Project

Mixed Use Development,
1-4 East Road, East Road, Dublin

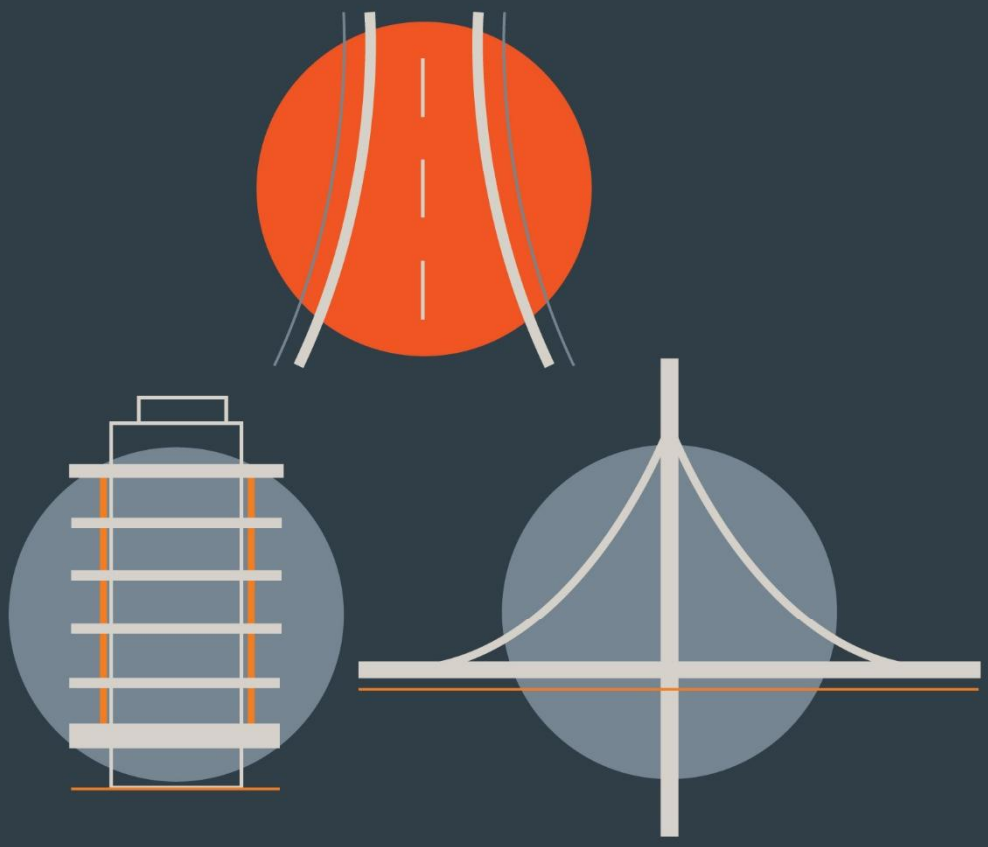
Report Title

PARKING STRATEGY

Client

Glenveagh

TRANSPORTATION



DBFL CONSULTING ENGINEERS

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Author:	Jacqueline Haley
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DBFL Consulting Engineers

Dublin Office
Ormond House
Upper Ormond Quay
Dublin 7

Tel 01 4004000
Fax 01 4004050
Email info@dbfl.ie
Web www.dbfl.ie

Waterford Office
Unit 2
The Chandlery
1-2 O'Connell Street, Waterford

Tel 051 309500
Fax 051 844913
Email info@dbfl.ie
Web www.dbfl.ie

CONTENTS

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 mixed-use development on a site at 1-4 East Road, as located on the eastern edge of Dublin City Centre.

1.1.2 The 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 is being proposed as part of the subject site development proposals.

1.2 DUBLIN CITY COUNCIL DEVELOPMENT PLAN 2016-2022

1.2.1 For the purposes of parking control, the Dublin City Council Development Plan 2016-2016 has divided the administrative area into 3 parking zones/areas. The subject development site is located within the area designated as Parking Zone 2 'alongside transport corridors' (ref. Figure 1.1).

1.2.2 The development plan states:

'Car parking provision in Zones 1 and 2 is restricted on account of these locations to public transport. An increased density of development will be promoted in Zone 1 and those parts of Zone 2 where the development is in close proximity to good public transport links.'

'The parking standards set out in Table 16.1 and 16.2 will also apply to the Docklands SDRA. However, the future development of the area needs to be weighted heavily in favour of the sufficient use and patronage of public transport, with a consequent reduction in the car parking requirements for significant commercial development proposals.

'The maximum car parking standards set out in Table 16.1 should not, as a general rule, be required for future commercial development in the Docklands area. Residential car parking needs to address the requirement for car storage while not promoting car usage.'

'Although 47% of the population in the SDZ area has no car, there is insufficient capacity on the road network for residential car storage. Therefore, new development within the area should have sufficient offstreet car parking for residents. Innovative solutions to meeting the car parking and car use requirements of residents will be considered.'

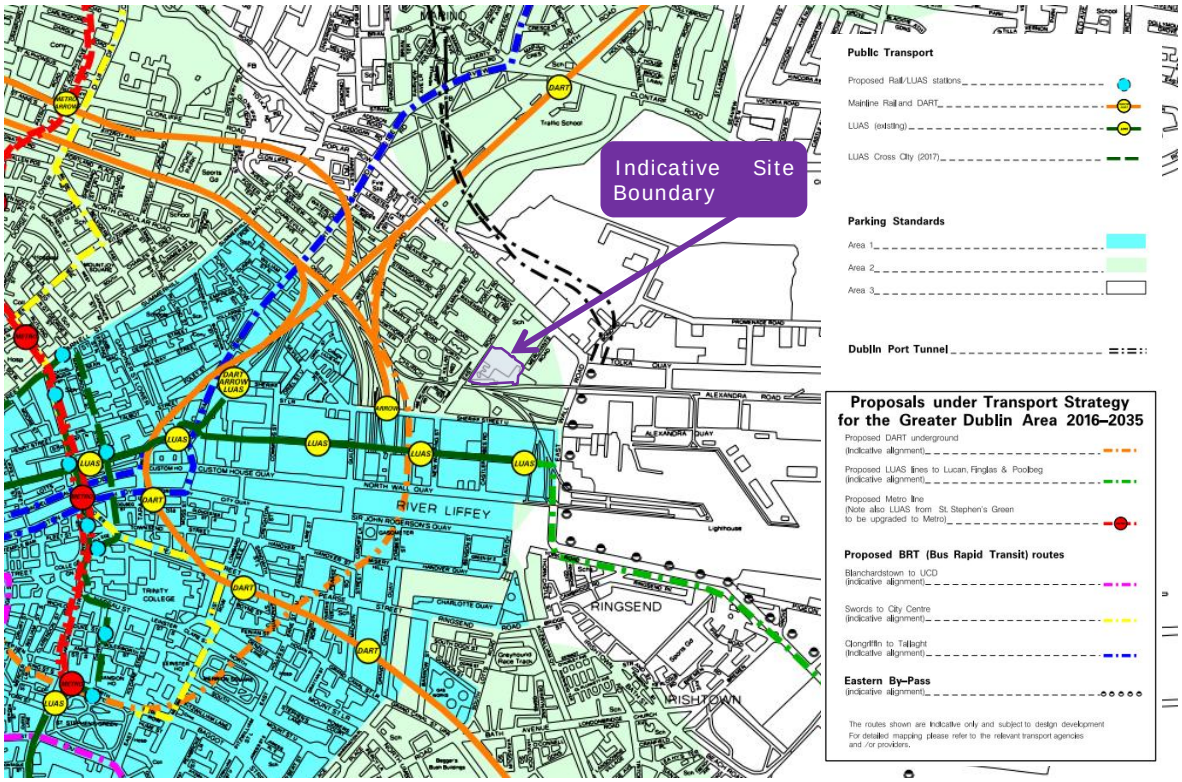

Figure 1.1: Dublin City Council Parking Areas (extract Map J DCC Development Plan 2016-2022)

1.2.3 With regard to the proposed development schedule the associated Dublin City Council car parking requirements are outlined in Table 1.1 below.

Land Use	Quantity of Units/Staff/GFA	DCC Maximum Parking Standard for Zone 2	Parking Required
Residential	554	1 per dwelling	554
Enterprise and Employment/Offices/ General Industry (inc warehousing)	3123.3sqm	1 per 200sqm GFA	16
Other Retail and Main Street, Financial Offices (excl. retail warehouse)	344.4sqm	1 per 275sqm GFA	1
Childcare facility	538.1sqm	N/A	-
	Total	571	

Table 1.1: DCC Development Vehicle Parking Requirements

1.2.4 According to the development plan, based upon the subject development schedule , a maximum of 571 vehicle parking spaces should be provided.

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

1.3.1 The Department of Housing, Planning and Local Government has recently published (March 2018) new guidance '*Sustainable Urban Housing: Design Standards for New Apartments'* (SUHDS). In relation to car parking, within *'Central and/or Accessible Urban Locations'* the document states *'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 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 tail and bus stations located in close proximity.'*

1.3.2 The document goes on to say *'these locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minute 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.'* The subject site is located within 550m of Docklands Rail Station and 650m of the LUAS Red Line and is therefore within the 10-minute walking distance specified in SUHDS for *'Central and/or Accessible Urban Locations'.*

1.3.3 DBFL believe parking provision for the proposed development should be provided in accordance with the Department of Housing, Planning and Local Government SUHDS guidance as referred to above, and as such the quantum of vehicle parking provided on site should be '*minimised, substantially reduced or wholly eliminated'.*

2.0 RESIDENTIAL PARKING DEMAND ANALYSIS

2.1 OVERVIEW

2.1.1 The proposed vehicle parking provision of 227 on-site car parking spaces for the residential units corresponds to an overall provision of 0.41 parking bays per residential unit.

2.1.2 With the objective of establishing if this parking ratio (approximately 0.41/unit) would be appropriate to accommodate the likely demand generated for car parking at the subject East Road site, the following data sources have been reviewed with the objective of informing the identification of the proposed development parking strategy:-

- Review of 2016 Census Data – Existing Modal Split trends;
- Review of 2016 Census Data – Car Ownership trends; and
- Review of UK best practice residential car parking standards.

2.1.3 The following paragraphs address each of these three aforementioned data sources in turn before a summary of the subject developments car parking strategy is summarised.

2.2 2016 CENSUS Data - Area Based Analysis

2.2.1 The SAPMAP tool has been used to interrogate the findings of the 2016 Census. In descending (size) order the following 5 (five) different geographical catchment areas have been identified and examined as part of this desktop exercise:-

- Area 1 – Dublin Area (The four council areas that comprise Dublin area);
- Area 2 – Outer Electoral Division Area (e.g. City centre and immediate urban areas;
- Area 3 – Inner Electoral Division Area (e.g. area within the canals);
- Area 4 – Small Area Boundary (e.g. entire Dublin Docklands area); and
- Area 5 – Existing residential areas in close proximity to the subject site.

2.2.2 The indicative boundary of each of the above assessment areas are illustrated in Figure 2.1 and Figure 2.2 below, enabling the car ownership levels and journey characteristics for each of the areas to be established.

Figure 2.1: Small Areas Boundaries

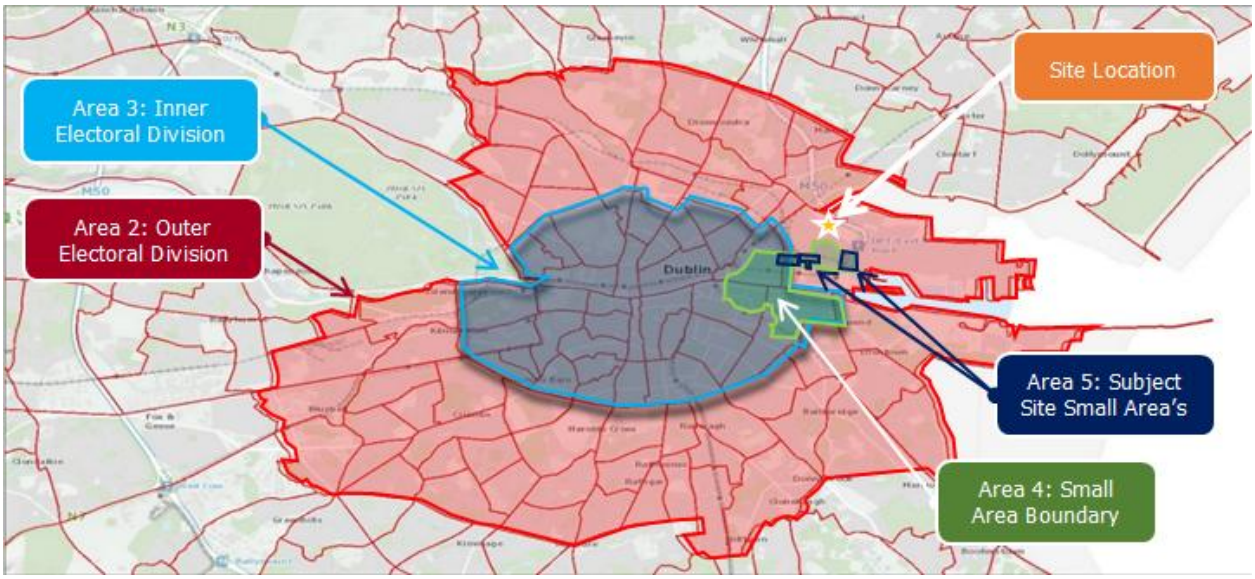

Figure 2.2: Inner & Outer Electoral Boundary Catchments

2016 CENSUS Data - Mode of Travel to School, College and Work

2.2.3 The initial analysis considered the mode of travel used by residents living in each of the above 5 catchment areas when traveling to school, college and work.

2.2.4 The principal mode of travel used by residents in each catchment area is summarised in Figure 2.3 below for (i) Walking & Cycling, (ii) Public Transport and (iii) Motor Vehicle Driver.

2.2.5 The consolidated results (Figure 2.3) reveal some interesting mode of travel patterns including a clear trend in the declining use of the private motor vehicle per area commencing at the outer Dublin area (Area 1 – 59.53%) and moving inwards (towards the city centre) through each subsequent area, with the

smallest area (Area 5 – new residential areas adjoining subject site) recording the lowest level of private car usage at only 9.79%.

2.2.6 In parallel a corresponding trend is identified with the modal split of sustainable modes of travel increasing the closer the catchment area is located to the city centre/subject site. Whilst sustainable modes of travel by residents of Area 1 (Entire Dublin catchment) accounts for 40.47% (e.g. 17.44% walking/cycling plus 23.03% public transport), the level of sustainable modes of travel usage increases towards the city centre with Area 5 accounting for a corresponding 90.21%.

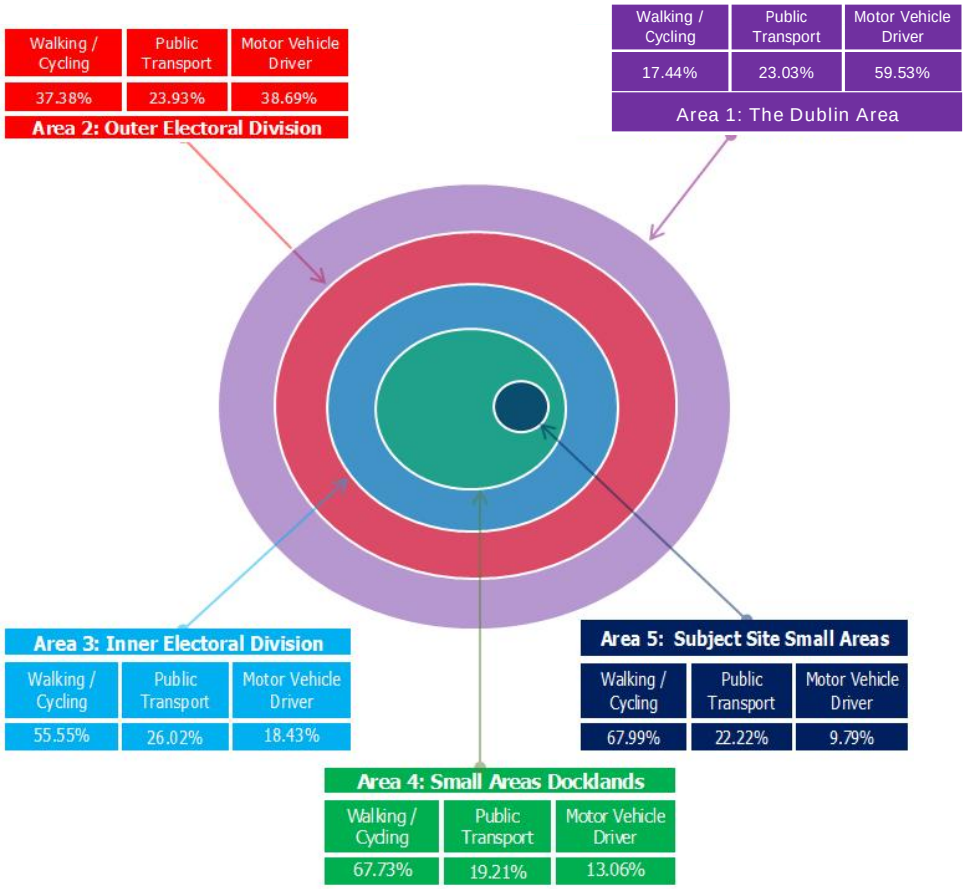

Figure 2.3: Schematic of Travel to School, College & Work by mode of Travel

2.2.7 Figure 2.4 and Figure 2.5 below presents a more detailed breakdown of the mode of travel used for journeys to WORK and SCHOOL/COLLEGE, respectively, most associated with residents in the adopted Census study area. The data in Figure 2.4 reveals the clear majority of those travelling to work within Area 4 and Area 5 do so on foot (55.84% and 55.15%), followed by public transport. In comparison only 22.39% and 10.45% of commuters from Area 2 and Area 1 travel on foot. In reference to the '*motor vehicle driver'* mode category, a clear

trend line can be extrapolated from Figure 2.4 with car use increasing significantly the further out residents live from the city centre.

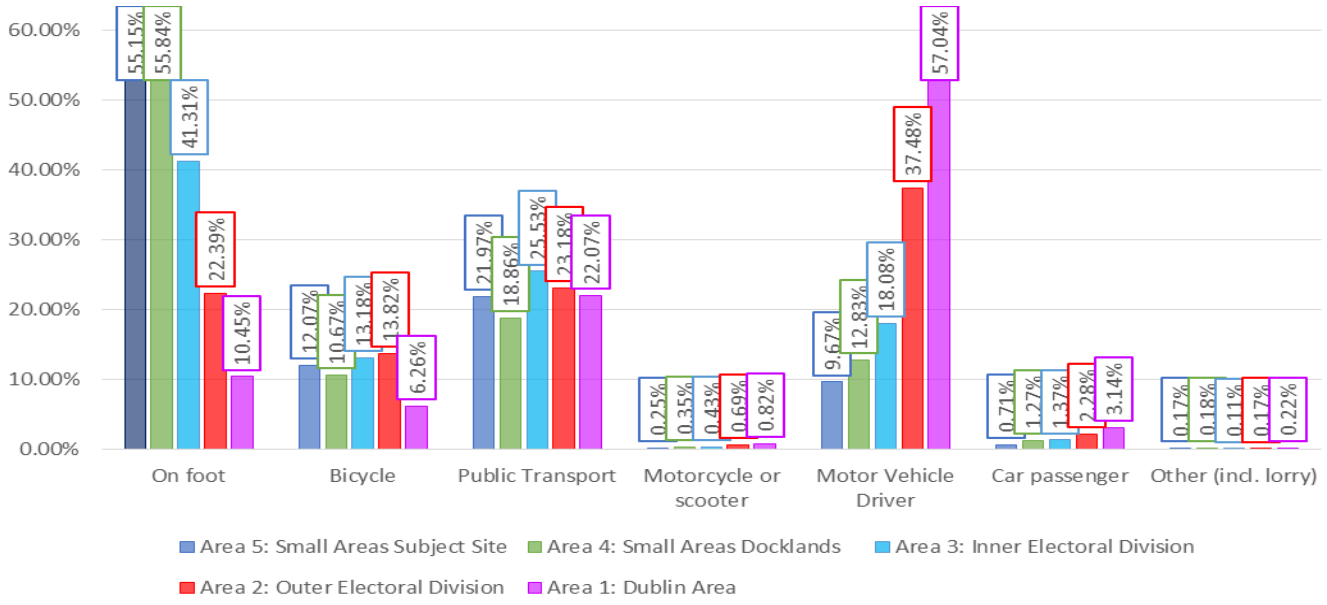

Figure 2.4: Modes of Transport To Work

2.2.8 The mode of travel used when traveling to School/College is detailed in Figure 2.5 below. Similar to the 'travel to work' data, the analysis reveals that car use is again the highest within the areas outside of the city centre, with walking and cycling the lowest within the outer areas e.g. Area 2 and Area 1.

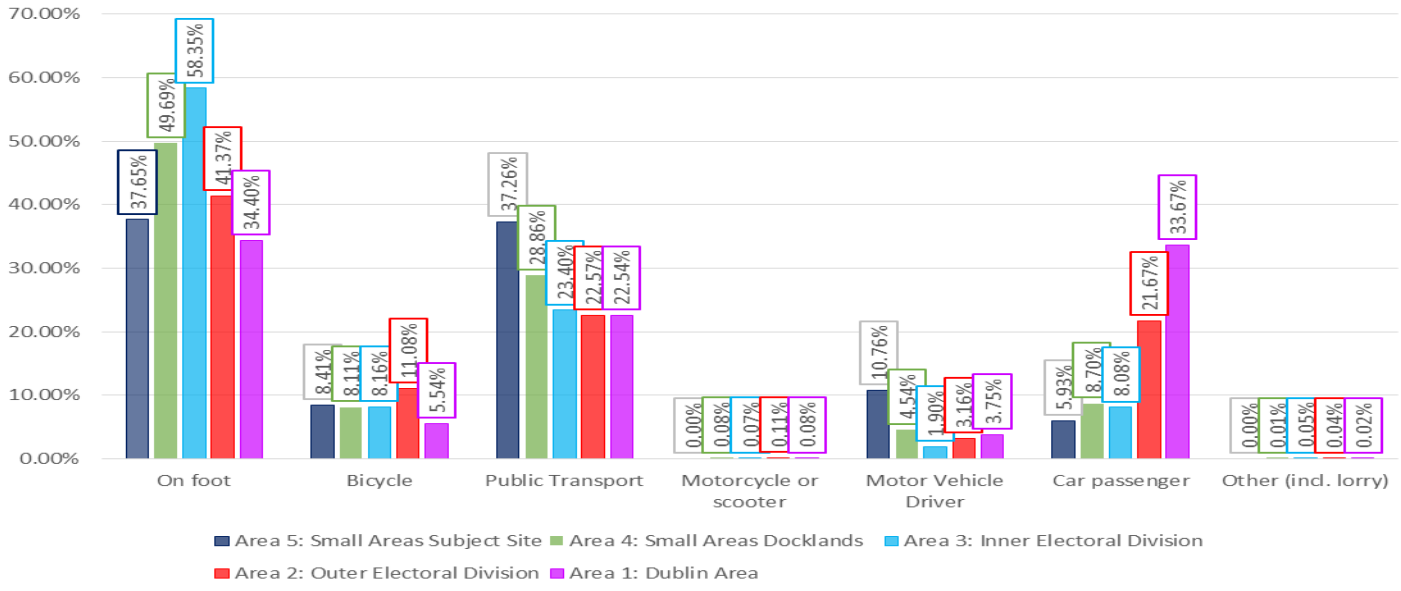

Figure 2.5: Mode of Transport to School & College

2.3 2016 CENSUS Data - Motor Car Availability

2.3.1 The Census 2016 data has also been examined to establish car ownership levels per household for each of the five geographical catchment areas introduced above in paragraph 4.2.4 (ref. Figure 2.1 and Figure 2.2) previously. The findings have been summarised into two principal categories, namely households with '*No motor car*' and those households with '*one or more cars*'.

2.3.2 Figure 2.6 below presents the level of car availability associated with the residential households located within each of the five catchment areas. The results reveal that car ownership/availability is relatively constant across the city centre areas with Area 3, Area 4 and Area 5 recording very low levels of only 38.25%, 39.60%, and 39.70%, respectively. In comparison, Area 2 (66.14%) and Area 1 (82.05%) recorded significantly higher levels of ownership with the level in motor car ownership increasing the greater distance residents live from the city centre.

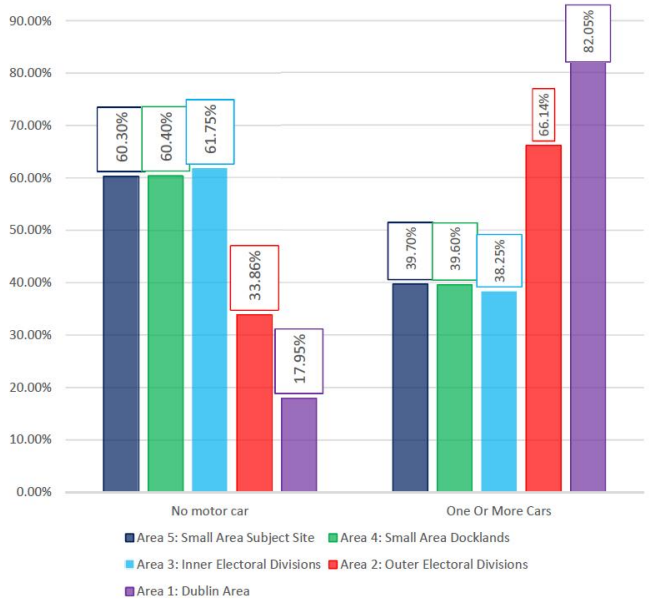

Figure 2.6: Car Ownership

2.3.3 Utilizing the Census 2016 SAPMAP tool, it can be established that the geographical catchment of Area 5 (e.g. existing residential areas in close proximity to the subject East Rd site) incorporates a total of 13 subareas within which a total of 1,387 households / residential units are located.

2.3.4 The SAPMAP tool reveals the level of car ownership within each of these 13 subareas located in catchment Area 5. A summary of the census results for each of these subareas is detailed in Table 2.1 below. The data has enabled that an

'*Equivalent Rate of Parking Space per Unit*' to be established. The existing (2016) average '*Equivalent Rate of Parking Space per Unit*' for all 13 subareas (i.e. located within AREA 5) and the corresponding 1,387 dwellings has been established as being:-

- 0.47 car parking spaces per residential unit.

Small Areas Ref.	No Residential Units	No Households With No Car	% Households With No Car	Equivalent Rate Of Parking Required (Space/Unit)
1	97	41	42.2%	0.57
2	93	43	46.2%	0.53
3	109	52	47.7%	0.52
4	53	22	41.5%	0.58
5	88	40	45.4%	0.54
6	80	36	45.0%	0.55
7	169	95	56.2%	0.43
8	108	95	87.9%	0.12
9	90	55	61.1%	0.38
10	54	54	100.0%	0.00
11	116	29	25.0%	0.75
12	89	46	51.69%	0.48
13	241	77	31.95%	0.68
Area 5 Average Parking Rate				0.47

Table 2.1: Area 5 Rate of Car Parking Required

2.4 PARKING STANDARDS – UK BEST PRACTICE REVIEW

2.4.1 Reference has been made to a number of development management standards (Car Parking) currently adopted at a number of urban centres across the UK. The UK has been adopted for this comparison exercise due to the comparable 'culture' and policy frameworks that exist when compared to the corresponding framework adopted/emerging in Dublin particularly across the city centre and Docklands area.

2.4.2 A total of five development management (Car Parking Standards) examples are detailed in Table 2.2 below. It is noted that all five of these authorities adopt '*maximum*' standards in regard to car parking provision whilst all adopt a zoning system based upon public transport accessibility (e.g. London has a total of 9 zones, Brighton and Edinburgh have 3 to 4 zones, whilst Cardiff and Sheffield currently employ 2 zones.

City	Parking Standards				Car Free Development Promoted
	Year	Zone 1 (Central Area)	Zone 2 (Edge of Centre)	Zone 3 (Outer Urban Edge)	
London	2016	0 to 1 space per unit (max)	0 to 1 space per unit (max)	0 to 1.5 spaces per unit (max)	Yes
Brighton	2016	0.25 spaces per dwelling (max)	0.5 spaces per dwelling plus 1 space per 2 dwellings for visitors (max)	1 space per dwelling plus 1 space per 2 dwellings for visitors (max)	Not as a matter of policy but low allocation schemes encouraged in central zones 1 & 2
Edinburgh	2009	0 to 1 space per unit (max)	0 to 1 space per unit (max)	0.5 to 1 space per unit (max)	Yes
Cardiff	2010	0 to 1 space per unit (max)	0.5 to 2 spaces per dwelling plus 0.25 visitor spaces per dwelling (max) -		Yes
Sheffield	2016	0 to 1 space per dwelling (max)	1 space per 1-bed unit. 2 spaces per 2/3-bed unit. 2-3 spaces per 4+ bed units. In addition to 0.25 spaces per unit for visitors (max)		Yes

Table 2.2: UK Car Parking Standards

2.4.3 With the exception of Brighton, the other five authorities will consider on a case by case basis the provision of between 0 and 1 (maximum) parking spaces per residential unit for proposed residential (apartment) developments located within their respective 'central' zoned areas. Whilst Brighton does not specifically state that they will consider a parking ratio of zero (e.g. Car Free development) the application of a maximum standard of 0.25 per dwelling does encourage very low parking allocation schemes whilst not discounting completely the consideration of a Car Free development in certain circumstances (e.g. high sustainable accessibility areas where the accumulative benefit of walking, cycling and public transport accessibility are taken into account).

2.4.4 Five of the six cities detailed in Table 2.2 above encourage, in specific locations; the promotion of Car Free developments. Car Free developments are actively considered in areas that meet the following criteria:-

- Benefit from good public transport accessibility;
- Are within walking distance of a range of facilities;
- No residential car parking is providing on site except for car sharing scheme use which is encouraged;
- Access and controlled off-street parking are safeguarded for service vehicles;
- Good quality and high quantum of convenient cycle parking included as part of the residential development proposals;

- A Travel Plan forms part of the scheme proposals with appropriate allowance provided for at least five years of monitoring / reporting / promotion;
- The design of the scheme should positively discourage car entry and provide an entry control system which limits access; and
- The development is located within an area governed by a CPZ or RPZ e.g. on-street car parking controls and regulations. Residents of the proposed development will not be eligible of on-street car parking permits.

2.4.5 As an alternative to Car Free developments all six of the above authorities will also consider Low Parking Allocation schemes, where limited on-site car parking (e.g. 0.25 parking spaces per dwelling unit in the case of Brighton) will be considered/encouraged. Similar location parameters (e.g. accessibility), design criteria (control of access to and management of on-site parking), and management requirements (e.g. Travel Plan) to that introduced above will be required at sites for Low Parking Allocation development schemes

3.0 VEHICLE PARKING

3.1 OVERALL PROPOSALS

3.1.1 The development proposals include the provision of both on-street (4 number spaces) and off-street (241 number spaces) vehicle parking as illustrated in Figure 3.1 below.

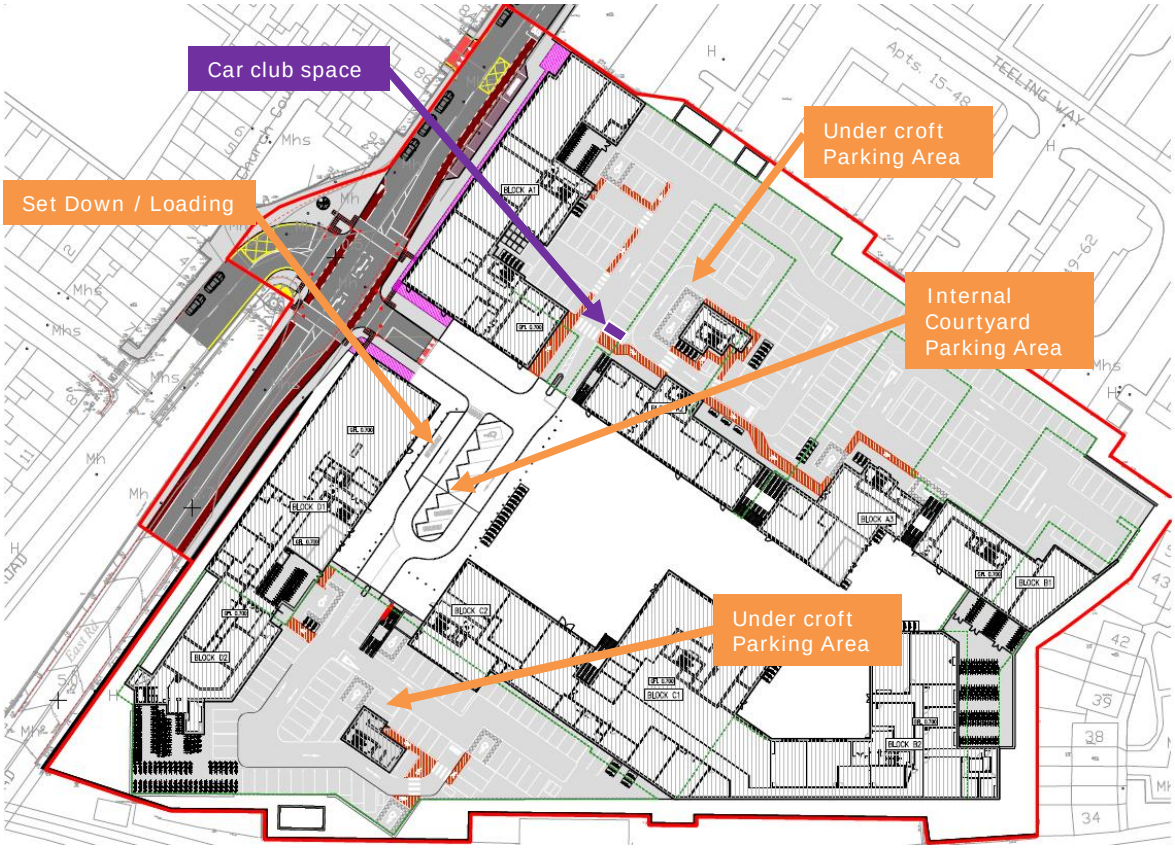

Figure 3.1: Internal Site Vehicle Parking Proposals

3.2 ON-STREET PARKING

3.2.1 The four on-street car parking spaces are located on East Road adjacent to the subject site, as illustrated in Figure 3.2 below.

3.2.2 It is proposed that two of the on-street car parking spaces are allocated for use by local residents and the general public. The remaining 2 no. on-street car parking spaces on East Road should be allocated to a formal Car Share facility such as GoCar.

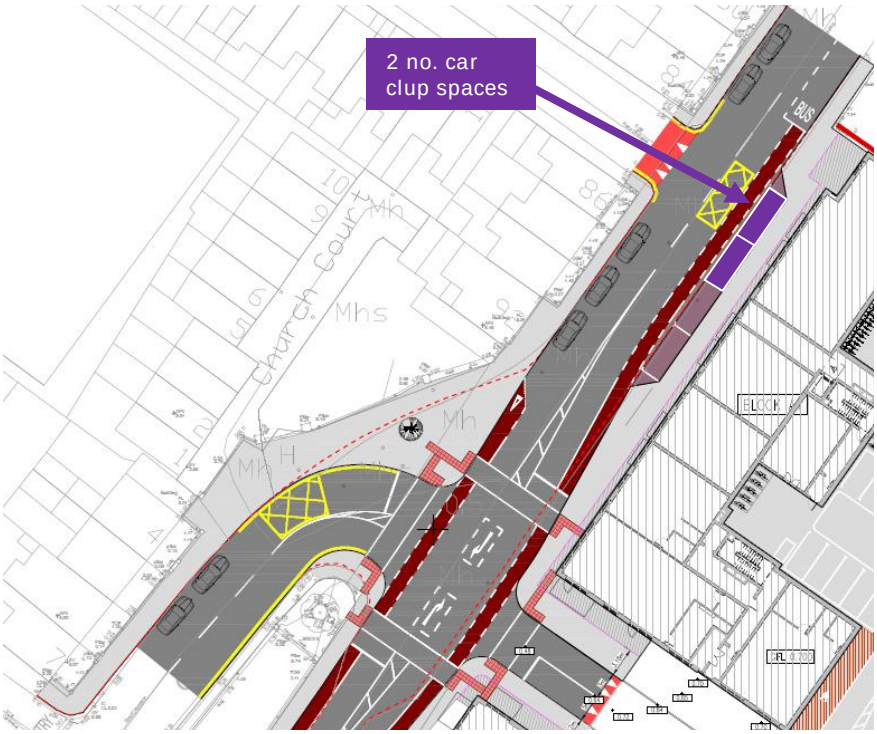

Figure 3.2: On-Street Parking Locations

Car Share Parking Spaces (GoCar)

3.2.3 The provision of two dedicated car share spaces located on street and in close proximity to the subject site access junction will ensure that it is highly accessible and visible to both residents of the subject development, and the potential for a 'walk' to/from catchment from the surrounding local area. There is currently no formal permanent car share facility in the general area. It is proposed to include an additional car share space within the subject residential development car parking area as illustrated in Figure 3.1 above.

3.2.4 Managed by a specialised private operator (i.e. 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 keys are in the car, with fuel, insurance and city parking all included. The benefits of such car sharing services include:-

- the reduction of the number of cars on the road and therefore traffic congestion, noise and air pollution;
- minimised 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.

3.2.5 The marketing and benefits of the proposed car share facilities will form a key component of the developments' Mobility Management Plan (MMP).

3.2.6 The GoCar letter of support can be found in Appendix D of the Traffic and Transport Assessment Report submitted as part of this planning application.

3.3 ON-SITE VEHICLE PARKING

3.3.1 The provision of a total of 241 car parking spaces on-site have been allocated as follows:-

- 227 number car parking spaces (inclusive of 1 no. car share space) have been allocated to residents of the 554 number apartment units;
- 7 number parking spaces have been allocated to staff based at the Enterprise Hub (including the childcare facility staff); and
- 7 number parking spaces are allocated within the internal court yard to facilitate servicing, short duration parking and childcare facility pickup/drop off.

3.3.2 A loading bay has also been provided to facilitate servicing requirements of the Enterprise Hub.

3.1 MOBILITY IMPAIRED PARKING

3.1.1 The appropriate level of mobility impaired parking provision for the proposed development will be provided in accordance with Dublin City Council Development Plan requirements. The Development Plan States:-

'Where car parking is provided, whether for residents, employees, visitors or others, a number of car-parking spaces for people with disabilities should be provided on a proportional basis. At least 5% of the total number of spaces should be designated car-parking spaces, with a minimum provision of at least one such space.'

3.1.2 The subject development site provides 11 number mobility impaired parking spaces (5% of 227 residential standard spaces), therefore fully complies with the Development Plan requirements.

3.2 ELECTRIC VEHICLE PARKING

3.2.1 The Development Plan States:-

'A relaxation of maximum car parking standards will be considered for any site within parking Zone 1 (as illustrated on Map J) provided it is located in close proximity to quality public transport, and subject to requirements below. (There will also be no car storage requirement.) This relaxation of the standards will apply to residential developments where the applicant sets out a clear case satisfactorily demonstrating a lack of parking need for the development based on factors including:

- *Locational suitability and advantages*
- *Ease of access to alternative and sustainable transport modes*
- *Availability of car sharing/car clubs and/or charging points for electric vehicles.*

3.2.2 Although the subject East Road site is located within a Zone 2 parking area (Ref Figure 1.1), the subject development proposals include the provision of 12 (5% of 227) electric vehicle charging spaces.

3.3 SERVICE VEHICLE PARKING

3.3.1 The subject development will only generate a very small level of 'servicing' activities. Unlike a retail scheme no goods are being transferred for onward sale/returns. Accordingly, the majority of 'servicing' activities including inbound delivery and outward collections will constitute waste collections, general maintenance (indoor and outdoor), and general office servicing activities. These servicing activities will be encouraged to be undertaken outside of peak traffic periods.

3.3.2 In order to facilitate these servicing activities, the development proposals include the provision of a loading bay within the internal courtyard area.

3.3.3 Furthermore, if required for infrequent maintenance activities, access can be granted on a 'controlled' basis to the central landscaped plaza area. Nevertheless, this would only be in extreme circumstances and would not represent a normal or regular practice.

3.4 VEHICLE PARKING SUMMARY

3.4.1 The subject site on East Road benefits from excellent walking/cycling accessibility levels in addition to being conveniently located to existing rail (Docklands Station & Connolly Station), LUAS, and bus (Route 53, 151 on east road and 15 others within walking distance) based public transport connections. Furthermore, emerging proposals including bicycle (e.g. C2C and Royal Canal Greenway amongst others), BusConnects, BRT, LUAS, Metro and Rail (including interconnector in the long term) will all contribute to further enhancing the sites excellent sustainable accessibility levels.

3.4.2 The analysis detailed in Section 2 above reveals that currently (i) the use of the private car for journeys to work accounts for a mode share of only 9.79%; and (ii) car ownership is very low for residents in the city centre with demand for car parking within the 13 catchment areas analysed (i.e. new residential areas adjoining the subject site) amounting to approximately 0.47 parking spaces per residential unit. These existing sustainable trends are currently being generated within residential schemes that did not actively seek to minimise car parking provision and adopt car parking standards as a demand management initiative. Accordingly, the opportunity is now available through the application of LOW ALLOCATION or even ZERO parking schemes to further encourage sustainable travel patterns as the need to own a private car reduces for people residing within the city centre.

3.4.3 Dublin City Council's development management standards contained within the *Dublin City Development Plan 2016-2022* in certain circumstances seeks to control or even limit the quantum of car parking provided on-site as part of residential schemes located in the city centre. A similar but more ambitious approach is detailed in Chapter 4 of *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*, as published by the Department of Housing, Planning and Local Government (DHPLG) in

March 2018. In areas such as the subject East Rd site (e.g. *Central and/or Accessible Urban Locations*) the DHPLG guidance suggests that "*the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances*."

3.4.4 The approach outlined with the above DHPLG guidance is directly comparable to that identified in the UK best practice review where planning authorities are actively controlling the provision of residential car parking in city centre locations through the promotion of LOW ALLOCATION and even CAR FREE residential developments.

3.4.5 In the context of (i) the existing Area 5 travel characteristics (existing modal split and car ownership); (ii) the findings of the UK best practice review; and (iii) the guidance outlined within the departments *Design Standards for New Apartments Guidelines for Planning Authorities*, DBFL believe the Parking Strategy outlined in Table 3.1 below for the proposed development at 1-4 East Road is both sufficiently flexible to respond the local planning authorities specific requirements and respects fully the principles of both the local (Dublin City Council) and strategic (Department of Housing, Planning and Local Government) policy framework and associated development management requirements in regard to the level of car parking being provided on-site as part of the emerging development proposals.

Location	Land Use	Category / Use	Sub Total	Land Use Total	Total
On-Site	Residential	Residents	227	227	241
	Enterprise Hub (including Childcare facility)	Staff	7[1]	14	
		Visitors/Childcare facility collection/drop off	7[2]		
On-Street	General Public/Local Residents	-	5	5	7
	Car Share/GoCar	-	2	2	

1) Undercroft
2) Internal Court Yard

Table 3.1: Car Parking Strategy Allocation

3.4.6 In conclusion, DBFL are of the view that the implementation of the above Car Parking Strategy with the provision of 4 on-street car parking spaces (1 of which is a dedicated Car Share bay), and the provision of 241 on-site car parking spaces (227 of which are allocated to the residential units i.e. 0.41 spaces per

residential unit, which is comparable to the existing Area 5 characteristics) as part of the proposed mitigation strategy (e.g. Travel Plan) is more than appropriate for consideration on the subject 1-4 East Road site.

4.0 MOTORCYCLE AND BICYCLE PARKING

4.1 MOTORCYCLE PARKING

4.1.1 The appropriate level of motorcycle parking provision for the proposed development will also be provided in accordance with Dublin City Council Development Plan requirements. The Development Plan States:-

'New developments shall include provision for motorcycle parking in designated, signposted areas at a rate of 4% of the number of car parking spaces provided.'

4.1.2 The subject development site provides 9 number motorcycle parking spaces (4% of 227), therefore fully complies with the Development Plan requirements.

4.2 BICYCLE PARKING

4.2.1 The appropriate level of cycle parking provision for the proposed development will also be provided in reference to both (i) the Dublin City Council requirements; and (ii) the DHPLG guidelines. The DCC cycle parking standards are detailed in Table 4.1 below: -

Land Use Description	Dublin City Council Parking Requirement		DHPLG Requirements	
	Short Stay/Visitor	Long Stay	Short Stay	Long Stay
Houses and Apartments (All zones)	Visitor Parking decided on a case by case basis	1 space per unit	1 visitor space per 2 units	1 space per bedroom
Enterprise & Employment (Zone 2)	N/A	1 per 100sqm	N/A	N/A
Shops/Main Street/Financial Offices (Zone 2)	N/A	1 per 150sqm	N/A	N/A
Childcare	N/A	N/A	N/A	N/A

Table 4.1: Cycle Parking Requirements

4.2.2 In reference to Table 4.2 below, the proposals include the provision of a total of 112 short term and 698 long term bicycle parking stands/opportunities (810 in total) on-site within the subject East Road development. The DCC bicycle parking standards are considered to be 'minimum' standards, whereas the DHPLG requirements are considered to be the preferred level of provision in situations where on-site car parking has been substantially or completely removed as permitted in certain situations by the corresponding DHPLG car parking guidance.

Land Use Description	Quantity of Units/GFA	Dublin City Council Parking Requirement			DHPLG Requirements			East Road Development Provision		
		Short Stay	Long Stay	Total	Short Stay	Long Stay	Total	Short Stay	Long Stay	Total
Apartments	560	-	560	560	280	885	1165	84	666	750
Enterprise & Employment	2442.5sqm	N/A	24	24	N/A	N/A	N/A	28	32	60
Shops/Main Street/Financial Offices	1025.2sqm	N/A	7	7	N/A	N/A	N/A			
Childcare	538.1sqm	N/A	N/A	N/A	N/A	N/A	N/A			
Total		-	591	591	280	885	1165	112	698	810

Table 4.2: Cycle Parking Requirements & Development Provision

4.2.3 The level of bicycle parking proposed on-site for the apartment units has been provided in the context that the development car parking proposals are below the DCC development plan standards (e.g. 224 spaces opposed to 560). DBFL consider this reduction to be consistent with the 'substantial' reduction that the DHPLG guidelines recommend and at which the high DHPLG bicycle parking requirements would be of greater relevance. Accordingly, the design approach in regard to the specification of bicycle parking on-site, in the context of the site's accessibility characteristics (including the proposed car parking provision), is considered to be an appropriate number of bicycle parking opportunities on-site, which is above the DCC cycle parking standards and leans towards the 'maximum' DHPLG requirements.

4.2.4 In reference to Table 4.3 below is can be established that the proposed on-site bicycle parking provision of 810 spaces (including Short and Long-term parking spaces) is approximately 37% more than the 591 parking opportunities required by the DCC development management standards.

Standard/Proposed	Type	Apartments	Enterprise Hub	Sub Total
DCC Standards	Short	-	-	-
	Long	554	31	591
	Total	554	31	591
DHPLG Standards	Short	280	-	280
	Long	885	-	885
	Total	1165	-	1165
Proposed	Short	84	28	112
	Long	666	32	698
	Total	750	60	810

Table 4.3: Comparison of Bicycle Parking Provision

4.2.5 The specific location of the proposed on-site bicycle parking facilities are graphically illustrated in DBFL Drawing 170200-2001 which accompany the planning application.

5.0 MANAGEMENT OF ON-SITE FACILITIES

5.1 OVERVIEW

5.1.1 A management company and regime will be in place at the subject East Road site and will be responsible for the control of the parking and access arrangements within internal court yard parking area and the under-croft parking areas.

Internal Court Yard Area

5.1.2 The 7 number parking spaces within the internal court yard area will be restricted to short duration parking only (i.e. 30-60 minutes). A clamping enforcement regime will be in place within the site to ensure these parking restrictions are adhered to.

Undercroft Parking Areas

5.1.3 The accesses to the under-croft vehicle parking areas will be barrier controlled to ensure unpermitted vehicles cannot gain entry. In order to be allocated a dedicated parking space within these under croft parking areas, both tenants and employees based at the site will have to apply to the management company to gain a parking permit and an assigned dedicated parking space, i.e. a tenant/employee is not automatically allocated a parking space when they take up residency or employment at the site.