and developers. Significant research has been undertaken, in particular within the UK, with regard to this emerging concept. The research affirms the value of BTR to the property industry

- as it seeks to accelerate new developments to help address the housing crisis whilst also delivering broader social and economic benefits to local communities.
- 3.3.2 By delivering high quality and well managed homes and creating new, sustainable communities, BTR will enhance the overall quality of housing and become woven into the residential landscape.
- 3.3.3 Ted Living Ltd have engaged Aramark to manage the proposed development. Aramark have extensive experience of managing BTR modelled schemes and the findings of the research conducted below is mirrored in their recent experience of managing developments in locations throughout Ireland and the UK.
- 3.3.4 From a number of surveys undertaken in the UK regarding BTR schemes, the surveys suggest that the main age demographic interested in the BTR schemes are the 25 – 35-year age bracket. This is likely due to several factors including the difficulty of procuring a mortgage and getting on to the property ladder in this current property climate. Also, a consideration for this is that renting properties tends to suit this age demographic as many people of this age may wish to move around and travel and may not wish to buy at that time.
- 3.3.5 The UK reference document 'Unlocking the Benefits and Potential of Build to Rent' identifies a link, from the UK Census 2011, between car ownership and the tenure of a residence, i.e., whether a resident is renting in the public domain or privately owns their residence. The graph in **Figure 3.2** shows that residents who own their residence are more likely to own a car than residents who rent their property. It shows that the total average of car ownership for privately owned residences is 0.8 cars per residential unit, this is compared with a car ownership of just 0.4 cars per residential unit for residences that are publicly rented. This suggests that car parking demand for the rental market may well be lower than traditional build to sell schemes.
- 3.3.6 The trend towards lower car ownership for a younger cohort of renters is a common theme across European cities where alternatives such as mass public transit, an increasing range of Mobility as a Service (MaaS) availability and a high-quality walking and cycling environment is at hand. It is considered that the target audience for the development coupled with its enviable accessibility to alternatives to the car ensure that a relatively low parking ration of 0.3 is appropriate.

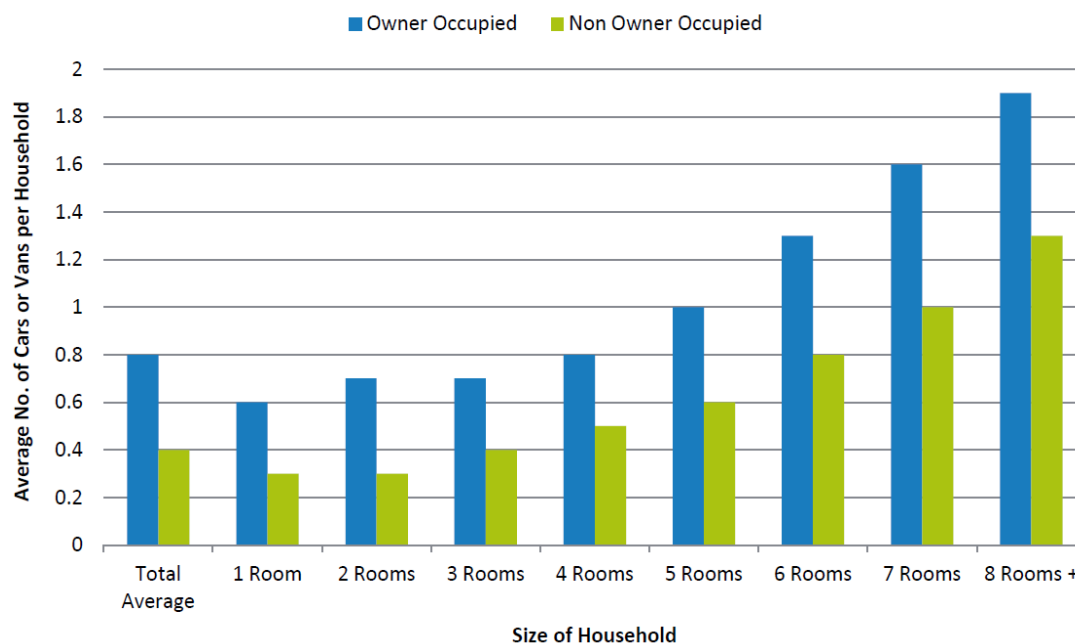


Figure 3.2: Car Ownership between Privately Owned & Publicly Rented Dwellings

(Source: Unlocking the Benefits and Potential of Build to Rent by British Property Federation)

3.4 INITIATIVES FOR SUSTAINABLE TRAVEL

3.4.1 It is acknowledged that home owners may require a vehicle for purposes other than commuting on an everyday basis and simply reducing car parking would not be realistic without implementing alternative measures to accommodate residents and visitors alike.

3.4.2 Therefore, a number of feasible alternatives have been be accommodated within the development as an alternative to private car ownership. These include but are not limited to;

- Car Club.
- Increased Cycle Parking; and
- Motorcycle Parking;
- Parking Management.

3.5 Car Club Parking Spaces

3.5.1 The provision of one dedicated car share facility space located within the development will ensure that this is highly accessible and visible to residents of the subject development.

- 3.5.2 Managed by a specialised private operator (GoCar) all residents will have the option to become members of the car share service. On becoming members, residents can then book cars online or via the app for as little as an hour, then unlock with their phone or GoCard. The benefits of such car sharing services include:
- The reduction of the number of cars on the road and therefore reduction in traffic congestion, noise and air pollution;
 - Minimises demand for car parking and frees up land traditionally used for private parking spaces;
 - Increased use of public transport, walking and cycling as the need for car ownership is reduced; and
 - Car sharing allows those who cannot afford a car the opportunity to drive, thereby encouraging social inclusivity.
- 3.5.3 A recent survey undertaken by GoCar indicated that the main uses of the service was for day trips, family trips and big shopping trips. The survey also highlighted that the average use of a car was for 1 hour a day.
- 3.5.4 1 dedicated parking space within the proposed development has been allocated as Car Club spaces. A letter of support has been provided by GoCar in Appendix A of this Report.
- 3.5.5 As the MMP notes, there are a number of other car-sharing services available within easy walking distance of the site. These are operated by both GoCar and Yuko cars and are located close to Dun Laoghaire town centre and DART stations.

3.6 Residential Cycle Parking

- 3.6.1 A total of 277 residential cycle spaces (excluding visitor spaces) are proposed for this development. With 146 residential units being proposed, this equates to approximately 1.9 cycle spaces per unit. This provision is in excess of the Dun Laoghaire Rathdown Council requirement of 175 spaces (1 space per unit + 1 visitor space per 5 units). More detail is provided in the chapter 5.

3.7 MOTORCYCLE PARKING

- 3.7.1 The appropriate level of motorcycle parking provision for the proposed development will also be provided in accordance with Dun Laoghaire Rathdown County Development Plan requirements. The DLR County Development Plan states:-

'It is an objective of the Council to require developments to provide motorcycle parking spaces at a minimum of four or more spaces per 100 car parking spaces.'

- 3.7.2 The subject development site provides 4 no. motorcycle parking spaces fully complies with the Development Plan requirements.

Parking Management Strategy

- 3.7.3 A key component in the continued efficiency of on – site car parking is an active and enforced parking management strategy. This strategy will be managed by the management company and specific details of these proposals are provided in Section 4 of this report.
- 3.7.4 In summary, the Parking Management Strategy will be founded on the principle that no residential unit will be allocated a parking space as part of the rental agreement for the property. Aside from the 1 GoCar space, the remaining 43 spaces will be available for tenants to rent on a need's basis. The rental cost associated with the parking spaces is expected to be specified at a rate which is to discourage the use of the private vehicle unless necessary and to encourage the uptake of more sustainable modes such as walking cycling and public transport for which there are excellent opportunities within and directly adjacent to the development site. The parking spaces will be allocated to those paying the prescribed fee.

4.0 MANAGEMENT OF ON-SITE PARKING FACILITIES

4.1 INTRODUCTION

- 4.1.1 As outlined in Section 3 above, a key component in the effective operation of on – site car parking is an active and enforced parking management strategy. This strategy will be managed by the management company Aramark, who will be responsible for the control of the parking and access arrangements within the internal basement parking area as well as the allocation of the parking spaces.

4.2 CAR PARKING ALLOCATION

Car Sharing

- 4.2.1 1 no. space has been allocated to car sharing for residents, specifically via the GoCar operation. Pre-planning consultation has taken place with GoCar who are committed to operating the facility at the development site. The Management Company will engage with GoCar as part of its role as mobility manager for the development. The management company will also ensure that the Car Share space is used by GoCar only.

General Parking

- 4.2.2 The remaining 43 spaces within the proposed undercroft car park will be set aside for the use of residents who may rent a space for a defined period of time. No residential unit will be automatically allocated a parking space as part of the rental agreement for the property. In order to be allocated a parking space, tenants will have to apply to the management company to gain a parking permit and an assigned dedicated parking space, i.e. a tenant is not automatically allocated a parking space when they take up residency at the site.
- 4.2.3 These spaces will be allocated for tenants to rent on a need's basis. The rental cost associated with the parking spaces is expected to be specified at a rate which is to discourage the use of the private vehicle unless necessary and to encourage the uptake of more sustainable modes such as walking cycling and public transport for which there are excellent opportunities within and directly adjacent to the development site. The parking spaces will be allocated on to those paying the prescribed fee.

4.3 CAR PARKING ACCESS

- 4.3.1 Access to the parking area will be controlled through a steel gate and access control on Old Dun Leary Road to ensure unpermitted vehicles cannot gain entry. Access for this area will be through a remote-control access system or Automatic Number Plate Recognition (ANPR) system.



Typical ANPR and Barrier Access Control

- 4.3.2 A clamping enforcement regime will also be in place within the site to ensure that parking restrictions are adhered to.

5.0 CYCLE PARKING

5.1 OVERVIEW

- 5.1.1 The importance of providing sufficiently high-capacity and high-quality cycle parking facilities in residential developments has been reinforced at national level and local policy frameworks. DLR County Council have been to the forefront in this regard, producing a dedicated Standards for Cycle Parking and associated Cycling Facilities for New Developments document in 2018.
- 5.1.2 The proposed development recognises the importance of future-proofing the site and capitalising upon the excellent work undertaken by the Council in terms of providing high-quality cycle infrastructure in the immediate vicinity of the site. As a result, the proposed development has sought to exceed the minimum standards as set out at national and local level.

5.2 COMPLIANCE WITH NATIONAL AND LOCAL STANDARDS.

- 5.2.1 The appropriate level of cycle parking provision for the proposed development has been calculated with reference to;
- The Dún Laoghaire Rathdown County Council (DLRCC) Development Plan requirements; and
 - (ii) the cycle parking requirements set out in Sustainable Urban Housing: Design Standards for New Apartments set out in the Department of Housing, Local Government and Heritage (DHPLG)
- 5.2.2 Table 5.1 and Table 5.2 below set out the minimum level of cycle parking contained in these documents.

Land Use Description	DLRCC Minimum Cycle Parking Requirement		DHPLG Requirements	
	Short Stay/Visitor	Long Stay	Short Stay	Long Stay
Apartments	1 Short Stay per 5 Units	1 space per unit	1 visitor space per 2 units	1 space per bedroom

Table 5.1: Cycle Parking Requirements

Land Use Description	Quantity of Units/GFA	DLRCC Minimum Cycle Parking Requirement			DHPLG Requirements		
		Short Stay	Long Stay	Total	Short Stay	Long Stay	Total
Apartments	146	29	146	175	73	191	264

Table 5.2: Cycle Parking Requirements Provision

5.3 PROPOSED CYCLE PARKING

- 5.3.1 In total, 309 cycle spaces are proposed as part of this development. These comprise of 277 long-stay parking for residential use and a further 32 for visitors. The visitor parking will serve the proposed commercial unit fronting the street as well as visitors to the site.

Standard/Proposed	Type	Apartments
DLRCC Standards	Visitor	29
	Long-stay	146
	Total	175
DHPLG Standards	Visitor	73
	Long-stay	191
	Total	246
Proposed	Visitor	32
	Long-stay	277
	Total	309

Table 5.3: Comparison of Bicycle Parking Provision

- 5.3.2 **Table 5.3** above, shows the comparison of the proposed level of cycle parking against the minimum standards required by the DLR County Development Plan % and the preferred level suggested by the Sustainable Apartment Guidelines. In each case, the proposed level of cycle parking is significantly higher.
- 5.3.3 The level of bicycle parking proposed on-site for the apartment units has been provided in the context of DLRCC's ongoing cycle route implementation across the County and the interchange possibilities with an increasing public transport provision.
- 5.3.4 The accompanying TTA and MMP have illustrated a cycle path to access the 277-space dedicated cycle parking facility at the southern end of the site. The cycle parking facility will be covered and secure.

6.0 SUMMARY AND CONCLUSIONS

6.1 SUMMARY

- 6.1.1 This Parking Strategy document has been prepared by DBFL Consulting Engineers (DBFL) in support of a planning application for a proposed residential and mixed-use development on a site at Tedcastles, Dún Laoghaire, Co. Dublin.
- 6.1.2 The proposed development at the former Ted Castles site, Old Dun Leary Road, Cumberland Street and Dun Leary Hill, Dun Laoghaire will consist of:
- The provision of 146 no. apartment units (Build to Rent) and all associated ancillary facilities (including residential amenities) in a building with an overall height ranging from 6 storeys (with set backs from 4th storey) addressing Dun Leary Hill, to 5 and 8 storeys (with set backs from 7th storey) addressing Old Dun Leary Road. The proposal provides for private and communal open spaces throughout.
 - A retail unit addressing Old Dun Leary Road and Cumberland Street
 - All associated ancillary car parking, cycle parking, a new vehicular entrance/cycle path (off the Old Dun Leary Road), ancillary plant areas, ESB substation and storage areas.
 - Extensive hard and soft landscaping throughout, green roof, public lighting, signage, boundary treatments and public realm improvements.
 - The demolition of all existing buildings within the subject site excluding the building known as “Dun Leary House” and the existing open fronted shed and the removal of existing boundary walls, piers, railings and gates. The proposal includes the reuse and incorporation of part of the existing boundary wall material within the landscape proposals.
 - All associated ancillary site services and site development works
- 6.1.3 This document presents the rationale behind the identification of the quantum of vehicle parking (including mobility impaired parking, motorcycle parking, service vehicle parking) and cycle parking that are proposed as part of the subject site development proposals.
- 6.1.4 The provision of cycle parking adopts a level that exceeds both the DLRCC standards and the SUHDS standards for apartment cycle parking which aims to provide a greater number of cycle parking spaces to supplement the reduction of vehicle parking.

- 6.1.5 The document also sets out the management measures that will be deployed to allocate the use and control of parking provided at the proposed development site.

6.2 CONCLUSIONS

- 6.2.1 This Parking Strategy report outlines the basis and rationale behind the level of vehicular parking provided to residents within the proposed development. The proposed level of car parking is in accordance with local and national policy on car parking and is consistent with a trend towards decreasing levels of private car ownership in similar high-density apartment blocks in accessible areas.
- 6.2.2 The emphasis will be on prioritising sustainable transport movements to and from the site. The proposed development will benefit from the site's excellent public transport connectivity and accessibility to Dun Laoghaire town centre, its ever-improving public realm and the availability of Mobility-as-a-Service options such as car clubs and dockless bikes.
- 6.2.3 Nonetheless, there are 44 car parking spaces available on-site. This will serve those residents of whom private car ownership is considered a necessity or desirable. The level of car parking is considered appropriate considering the range of alternatives available and the nature of the residential development.

APPENDICES

APPENDIX A

GoCar Letter of Support



Ted Living Limited
Riverside One,
Sir John Rogerson's Quay,
Dublin 2

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a service of one shared car club vehicles in the proposed residential development on lands at the former Tedcastles Site on Old Dunleary Road, Cumberland Street in Dun Laoghaire, Co. Dublin. GoCar representatives have discussed the project with representatives of DBFL who are the Engineers for the Project and are excited to provide a car sharing service at this location.

It is understood that the vehicles situated at this development will be used exclusively by residents of the development. GoCar intends to work with the management company to market and manage the service to ensure that there is a strong uptake.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 800 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

By having GoCar car club vehicles in a residential development such as this, residents will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

A handwritten signature in blue ink, appearing to read 'Rob Kearns'.

Rob Kearns
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