



Proposals for Parking

Mixed Use Development at Clongriffin, Dublin 13

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1. Introduction

1.1 Introduction

This report '*Proposals for Parking*' has been prepared by Waterman Moylan to accompany planning application to An Bord Pleanala (ABP) and Dublin City Council (DCC) for a further phase of development at Clongriffin, Dublin 13.

The parking proposals address the existing and proposed parking at Clongriffin including the quantum, the location, the operation and management of parking for private cars, public transport, taxi, bus and cycle.

The proposals are accompanied by a Transport Assessment which is a comprehensive review of all the potential transport impacts of the development, both existing and proposed, including a detailed assessment of the transportation systems provided and the impact of the proposed development on the surrounding environment and transportation network.

The proposals are also accompanied by a Travel Plan/Mobility Management Plan to implement the mobility management policies for the development and achieve the sustainable travel targets.

1.2 Location of Development

The location of the development at Clongriffin, Dublin 13 is illustrated in Figure 1.

The overall Clongriffin site is bounded to the north by the Mayne River, to the east by the Dublin-Belfast railway line, to the west by Fr. Collins Park and to the south by the Grange Road.

1.3 Background

The subject site forms part of a parent planning permission which was previously granted by Dublin City Council (Reg. Ref. 0132/02) and An Bord Pleanala (Ref. PL29N.131058) as part of the overall Clongriffin residential and commercial development.

The approved Clongriffin Masterplan (parent planning permission) comprised 3,520 dwellings and 85,000 sqm of mixed retail, commercial, leisure and community uses. Subsequent amendment permissions have resulted in c. 100,000 sqm of commercial development permitted in Clongriffin.

The subject applications represent an amendment to those areas of the parent planning permission previously granted by Dublin City Council and An Bord Pleanala as part of the overall Clongriffin residential and commercial development and which have yet to be completed on site.

1.4 Neighbourhoods

Clongriffin comprises four neighbourhoods at different stages of development. They are supported by the Station Square, a Town Centre, a public park and a railway station with an intensive commuter service.

The overall development at Clongriffin which is expected to be completed in 2025 will comprise 4,220 residential units and 45,464 sqm of commercial area.

Table 1 Overall Development 2025

Area	Houses	Apartments	Total Residential	Non-residential
Marrsfield	-	553	553	708
Belltree	443	30	473	-
Town Centre	-	2,590	2,590	44,533
Beaupark	506	98	604	223
Total	949	3,271	4,220	45,464 sqm

The transport hub of the Town Centre is Station Square. This area has a multi-storey car park with 777 car parking spaces, an underground Park and Ride with 420 spaces, a terminus for Dublin Bus Route 15 and a GoCar station.



Figure 1 Location Map showing Neighbourhoods and Railway Station.

2. Development Background – Land Uses

2.1 Existing Development

At the end of 2018, development of Clongriffin was some 40% complete.

The existing development at the end of 2018 is summarised in Table 2.

Table 2 Existing Development

Area	Houses	Apartments	Total Residential	Non-residential
Marrsfield	-	179	179	368
Belltree	366	-	366	-
Town Centre	-	536	536	13,359
Beaupark	506	98	604	223
Total	872	813	1,685 units	13,950 sqm

In addition, there were a number of unused car parking spaces arising from the early completion of the road's infrastructure and the multi-storey car park in the Town Centre (Block 12).

2.2 Proposed New Development

The proposed new development to be completed by 2025 will comprise 2,535 residential units (585 permitted/under construction and 1,950 units proposed as part of the subject applications) and 31,514 sqm of non-residential floorspace (8,786 sqm permitted/under construction and 22,728 sqm as part of the subject applications).

The new non-residential floorspace at Clongriffin amounting to 31,514 sqm will comprise: -

- Retail : **6,171 sqm** (706 sqm under construction & 5,465 sqm part of the subject applications)
 - Offices : **8,468 sqm** (subject applications)
 - Leisure : **7,565* sqm** (subject applications)
 - Hotel : **8,080 sqm** (permitted)
 - Crèche : **1,230 sqm** (subject applications)
- Total : **31,514 sqm**

*7,565 sqm of leisure area includes: 5,507sqm of leisure, 1,641sqm of café/restaurant and 417sqm of community use.

2.3 Overall Development 2025

The overall development to be completed at Clongriffin by 2025 is summarised in Table 3.

Table 3 Overall Development 2025

Area	Houses	Apartments	Total Residential	Non-residential
Marrsfield	-	553	553	708
Belltree	443	30	473	-
Town Centre	-	2,590	2,590	44,533
Beaupark	506	98	604	223
Total	949	3,271	4,220	45,464 sqm

3. Development Background - Parking

3.1 Beupark

The neighbourhood of Beau Park to the southeast of the overall Clongriffin development was largely complete at the end of 2018 and no further units are under construction in 2019.

The development comprises 506 low rise residential housing units and 98 apartments (Block 18) and a 223 sqm Crèche.

Car parking for the houses was provided on the basis of an average rate of 1.66 car parking spaces per unit mostly on-street.

Car parking for Block 18 was provided on-street / at basement level at the rate of 1.39 car parking spaces per unit, 76 on curtilage and 764 on-street.

For the Crèche, it is reserved 6 off-street car parking spaces.

3.2 Belltree

The neighbourhood of Belltree between the Town Centre and Fr Collins Park will comprise a total of 443 low rise residential housing units and 30 apartments.

At the end of 2018, 366 units (77%) were complete.

The penultimate phase of 45 units (30 houses and 15 apartments) was under construction in the beginning of 2019.

A further 62 units (47 houses and 15 apartments) have been approved but have not proceeded to the construction stage.

Car parking for the existing houses was provided on the basis of an average rate of 1.835 spaces per unit (396 on-street and 417 on curtilage).

Car parking for the apartments was provided on the basis of 1 car parking space per unit (30 car parking spaces off-street).

3.3 Marrsfield

Marrsfield is located to the north of Marrsfield Avenue. This neighbourhood will contain 553 residential units. It is approximately 33% complete with the remaining 67% under construction.

A total of 179 apartments have been completed in Blocks 34, 35 and 36.

The remaining 374 units in Blocks 31, 32 and 33 are due for completion in 2020.

188 car parking spaces for the 179 apartments in Blocks 34 – 36 is provided at basement level at an average rate of 1.05 spaces per unit.

Car parking with 396 spaces for the 374 apartments in Blocks 31 – 33 is provided at basement level at an average rate of 1.06 spaces per unit.

Public car parking is provided on Marrsfield Avenue with 36 spaces along the frontage of Blocks 31 – 33 and 89 spaces along the frontage of Blocks 34 – 36.

3.4 Town Centre

Approximately 50% of the residential and commercial development at Clongriffin will be located in the Town Centre.

The completed Town Centre will comprise 2,590 residential units and 44,533sqm of commercial areas.

At the end of 2018, 536 residential units (20% of 2,590 units) were completed in the area of Station Square and Main Street. In addition to the 536 residential units, 13,359 sqm of commercial area (20% of 44,533 sqm) were also developed in the same blocks.

At the time of writing in early 2019, a further 84 residential units and Block 2 and 366 sqm of commercial area also in Block 2 were under construction.

As part of the existing development in Town Centre, Block 12 and Station Square have already been constructed, including the parking element associated with them. Block 12 provides a 5-level multi-storey car park with 777 car parking spaces and Station Square provides a Park & Ride car park with 420 car parking spaces in the basement level.

3.5 Car Sharing

Car sharing at Clongriffin is facilitated by the on-site GoCar service. The service operates from designated GoCar parking spaces at Station Square.

At the time of writing in August 2019, 4 No. vehicles are provided at Station Square, 2 No. standard cars and 2 No. van. In addition, there are three other GoCar vehicles based at Clongriffin.



Figure 2 Go-Car Station at Station Square

3.6 Bus

The terminus of Dublin Bus Route 15 is located at Station Square.

Facilities for bus layover are provided in Station Square. The facilities at Station Square include two stops and parking for three buses.



Figure 3 Dublin Bus Route 15 at Stop in Station Square

3.7 Cycle Parking

Covered public cycle parking with 112 stands is provided In Clongriffin at Station Square adjoining the Park & Ride car park.



Figure 4 Cycle Parking at Station Square

4. Description of Proposed Development

4.1 Introduction

The proposed development comprises 15 blocks in the Town Centre neighbourhood with 1,950 residential units, 22,728 sqm of commercial space and 1,358 car parking spaces.

The proposed development is divided into three applications, Strategic Housing Development Application No. 1 (SHD 1), which refers to blocks 6, 8, 11, 17, 25, 26, 27, 28 and 29; Strategic Housing Development Application No. 2 (SHD 2), which refers to blocks 4, 5 and 14 and one application to be submitted to Dublin City Council (DCC) which refers to blocks 3, 13 and 15.

The details of the three applications are summarised in Table 4.

Table 4 Summary of Planning Applications.

Block	Residential	Commercial	Parking			Cycle Parking
			Residential	Non-residential	Total	
SHD 1	1,030	2,286	499	174	673	1,883
SHD 2	500	3,125	261	96	357	1,007
DCC	420	17,317	227	101	328	635
Total	1,950 units	22,728 sqm	987	371	1,358	3,525

4.2 SHD Application 1

Details of the Strategic Housing Development 1 (SHD1) is illustrated on Waterman Moylan Drg No 18-059/P1100 and summarised in Table 5.

Table 5 Details of Strategic Housing Development 1 (SHD1)

Block	Residential	Commercial	Parking			Cycle Parking
			Residential	Non-residential	Total	
6	270	418	119	65	184	572
8	114	-	72	31	103	179
11	96	-	36	25	61	144
17	210	431	71	4	75	225
25	63	-	33	6	39	136
26	78	-	35	17	52	190
27	57	508	18	9	27	146
28	122	929	106	6	112	242
29	20	-	9	11	20	49
Total	1,030 units	2,286 sqm	499	174	673	1,883

4.3 SHD Application 2

Details of the Strategic Housing Development 1 (SHD1) is illustrated on Waterman Moylan Drg No 18-059/P2100 and summarised in Table 6.

Table 6 Details of Strategic Housing Development 2 (SHD2)

Block	Residential	Commercial	Parking			Cycle Parking
			Residential	Non-residential	Total	
4	74	799	45	5	50	132
5	138	393	54	42	96	224
14	288	1,933	162	49	211	651
Total	500 units	3,125 sqm	261	96	357	1,007

4.4 DCC Application

Details of the Dublin City Council (DCC) is illustrated on Waterman Moylan Drg No 18-059/P3100 and summarised in Table 7.

Table 7 Details of Dublin City Council (DCC)

Block	Residential	Commercial	Parking			Cycle Parking
			Residential	Non-residential	Total	
3	141	4,523	80	43	123	200
13	187	6,108	97	26	123	234
15	92	6,686	50	32	82	201
Total	420 units	17,317 sqm	227	101	328	635

5. Car Parking

5.1 Dublin City Development Plan 2016 - 2022

Standards for car parking in new developments are set out in Table 16.1 of the Dublin City Development Plan 2016 – 2022 and Parking Areas in Map J.

As shown on Map J, Clongriffin is located within Parking Area 2 which occurs along transport corridors.

The maximum car parking standards for Clongriffin based on a location in Area 2 are reproduced in Table 8.

Table 8 Dublin City Development Plan 2016 - 2022, Maximum Car Parking Standards

Land Use	Standard
Offices	1 space per 200 sqm GFA
Retail	1 space per 100 sqm GFA
Residential - Apartments	1 space per dwelling
Cinema	1 per 25 seats
Restaurant / Cafe	1 space per 150 sqm seating area
Cultural	1 space per 250 sqm GFA

5.2 Pre-Planning Discussions with Dublin City Council

During the pre-planning stage in 2018 and 2019, various pre-planning meetings have been held with Dublin City Council, Planning Department and the reduced parking standards in Table 9 have been agreed due to the nature of the development (high residential and commercial density) and due to the proximity to public transportation as described in the Transport Assessment (TA).

In particular, the maximum standard for residential has been reduced from 1 space per unit to 0.75 space per unit due to:-

- The proximity to the existing railway station.
- The proximity to the existing bus terminal.
- The intended rail service improvements.
- The intended BusConnects bus service improvements.
- The availability of surplus on street car parking spaces.
- The provision of on-site GoCar parking spaces.

The agreed parking standard are set out in Table 9 below.

Table 9 Agreed Car Parking Standards for Clongriffin

Land Use	Standard
Offices	1 space per 200 sqm GFA
Retail	1 space per 275 sqm GFA
Apartments	0.75 space per dwelling
Cinema	1 per 25 seats
Restaurant / Cafe	1 space per 150 sqm seating area
Cultural	1 space per 250 sqm GFA
Creche	1 space per classroom

5.3 Car Parking Required - Residential

Based on the agreed car parking standard of 0.75 space per unit, the quantum of car parking required for the residential land use is 1,466 spaces as calculated in Table 10 below.

Table 10 Car Parking Required – Residential

Block	No of Units	Standard	Spaces
Block 3	141	0.75 space per unit	106
Block 4	74	0.75 space per unit	56
Block 5	138	0.75 space per unit	104
Block 6	270	0.75 space per unit	203
Block 8	114	0.75 space per unit	86
Block 11	96	0.75 space per unit	72
Block 13	187	0.75 space per unit	140
Block 14	288	0.75 space per unit	216
Block 15	92	0.75 space per unit	69
Block 17	210	0.75 space per unit	158
Block 25	63	0.75 space per unit	47
Block 26	78	0.75 space per unit	59
Block 27	57	0.75 space per unit	43
Block 28	122	0.75 space per unit	92
Block 29	20	0.75 space per unit	15
Overall Total	1,950	0.75 space per unit	1,466

5.4 Car Parking Required – Commercial

Based on the car parking standard set out in the Dublin City Development Plan, the quantum of car parking required for the commercial land use is 138 spaces as calculated in Table 11 below.

Table 11 Maximum Car Parking for Commercial in Town Centre

Block	Land Use	Size	Standard	Spaces
3	Retail	791 sqm	1 per 275 sqm GFA	3
	Offices	3,732 sqm	1 per 200 sqm GFA	19
4	Café / Restaurant	78 sqm	1 per 150 sqm seating area	1
	Creche	304 sqm	1 per room	4
	Community Hall	417 sqm	1 per 250 sqm GFA	2
5	Retail	393 sqm	1 per 275 sqm GFA	1
6	Creche	418 sqm	1 per room	4
8	-	-	-	-
11	-	-	-	-
13	Retail	1,142 sqm	1 per 275 sqm GFA	4
	Cafe	230 sqm	1 per 275 sqm GFA	1
	Offices	4,736 sqm	1 per 200 sqm GFA	24
14	Retail	1,127 sqm	1 per 275 sqm GFA	4
	Café / Restaurant	806 sqm	1 per 150 sqm seating area	5
15	Retail	906 sqm	1 per 275 sqm GFA	3
	Café / Restaurant	527 sqm	1 per 150 sqm seating area	4
	Cinema (1,232 seats)	5,253 sqm	1 per 25 seats	49
17	Retail	431 sqm	1 per 275 sqm GFA	2
25	-	-	-	-
26	-	-	-	-
27	Creche	508	1 per room	5
28	Retail	675 sqm	1 per 275 sqm GFA	2
	Leisure	254 sqm	1 per 250 sqm GFA	1
29	-	-	-	-
Total		22,728 sqm		138

5.5 Park and Ride

A total of 397 spaces were described in the EIS which accompanied the parent planning application in 2002.

This number was increased to 420 spaces in the parent planning application issued by An Bord Pleanála in 2003.



Figure 5 VMA Sign at Clongriffin Park & Ride

5.6 Car Parking Proposed

The proposed car parking in the Town Centre is set out in Table 12.

The locations of the proposed parking spaces are shown on the Waterman Moylan drawings accompanying the planning application.

Table 12 Proposed Car Parking in Town Centre

Location	Pre-Assigned Residential	Residential	Park & Ride	Shared Public	Total
On-street Parking	-	-	-	371	371
Off-street	-	987	-	-	987
Multi-Storey Car Park	46	479	420	252	1,197
Total	46	1,466	420	623	2,555

6. Cycle Parking

6.1 Dublin City Development Plan

Standards for cycle parking in new developments are set out in Table 16.2 of the Dublin City Development Plan 2016 – 2022.

The cycle parking standards for the proposed development at Clongriffin are reproduced in Table 13.

Table 13 Cycle Parking Standards Dublin City Development Plan 2016 -2022

Land Uses	DCC Standards
Residential	1 stand per unit
Retail	1 stand per 150sqm
Employment	1 stand per 100sqm
Restaurant / Cafe	1 stand per 150sqm
Cinema	1 stand per 20 seats
Crèche	1 stand per 3 students
Recreational Buildings	1 stand per 150sqm

6.2 Dublin City Development Plan

Based on the cycle parking standard set out in the Dublin City Development Plan, the quantum of cycle parking required for the proposed development is 2,220 stands as calculated in Table 14 below.

Table 14 Cycle Parking Required in Town Centre

Land Uses	No. Units/GFA	DCC Standards	Parking Required
Residential	1,950 Units	1 per unit	1,950
Retail	5,465 sqm	1 per 150sqm	36
Employment	8,468 sqm	1 per 100sqm	85
Restaurant/Café	1,641 sqm	1 per 150sqm	11
Cinema	5,253 sqm (1,232 seats)	1 per 20 seats	62
Leisure	254 sqm	1 per 250sqm	1
Crèche	1,230 sqm	1 per 3 students	72
Recreational Buildings	417 sqm	1 per 150sqm	3
Total			2,220

6.3 Public Cycle Parking

Public cycle parking is provided at Station Square in accordance with the requirements of Section 16.39 of the Dublin City Development Plan 2016 – 2022.

The required number of stands has been calculated in accordance with Table 16.2 of the Plan which for Train Stations requires 7 spaces per number of trains in the two-hour peak period AM with a minimum of 100 spaces.

In the case of Clongriffin Station, the current number of trains is 16 per two-hour in the AM. This is expected to increase to 20 trains per two-hour after completion of the DART Expansion Project.

These volumes will create a cycle parking requirement of 112 stands in 2019 increasing to 140 stands after DART Expansion.

The current provision is 112 stands at Station Square.

The additional 28 stands are part of the proposed development works and will be also provided at Station Square.

7. Operation and Management of Car Parking

7.1 Strategy

The car parking at the Town Centre neighbourhood at Clongriffin will be controlled and managed in a number of different ways.

7.2 On-Street

Firstly, all on-street spaces will be available to all comers (residents, visitors, staff, customers etc.).

These spaces will be controlled on a '*Pay and Display*' basis. The time of operation will vary from location to location depending on demand, but the core operational hours are expected to be 07h00 – 19h00 Monday – Friday. Tickets will be available from parking meters on payment of the appropriate fee.

Residents may have the option of applying for a Dublin City Council Residents Parking Permit should this be deemed necessary.

In order to ensure parking for visitors, staff and customers, the number of Residents Parking Permits to be issued by the Management Company will be limited.

7.3 Off-Street / On-curtilage

Secondly, off-street spaces other than those in the Multi-Storey Car Park (MSCP), will be reserved for residents only. Entry and exit will be controlled by lifting barriers operated by individual fobs pre-issued by the Management Company.

7.4 Multi-Storey Car Park (Station Square and Block 12)

Thirdly, a proportion of the spaces at the basement level in the MSCP under Station Square will be reserved for Park and Ride users. Entry and exit will be controlled by lifting barriers operated on a '*Pay Before Travel*' basis with the exit barrier from the car park controlled by the requirement for a valid Dart ticket.

A proportion of the spaces on the upper levels of the MSCP in Block 12 will be reserved for residents. Entry and exit will be controlled by lifting barriers operated by individual fobs pre-issued by the Management Company.

The remaining spaces in the MSCP will operate as a public car park for all comers on a 'Pay On Exit' basis. Entry and exit will be controlled by lifting barriers.

7.5 Allocation of Parking

Some 58% of the car parking spaces at Clongriffin will be allocated to and reserved for residents. The remaining 42% will operate on a shared basis serving residents, visitors, staff, customers and rail passengers. The allocations are presented in Table 15.

The locations of the proposed parking spaces are shown on the Waterman Moylan drawings accompanying the planning application.

Table 15 Allocation of Car Parking in Town Centre

Location	Pre-Assigned Residential	Residential	Park & Ride	Shared Public	Total
On-street Parking	-	-	-	371	371
Off-street	-	987	-	-	987
Multi-Storey Car Park	46	479	420	252	1,197
Total	46	1,466	420	623	2,555

Note:

The figures in Table 15 do not include for access to the 27 parking spaces in the 9 on-street loading bays during the evenings and at weekends.

8. Adequacy of Car Parking

8.1 Residential

The requirement for car parking for residents in Town Centre is 1,466 spaces (Table 10).

The proposed provision of car parking is 1,466 spaces with 987 spaces off-street and 479 spaces in the MSCP (Table 15).

Overflow and short-term parking will be catered for by the 623 shared public spaces available on-street provision and in the MSCP.

8.2 Commercial

The calculated requirement for car parking to serve the staff and customers of the commercial units is 138 spaces (Table 11)

This demand is significantly less than the 623 shared public spaces available between the on-street provision and the MSCP (Table 15).

8.3 Cinema

Patrons attending larger events at Clongriffin such as the cinema in Block 15 (49 spaces required) would have the option of parking on-street (371 spaces) or in the MSCP (252 spaces)

8.4 Visitors

Visitors to Clongriffin would have the option of parking on-street (371 spaces) or in the MSCP (252 spaces).

8.5 Park and Ride

The Park and Ride at Clongriffin would continue to operate with 420 spaces as at present.

Any overflow would have the option of parking on-street (371 spaces) or in the MSCP (252 spaces) albeit at considerably higher rates.

8.6 Proximity to Parking in MSCP

It is generally recognised that the average time that people will walk before opting to drive people is five minutes. This time equates to a distance of 400 metres.

The 5 minute walk time from the MSCP in Block 12 at Clongriffin is shown the Waterman Moylan drawings accompanying the planning application.

From these drawings, it will be seen that for the purpose of overflow parking, all of the fifteen residential blocks in the three current applications fall within the 5 minute walk time from the MSCP.

As a result, the proposed use of the MSCP in Block 12 as an overflow reservoir for residential parking is in compliance with good transportation practise.

9. Servicing Strategy

The completed development at Clongriffin will include a number of commercial units which will receive regular deliveries.

The retail units in Blocks 3, 5, 13, 14, 15, 17, 28 together with the Café / Restaurant in Blocks 4, 13, 14 and 15 falls into this category.

To accommodate these deliveries, it is proposed to provide a network of loading bays on the streets close to these units.

The locations of the proposed loading bays are shown on Waterman Moylan Drg No. 18-059-FIG.12 included in Appendix A.

The locations of the nine loading bays include

- Main Street (1 No)
- Market Street (2 No)
- Dargan Street (1 No)
- Friars' Street (1 No)
- Lake Street (2 No)
- Park Street (1 No)
- Station Street (1 No)

Each loading bay would be 15.6 metres long (3 x car parking spaces) and signed for dual usage 00h00 – 00h00 Monday – Sunday.

The operational hours for loading would be 08h00 – 18h00 Monday – Friday.

Outside these hours between 18h00 and 08h00, the loading bays could be used for car parking by residents with Residents Parking Permits, commercial, visitors, etc. thereby adding an additional 27 spaces to the evening parking stock.

Pay and Display tickets would not be valid at the loading bays in ClongriffinSummary

Background

This report addresses the existing and proposed parking at Clongriffin including the quantum, the location, the operation and management of parking for private cars, public transport, taxi, bus and cycle.

The overall Clongriffin site is bounded to the north by the Mayne River, to the east by the Dublin-Belfast railway line, to the west by Fr. Collins Park and to the south by the Grange Road.

The subject site forms part of a parent planning permission which was previously granted by Dublin City Council (Reg. Ref. 0132/02) and An Bord Pleanala (Ref. PL29N.131058) as part of the overall Clongriffin residential and commercial development.

The subject applications represent an amendment to those areas of the parent planning permission previously granted by Dublin City Council and An Bord Pleanala as part of the overall Clongriffin residential and commercial development and which have yet to be completed on site.

Neighbourhoods

Clongriffin comprises four neighbourhoods at different stages of development and a DART railway station.

The four neighbourhoods which when completed will have a total of 4,220 residential units and 45,464 sqm commercial are:-

- Beau Park to the southeast with 604 residential units comprising 506 low rise housing units and 98 apartments (Block 18).

This neighbourhood was largely complete at the end of 2018 and no further units are under construction in 2019.

- Belltree in the west with 443 low rise residential housing units and 30 apartments.

At the end of 2018, 366 units (77%) were complete with the penultimate phase of 45 units (30 houses and 15 apartments) under construction in 2019.

A further 62 units (47 houses and 15 apartments) have been approved but have not proceeded to the construction phase.

- Marrisfield to the north of Marrisfield Avenue with 553 residential apartments.

The apartments are 33% complete with the remaining 67% under construction with the remaining 374 units are due for completion in 2020.

- Town Centre including Main Street and Station Street. This neighbourhood will comprise 2,590 residential apartments and 44,533 sqm commercial.

The transport hub of the Town Centre is Station Square. This area has a multi-storey car park with 777 car parking spaces, an underground Park and Ride with 420 spaces, a terminus for Dublin Bus Route 15 and a GoCar station.

Construction of the overall development commenced about 2002 and is expected to be complete about 2025.

Public Transport

The Dart service through Clongriffin Station serves all stations from Malahide through the City Centre to Bray and Greystones. The existing service operates at a 20 minute frequency in both directions. The DART Expansion Project provides for an extension of the DART service to Balbriggan and an increased frequency of 15 minutes in each direction.

The Commuter Rail service through Clongriffin Station serves all stations from Dundalk through the City Centre to Gorey. The existing service operates at 2 – 3 services per hour in both directions.

Dublin Bus stage route 15 links Clongriffin via Clare Hall and Malahide Road through the City Centre to Ballycullen Road. This existing service operates at a frequency of 10 minutes in both directions.

The Bus Connects project currently being implemented by the National Transport Authority provides for the replacement of the existing Dublin Bus Route 15 with a high frequency radial service linking Clongriffin DART Station to the City Centre at a service frequency of 4 – 8 minutes and a series of Orbital Routes linking Clongriffin to the west and north.

The project also provides for an enhanced bus infrastructure on the radial routes.

Car sharing at Clongriffin is facilitated by the on-site GoCar service. The service operates from designated GoCar parking spaces. At present, 7 No. vehicles are provided, generally 5 No. standard cars and 2 No. van. As demand increases, it is expected that the provision of car sharing vehicles at Clongriffin will be increased to 13 vehicles.

The existing Park and Ride facility with 420 car parking spaces in the multi-storey car park is open from 05h30 to 21h30. The car park is available to travellers half an hour before the DART starts in the morning.

The Expansion Project also provides for major alterations to the suburban rail network in the area of the City Centre.

Applications

The proposed development comprises 15 blocks in the Town Centre neighbourhood with 1,950 residential units, 22,728 sqm of commercial space and 1,358 car parking spaces.

The application is divided into three applications, Strategic Housing Development 1 (SHD1), Strategic Housing Development 2 (SHD2) and Dublin City Council (DCC).

Pre-Planning Discussions

Pre-planning discussions were held with Dublin City Council, Planning Department during preparation of the applications. The major item to emerge from these discussions was a reduced parking standards of 0.75 space per apartment arising from the low level of car ownership at Clongriffin and the high provision of public transport, both existing and future.

Car Parking Required

Based on the agreed car parking standard of 0.75 space per residential unit the Dublin City Development Plan, the total car parking required for the three subject applications is 1,604 spaces, being 1,466 spaces for residential and 138 spaces for commercial.

Car Parking Provided

A total of 2,555 spaces will be provided at Clongriffin being 1,466 reserved spaces for residents, 623 shared spaces for visitors, staff, customers and 420 spaces for Park & Ride. The remaining 46 are pre-assigned for residents.

Operation and Management of Car Parking

Some 58% of the car parking spaces at Clongriffin will be allocated to and reserved for residents. The remaining 42% will operate on a shared basis serving residents, visitors, staff, customers and rail passengers.

Access to residents parking will be through lifting barriers operated by fob pre-issued by the Management Company.

The on-street shared spaces will be controlled on a *'Pay and Display'* basis. The time of operation will vary from location to location depending on demand, but the core operational hours are expected to be 07h00 – 19h00 Monday – Friday. Tickets will be available from parking meters on payment of the appropriate fee.

Residents may have the option of applying for a Dublin City Council Residents Parking Permit should this be deemed necessary.

In order to ensure parking for visitors, staff and customers, the number of Residents Parking Permits to be issued by the parking operators will be limited.

The Park and Ride spaces will be controlled by the requirement to have a valid rail ticket for exit.

Servicing

The completed development will include a number of commercial units which will receive regular deliveries.

To accommodate these deliveries, it is proposed to provide a network of nine loading bays on the streets close to these units.

Each loading bay would occupy 3 x car parking spaces and would be signed for dual usage 00h00 – 00h00 Monday – Sunday. The operational hours for loading would be 08h00 – 18h00 Monday – Friday.

Outside these hours between 18h00 and 08h00, the loading bays could be used for car parking by residents with Residents Parking Permits, commercial, visitors, etc. thereby adding an additional 27 spaces to the evening parking stock.

Pay and Display tickets would not be valid at the loading bays in Clongriffin.

APPENDICES

A. Drawings

Figure 4

Figure 11

Figure 12

A	12/08/19	REVISED FOR FINAL SUBMISSION	PJD	MD
REV. DATE	AMENDMENT	DRN	APPD	

STATUS **FOR INFORMATION**

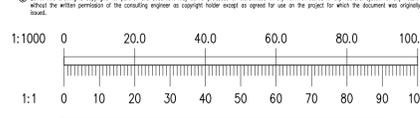
Waterman Moylan
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BLOCK S, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD,
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CLIENT **GERARD GANNON PROPERTIES**
ARCHITECT **CONROY CROWE KELLY**

PROJECT **CLONGRIFFIN**

TITLE **PARKING SPACES LAYOUT**

DRAWN PJD	DESIGNED PJD	APPROVED MD	DATE NOV 18'
SCALE 1:1000 @ A1	JOB NO. 18-059	DRG. NO. FIG.4	REVISION A



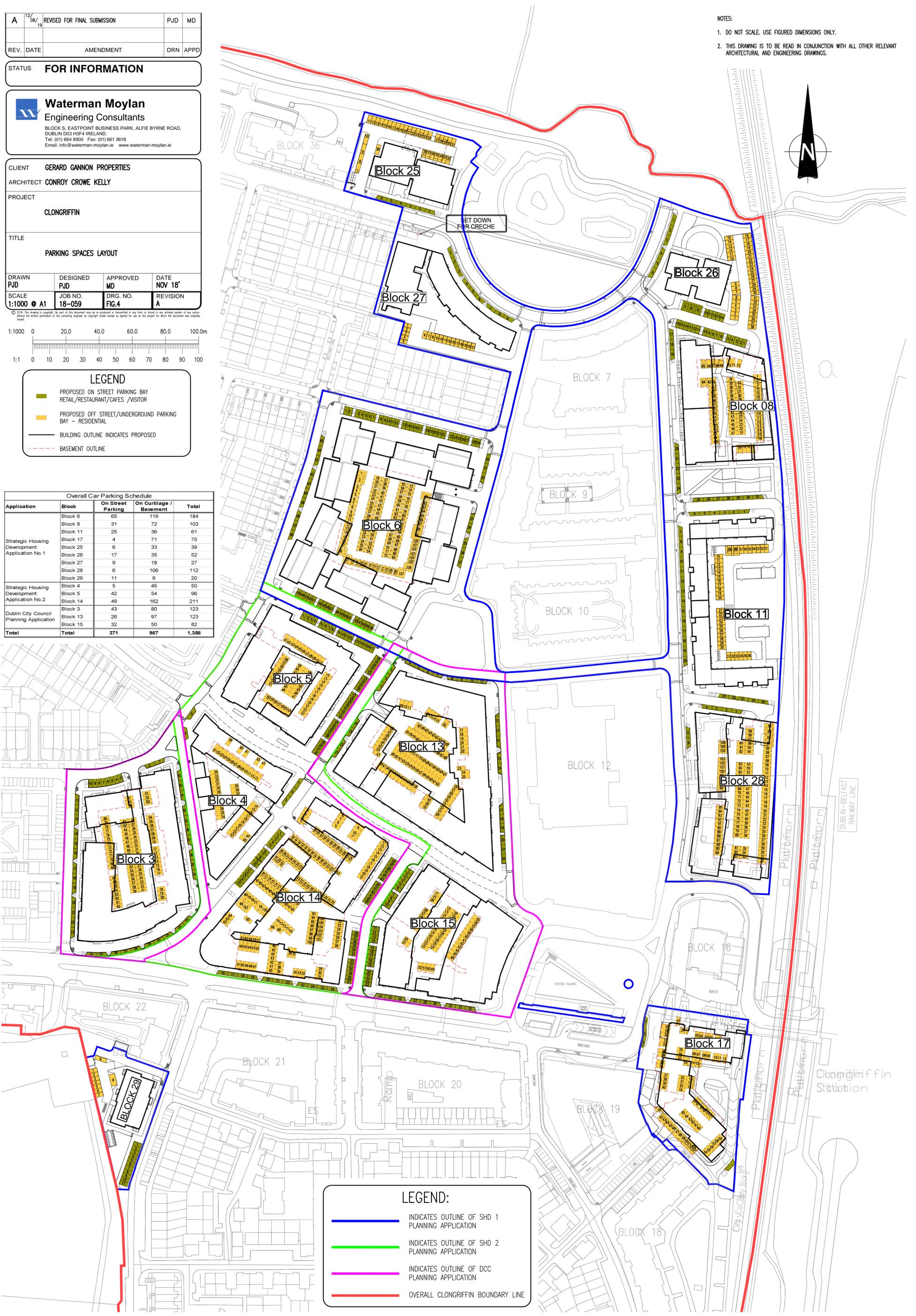
LEGEND

- PROPOSED ON STREET PARKING BAY RETAIL/RESTAURANT/CAFES /VISITOR
- PROPOSED OFF STREET/UNDERGROUND PARKING BAY - RESIDENTIAL
- BUILDING OUTLINE INDICATES PROPOSED
- BASEMENT OUTLINE

Overall Car Parking Schedule

Application	Block	On Street Parking	On Curtilage / Basement	Total
Strategic Housing Development: Application No.1	Block 6	65	119	184
	Block 8	31	72	103
	Block 11	25	36	61
	Block 17	4	71	75
	Block 25	6	33	39
	Block 26	17	35	52
Strategic Housing Development: Application No.2	Block 27	9	18	27
	Block 28	6	106	112
	Block 29	11	9	20
	Block 4	5	45	50
Dublin City Council Planning Application	Block 5	42	54	96
	Block 14	49	162	211
	Block 3	43	80	123
Total	Total	371	987	1,358

NOTES:
1. DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.



LEGEND:

- INDICATES OUTLINE OF SHD 1 PLANNING APPLICATION
- INDICATES OUTLINE OF SHD 2 PLANNING APPLICATION
- INDICATES OUTLINE OF DCC PLANNING APPLICATION
- OVERALL CLONGRIFFIN BOUNDARY LINE

A	12/08/19	REVISED FOR FINAL SUBMISSION	PJD	MD
REV.	DATE		DRN	APPD

STATUS **FOR PLANNING**

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CLIENT **GERARD GANNON PROPERTIES**

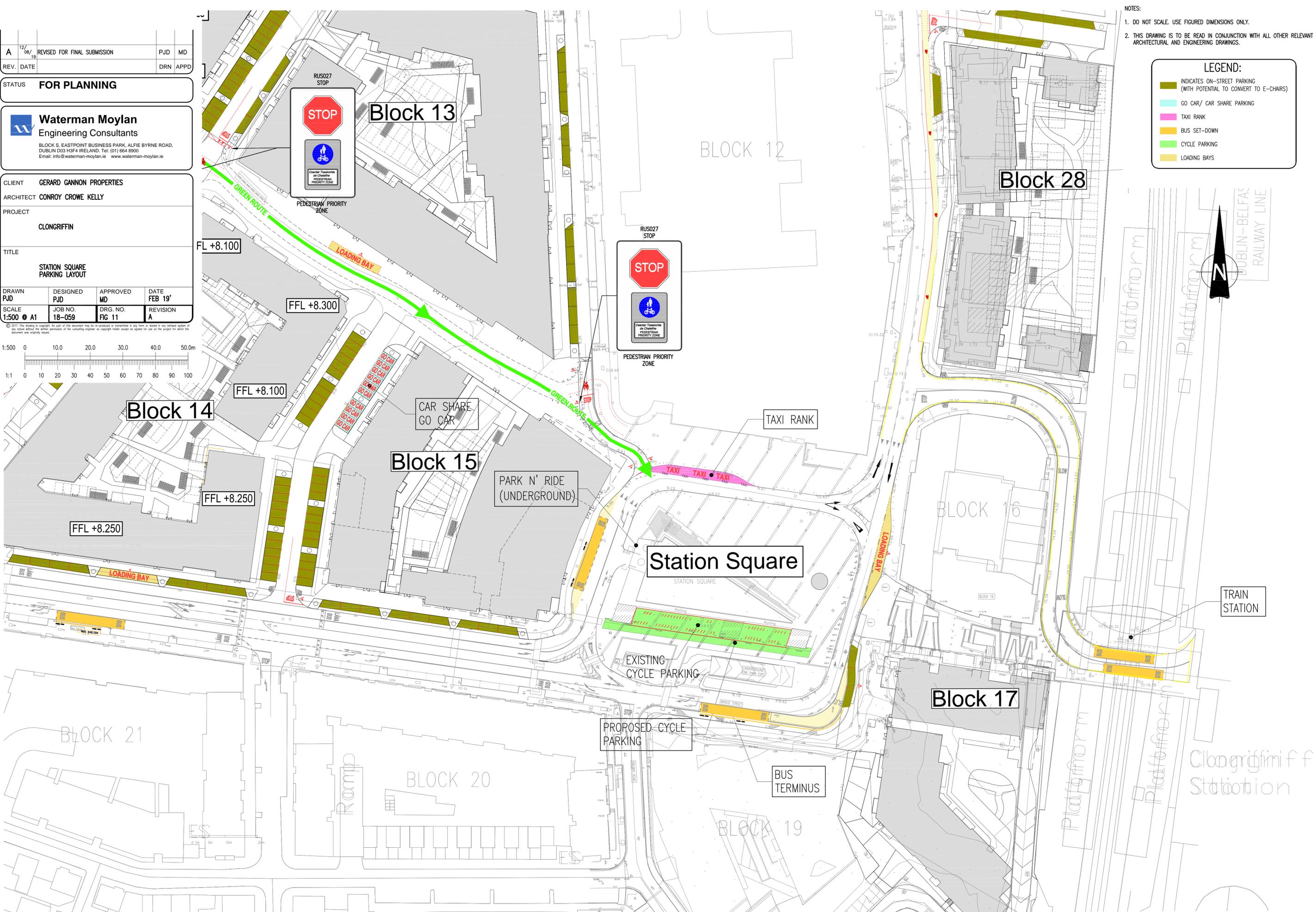
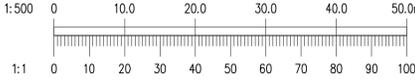
ARCHITECT **CONROY CROWE KELLY**

PROJECT **CLONGRIFFIN**

TITLE **STATION SQUARE PARKING LAYOUT**

DRAWN PJD	DESIGNED PJD	APPROVED MD	DATE FEB 19'
SCALE 1:500 @ A1	JOB NO. 18-059	DRG. NO. FIG 11	REVISION A

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LEGEND:

- INDICATES ON-STREET PARKING (WITH POTENTIAL TO CONVERT TO E-CHAIRS)
- GO CAR/ CAR SHARE PARKING
- TAXI RANK
- BUS SET-DOWN
- CYCLE PARKING
- LOADING BAYS

REV.	DATE	AMENDMENT	DRN	APPD

STATUS **FOR PLANNING**

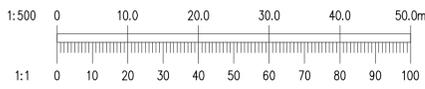
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CLIENT **GERARD GANNON PROPERTIES**
ARCHITECT **CONROY CROWE KELLY**
PROJECT
CLONGRIFFIN

TITLE
PARKING & LOADING BAY LAYOUT

DRAWN PJD	DESIGNED PJD	APPROVED MD	DATE AUG 19'
SCALE 1:1000 @ A1	JOB NO. 18-059	DRG. NO. FIG.12	REVISION

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- GO CAR/ CAR SHARE PARKING
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- CYCLE PARKING
- LOADING BAYS



UK and Ireland Office Locations

