

Car Parking Strategy and Mobility Management Plan

Proposed Residential Development Site at Brewery Road,
Stillorgan

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1. Introduction

Waterman Moylan have been appointed by KW PRS ICAV acting for an on behalf of its sub-fund KW PRS Fund 10 (a Kennedy Wilson company) to provide Engineering services on the development of the lands to the north of The Grange Development on Stillorgan Road (N11) Co. Dublin. This report has been prepared as part of a SHD planning submission to An Bord Pleanala for the proposed development of 287 No. residential units and a new Crèche to accommodate 23 staff and 115 children at The Grange, Brewery Road, Stillorgan.

Kennedy Wilson is a long-term investor, developer and operator of Private Rental Sector (PRS) accommodation. They own and operate over 2,400 apartments in Ireland with a further 1,500 units in design or under construction. Their award-winning developments have been identified as exemplar projects by local authorities, government agencies and internationally accredited industry groups across design, build quality, resident amenities, public realm and placemaking. Some examples include Clancy Quay, Capital Dock and Vantage Sandyford.

Kennedy Wilson is recognised as setting the standard in terms of development and operation of larger scale PRS schemes in Ireland, centred around the provision of high-quality accommodation, onsite resident amenities and dedicated professional management. As a long-term owner and operator of over 28,000 rental home units worldwide Kennedy Wilson understands the importance of ensuring future resident experience is factored into the design process from inception. This is underpinned by their focus on sustainability, functionality, operational considerations and technological innovation. Their objective is to create vibrant communities and neighbourhoods where residents will want to live.

The proposed development is to be operated as a build to rent (BTR) scheme by Kennedy Wilson. Kennedy Wilson currently own and manage 275 No. existing units in the Grange Development. The proposed development which is the subject of this application will form part of this portfolio of very high-quality design developments with good access to amenities and located within close proximity to quality public transport nodes.

In terms of mobility management, the Kennedy Wilson managed schemes offer greater advantages over conventional apartments due to them being managed by a highly experienced and specialist company who are focused on encouraging sustainable modes of traveling by walking, cycling and public transport. Typically, Kennedy Wilson developments do not provide parking as part of the rental agreements for the residential units unless the tenant specifically requires parking in which case a parking space can be rented for an additional fee. In this regard, within their existing BTR schemes the demand for parking is approximately 0.32/unit.

This Car Parking Strategy document has been prepared by Waterman Moylan for the purposes of determining the appropriate level of parking provision in support of the planning application for this development.

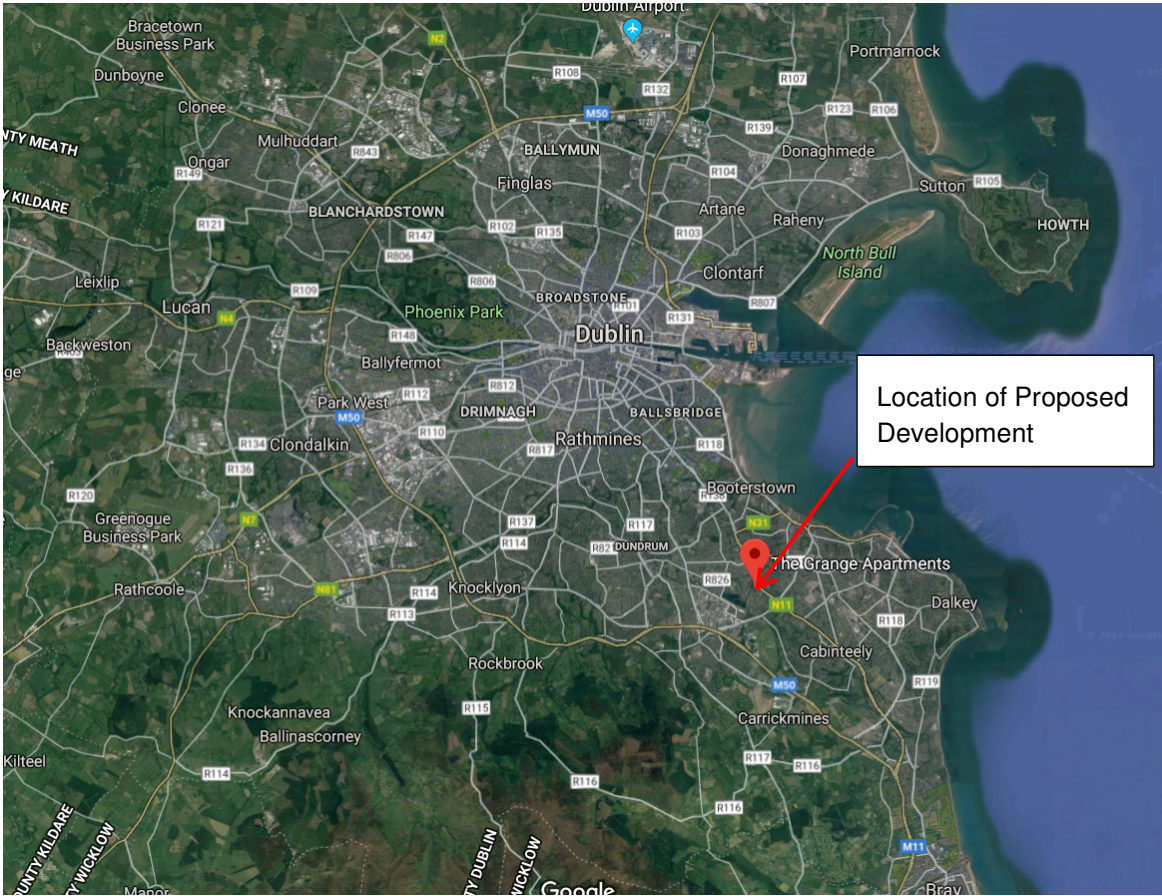
2. Site Description

2.1 Site Location

The site is in Stillorgan, Co. Dublin. It is bounded to the north by Brewery Road, to the east by Stillorgan Road, to the southwest by the Leopardstown Tennis Club and to the southeast by existing residential developments.

Refer to Figure 1 for the location of the proposed development.

Figure 1: Site Location (image taken from Google Earth)



2.2 Existing Development

The total site area is approximately 1.8 hectares and is currently 50% hardstanding. The dis-used Grange Marketing Suite, The Lodge (an existing 2-storey house), Oaktree Business Centre and the now redundant site compound for the neighbouring development currently occupy the site. There are also a number of well-established trees and foliage on site occupying an area of approximately 257m².

2.3 Proposed Development

It is proposed to construct 287 No. residential units with the associated tenant amenities over a double basement car park. The development will be a Build to Rent (BTR) Scheme. Kennedy Wilson currently own and manage over 2,400 No. rental apartments in the Dublin area, including 275 units in the adjacent Grange development. The proposals also include the construction of a new Crèche to accommodate 23 staff and 115 children on site. The developer will construct all associated infrastructure to service the development including a network of foul water and surface water drains, watermain and a realigned access road and footpaths.

The site's main vehicular access will be provided from Brewery Road. The existing access onto Brewery Road will be modified to improve the junction layout and forward visibility. The majority of the carparking onsite will be accessed from a ramp off the main site access road. There are a total of 92 residential car parking spaces, 5 motorcycle spaces and 576 residential bicycle parking spaces provided as well as 8 Creche car parking spaces and 20 Creche bicycle parking spaces. Pedestrian access will be provided along the building elevation facing onto Brewery Road and from the footway provided on both sides of the vehicular entrance road.

3. Car Parking Rationale

3.1 Dun Laoghaire-Rathdown Council Standards

Dun Laoghaire-Rathdown Development Plan 2016-2022 sets out the maximum requirements for the provision of car parking spaces for different land uses. Table 1 below sets out parking requirements, applicable to the subject site, as defined in the County Development Plan.

Table 1: Dun Laoghaire-Rathdown Development Plan 2016-2022, Maximum Car Parking Standards

Land-Use	Maximum Requirements	Proposed Development	Maximum Number of Car Parking Spaces
Residential	1 per 1-bed unit	125	125
	1.5 per 2-bed unit	143	215
	1 per studio unit	19	19
Crèche	1 per staff member	23	23
Total			382

Based on the current Development Plan the total number of spaces that would be required to serve the proposed development would be 382 (359 for residential and 23 for the Crèche).

As this development is a BTR Scheme which is located in proximity to high quality public transport employment and amenities, it is proposed to provide reduced parking for the development in line with National Policy for new apartment developments. In this regard it is proposed to provide 92 residential parking spaces, 8 of which are visitor/go-car spaces within the proposed development which would equate to a parking rate of 0.32/unit. In addition, Kennedy Wilson currently own and control 275 spaces in the adjoining Grange Development. There are currently 100 spaces vacant/not used due to low demand for parking within their existing rental development. As the vacant/unused spaces are controlled and managed by Kennedy Wilson they could be used, if required, to provide additional spaces to serve the proposed new development. Justification for the reduced parking is set out below.

3.2 National Policy on Parking - Design Standards for New Apartments; Guidelines for Planning Authorities

In March 2018, a revised version of the document “Sustainable Urban Housing: Design Standards for New Apartments” was released, and it has been noted that the parking standards set out in this document see to achieve a considerably lower parking ratio than those contained in the Dun Laoghaire-Rathdown Development Plan 2016-2022 in respect of Apartment Developments.

The following extracts from the “Design Standards for New Apartments – March 2018” summarise the guidelines for parking:

“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.”

Furthermore, we note the following policy provision of the DOE Apartment Guidelines:

“Specific Planning Policy Requirement 8:

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....”

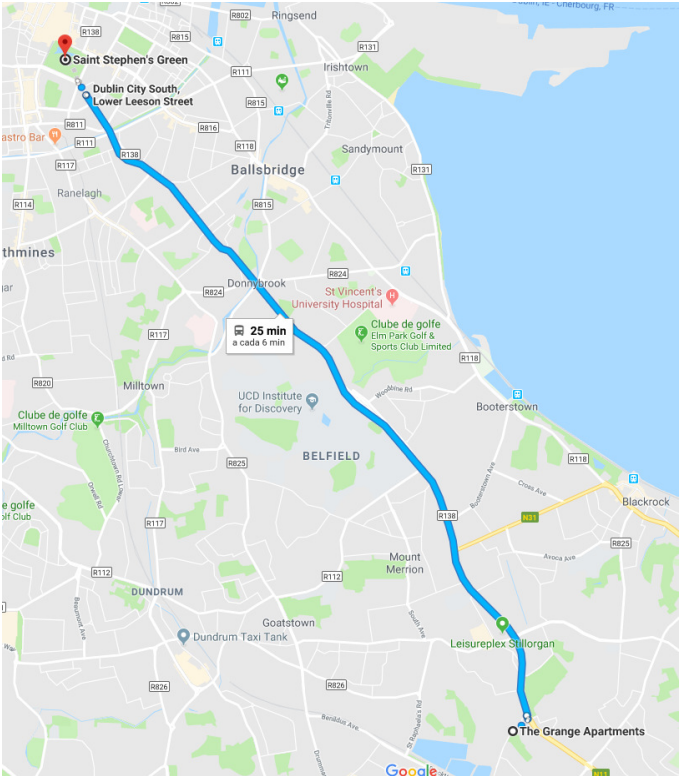
The following section describes the developments proximity to high quality public transport, a major employment centre and amenities, which would support reduced parking and sets out the travel and parking strategy for the development.

3.3 Public Transport, Employment and Amenities

3.3.1 Proximity to Public Transport

The proposed development is immediately adjacent to the Stillorgan Quality Bus Corridor (QBC) with services to the City Centre running every 6 minutes on Routes 46A and 145. The development is therefore less than 5 minutes walking of a high frequency bus service. Total travel time from the proposed development to St Stephen’s Green via this QBC is 25 minutes, see figure 2 below.

Figure 2 QBC route from development to the City Centre



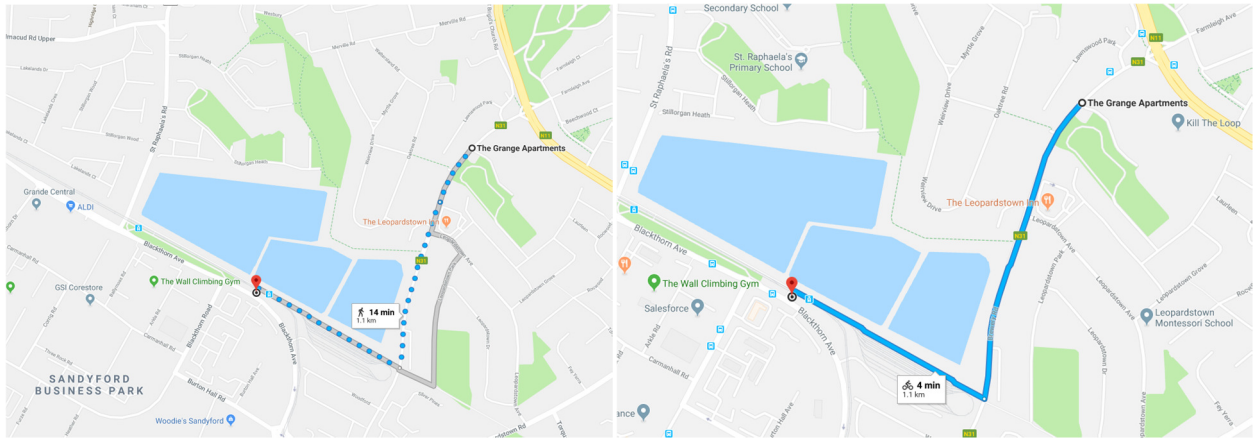
Bus Connects is a programme of investment in the greater Dublin area bus network which aims to overhaul the current bus system in Dublin through a 10-year programme to deliver a more efficient, reliable and better bus system. The proposed Bray to Dublin City Centre route, will run along the N11 Stillorgan Road and as part of the upgrade works, to facilitate Bus Connects along the N11, the Brewery Road junction will be upgraded to improve the cycle paths in this location. It is estimated that the Bus Connects will improve current journey times to the city centre by 40% - 50% and mitigate against any future increase in journey times. The improved journey time to the city centre will encourage a greater modal shift towards the bus and bike.

The Sandyford Luas stop is also only a 14min walk from the proposed development. Sandyford Luas is on the green line and provides a frequent service of 1 tram every 5 minutes at peak times to the city centre. The journey time by Luas to Stephens Green is 26minutes.

3.3.2 Proximity to Major Employment Centre

The development is located within a 14-minute walk or 4-minute cycle of Sandyford Business Park. Sandyford is one of the largest employments centres in Ireland with over 20,000 people currently employed in the area (referenced from Sandyford Business District website - www.sbd.ie).

Figure 3 Walk and Cycle routes to Sandyford from the proposed development

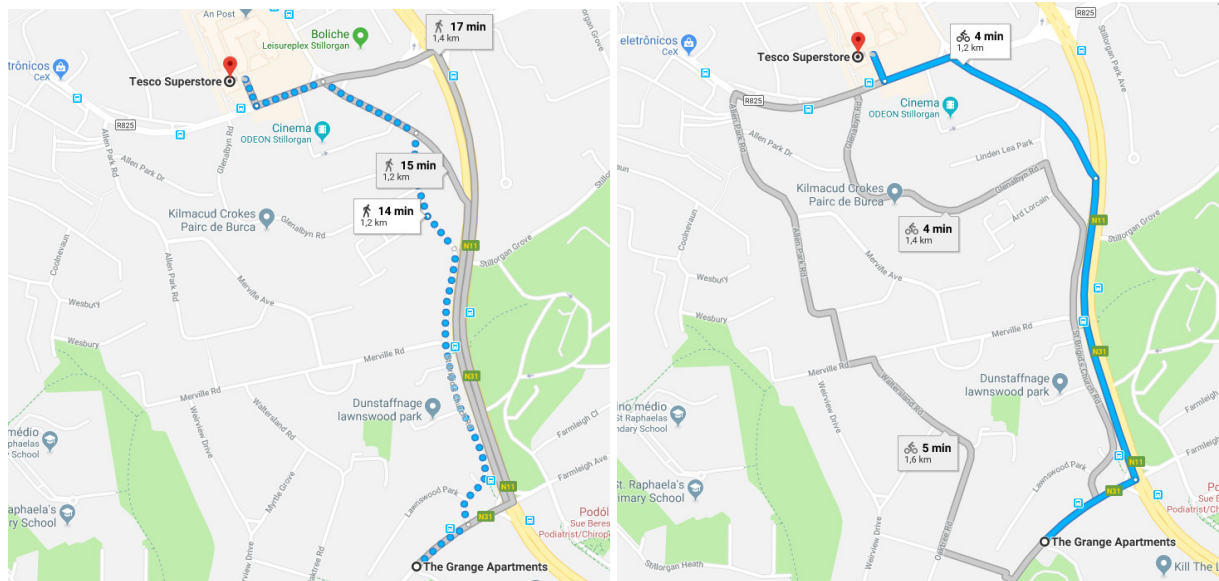


All of the major employers within the Sandyford Business Park can be reached on foot in 15 to 20 minutes or by bicycle in 4 to 10 minutes.

3.3.3 Proximity to Major Centre

The development is located approximately 1.2km (14-minute walk or 4-minute cycle) south of Stillorgan Village as shown in Figure 4 over. Stillorgan Village is a Major Centre with all required local amenities and services. Services available include: Stillorgan Village Shopping Centre, Kilmacud Crokes GAA club, Supermarkets, Educational Developments, Pubs, Cafes, Restaurants, Cinema, Banks, and Retail.

Figure 4 Walk and Cycle routes to Stillorgán Village from the proposed development.

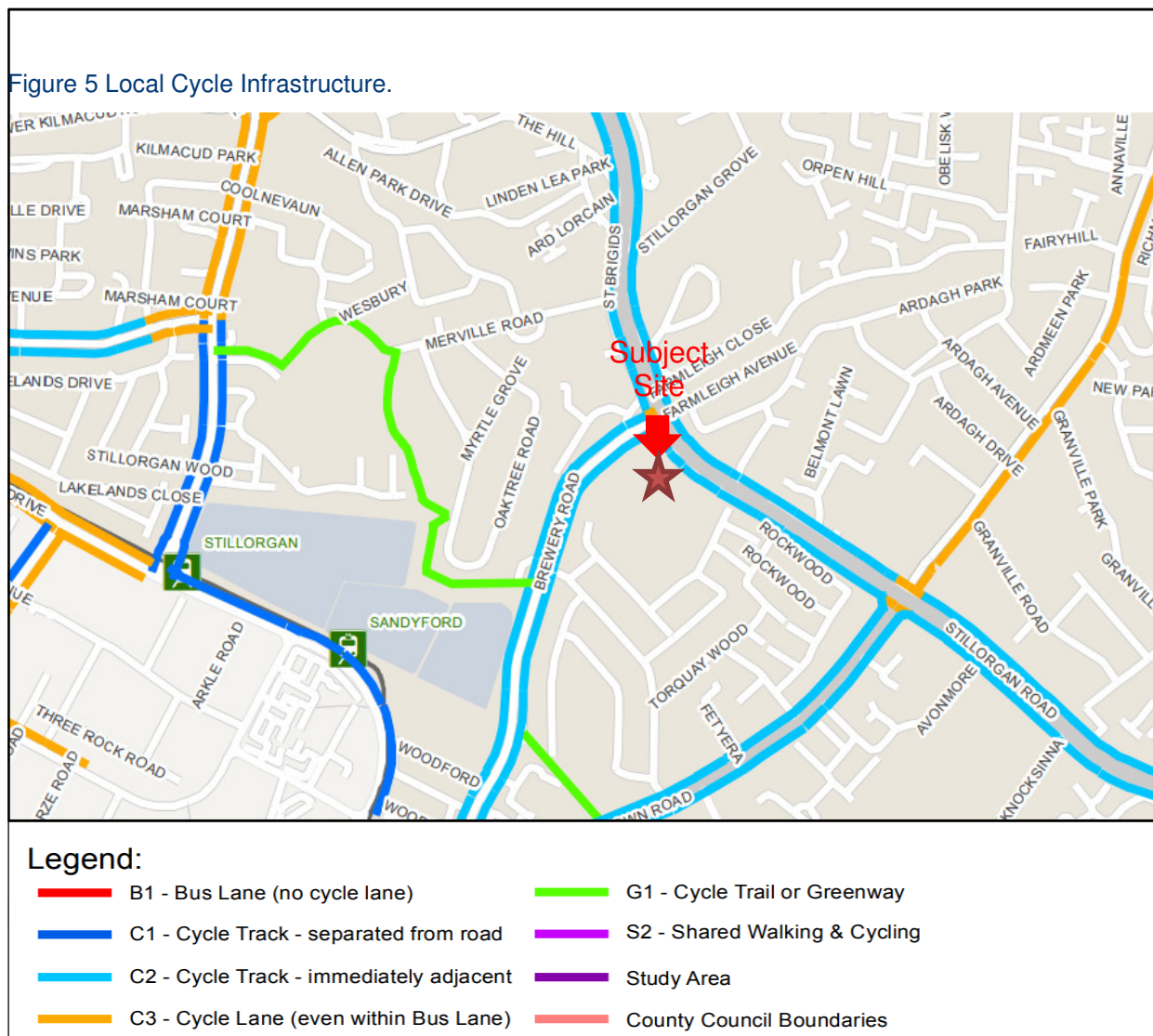


3.3.4 Cycle Facilities

The proposed development will provide a total of 596 No. cycle spaces. This is in accordance with the recommendations contained within the guidelines for Design Standards for New Apartments and exceeds the Dun Laoghaire Rathdown County Council development planning requirements. The provision of increased secure cycle parking for residents will assist in increasing the attractiveness of cycling as an alternative for car based travel.

With regard to cycle facilities, Figure 5 following shows the excellent local cycle track and lane network as taken from the National Transport Authority's (NTA) Greater Dublin Area Cycle Network Plan. As can be seen, cyclists can benefit from the provision of cycle tracks immediately adjacent to the bus lanes (south-north bound) on N11 Stillorgán Road. To the west of N11 Stillorgán Road/N31 Brewery Road junction, cycle tracks immediately adjacent to the carriageway are provided along both sides of N31 Brewery Road.

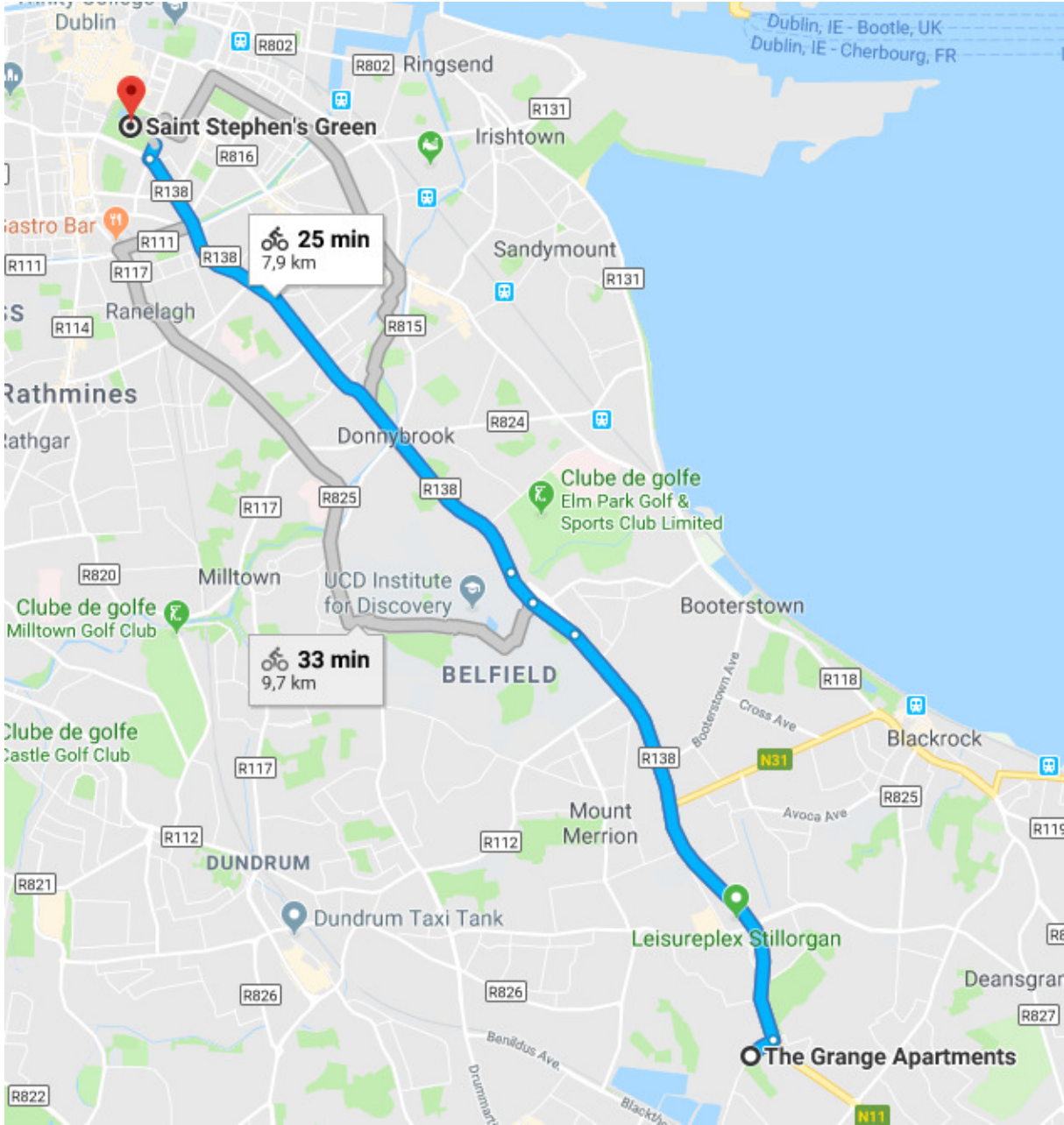
Figure 5 Local Cycle Infrastructure.



The site is a 4-minute cycle from Sandyford Employment Centre via N31 Brewery Road. There are dedicated cycle paths immediately adjacent to the carriageway on both sides of N31 Brewery Road and as far as the Luas crossing/junction with Blackthorn Ave, providing a safe cycle route from the proposed development to the employment center.

Dublin City Centre is also accessible from the proposed development by bike. The cycling time to St. Stephen's Green from the proposed development is under 30 minutes, see Figure 6. Cycle infrastructure in the area is of high quality, with dedicated cycle lanes along the entirety of N11 Stillorgan Road between the City Centre and the proposed development. The existing cycle facilities will also be improved further by Bus Connects which will run along the N11 Stillorgan Road.

Figure 6 Cycle route to City Centre from the proposed development.



3.3.5 Car Club/Car Sharing

Car Club/ Car Sharing is a mode of car rental where people can rent cars for short, medium or long term. Car Club/ Car Sharing contributes to a sustainable mode of travel due to a decrease in car ownership. The following outlines the benefits of car sharing:

- Each car can be accessed by multiple drivers, 24/7 and bookable at a moment's notice;
- Reduce the requirement or need to own a car;
- Reduce the need for car parking spaces;
- Helps reduce the number of cars on the road, traffic congestion, noise and air pollution, frees up land traditionally used for parking spaces, and increases use of public transport, walking and cycling;
- The vehicles used are newer than the average car, and therefore more environmentally friendly and safer.

Car club/car sharing ensures that a car is available to residents should they need one and reduces the necessity to own a car. In this regard, it is proposed to provide 5 No. Car sharing spaces, (i.e. Go Car) within the development. Go Car advertise that the provision of a single Go Car space will replace the need for approximately 20 No. car parking spaces. A letter of support has been provided by Go-Car for provision of 5 spaces at this development and this letter is included in Appendix A.

3.4 Local Census Data Review

We reviewed Census Data from the existing Grange apartment development on Stillorgan Road, located immediately adjacent to the proposed development in order to determine patterns in modal splits among apartment dwellers in the existing scheme. The existing apartment development adjacent to the proposed development and thus the census areas considered applicable to the analysis are shown in Figure 7 below.

Figure 7 Locations of Applicable Small Census Areas



The data shows that in each of the census areas for the adjacent apartment development, the percentage of commuters that travel by green modes of transport is in excess of 50% with one exception. Green modes of transport include those commuting by foot, by bike, or by public transit including train, bus, and tram.

In all but one of the areas, the percentage of commuters who travel by green modes of transport exceeds that of those who travel by car.

A summary of this data is shown in Table 2 below.

Table 2 SAPMAP Census Data Modal Splits

Area	Percentage of Population		
	Commutes by Car	Commutes by Green Modes	Other or Not Stated
3	47.0	45.5	7.6
4	38.3	54.8	7.0
5	41.0	55.5	3.5
6	45.1	51.1	3.8

The above data suggests that green modes of transit are a highly attractive and viable option to residents of apartments in the adjacent development, which is clearly a reflection of the high quality public transport available.

3.5 Proposed Car Parking Ratio

Given the nature of the development (a Build to Rent Scheme), the central location of the proposed development, the proximity of the development to public transport, the availability of existing high quality services/amenities and along with its proximity to a major employment centre it is considered reasonable that the car parking ratio for the residential units can be reduced below the ratio set out by Dun Laoghaire-Rathdown County Council.

Table 3 Car Parking Permitted and Provided.

Land Use	Units/ Staff Members	DLRCC Car Parking Standards	Maximum Parking Permitted	Parking Provided
Residential/Studio	19	1 space per 1-bed unit	19	
Residential/1 Bed	125	1 space per 1-bed unit	125	92*
Residential/2 Bed	143	1.5 space per 2-bed unit	215	
Crèche	23	1 space per 1 staff member	23	8
TOTAL	287 units 23 staff		382	100

* 8 of the 92 spaces are provided at surface level for GoCar and visitors.

As shown in Table 3 above, the development will provide 92 car parking spaces for the proposed 287 apartments. This equates to 0.32 car parking spaces for each apartment. The parking for the Crèche has been reduced on the basis that the Crèche will primarily serve the existing Grange development, and this

proposed development. It is anticipated that those employed in the Crèche will be living in the locality and will be encouraged to travel to and from work by sustainable modes of transport. There are 8 No. dedicated spaces provided for the Crèche which will be used for drop-off and collection.

The proposed development is a Build to Rent Scheme. The carparking will be managed by a management company. Kennedy Wilson currently own and control 275 parking spaces within the existing development where 100 spaces are vacant/unused. Should a higher demand for spaces arise then the vacant/unused spaces in the existing development could be used as they are controlled by Kennedy Wilson. In this regard, if you take into account the existing vacant/unused spaces together with the proposed spaces (100+84), then the parking ratio would increase to 0.66/unit. Even if you assume that only 50% of the vacant spaces are available the ratio would equate to 0.5/unit.

Notwithstanding this, Kennedy Wilson are confident that 0.32 spaces/unit will meet the demand for parking in this proposed BTR scheme, this is based on their experience in similar BTR developments that they own in Dublin. In this regard, we would specifically refer to Kennedy Wilson's development at Clancy Quay, Island Bridge, Dublin 8 where they currently own and manage over 600 units with a further 246 units under construction and at Vantage, Central Park, Sandyford where they own and manage 442 units. Both of these developments are comparable to the Grange in terms of location, proximity to public transport and employment, and both have a parking demand of 0.3/unit.

It is also intended to provide 5 No. car parking spaces for car sharing. We have received a letter of support from GoCar who have confirmed that they will provide cars for this scheme. GoCar will reduce the need to own a car.

In order to reduce the carparking demand, a Mobility Management Plan has been prepared outlining how a modal shift away from the private car and towards sustainable modes of transport will be implemented on site and how the carparking on site will be managed. Details of the Mobility Management Plan are set out overleaf.

4. Mobility Management Plan

4.1 Introduction

The Dublin Transportation Office in its Advice Note on Mobility Management Plans (July 2002) describes Mobility Management as *“a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.”*

Mobility management will be a key operational feature at The Grange. The development will be a Build to Rent Scheme operated by Kennedy Wilson who will maintain control over the whole site including the carparking. A Travel Plan will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport and reducing dependency on the use of the private car. It is important to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

The Travel Plan is intended to deal with the typical day-to-day operating conditions at the site. The targets set out in the Plan will be achieved against the background of expanding public transport capacity.

It will also encourage the general public using the development to avail of public transport by improving awareness of public transport options and by providing information on bus routes.

4.2 Trip Rates

It is necessary to establish a baseline for the trip rates and modal split associated with the proposed development. In order to ascertain these baseline figures, the local census data outlined in section 3.4 was used to calculate the modal split associated with the development. The percentage of people traveling by private car is currently an average of 42.85%.

These figures will act as the baseline figures for this Mobility Management Plan. Upon full occupation of the apartments a survey of the residents should take place to ascertain new baseline data for the development.

4.3 Strategy for Travel

Car ownership and the requirement for parking will be discussed with everyone wishing to rent an apartment at the proposed development. Car parking spaces will attract an additional rental charge and will be allocated on a first come first served basis to residents. Once all the allocated spaces are rented, those who are car owners will not be permitted to rent at this development until such time when a carparking space becomes available. However, as the applicant owns and controls 275 spaces in the first phase of this development, of which 100 are currently vacant, they do have the option to offer a space within the existing phase 1 development. The proposed development is providing excellent pedestrian connectivity with Phase 1 which means that the spaces will be easily accessible.

With the above policy in mind, it is in the interest of the developer to ensure alternative modes of sustainable travel are well publicised and accommodated within the development. To this end, the strategy will be to encourage residents to reduce dependency on the private car and instead encouraging travel by public transport, by cycle, on foot or car sharing.

The methodology to be employed to implement the strategy will include:

- The provision of an extensive information service for public transport routes at a public location(s) within the development;
- The ongoing updating of public transport information adjacent to the development;
- Advising residents of tax incentives for public transport and bike to work schemes which may be available from their employer;
- Lobbying the public transport operators to ensure the ongoing provision of a high level of service on the public transport routes serving the development;
- The provisions of secure cycle parking at the development;
- The provision of high-quality footpaths and signal controlled pedestrian crossings in the area of the development.
- The provision of car club/car sharing within the scheme to facilitate access to a car when necessary.

Pedestrians are well catered for in the area by way of the existing footpaths together with safe pedestrian crossings. In this regard, walking to connect to bus stops will be encouraged.

The strategy for cyclists is based upon providing cycle facilities such as safe and secure bicycle parking. There is a good network of cycle paths already in the area with cycle paths along the N11/ Stillorgan Road and Brewery Road. As a result, good cycle connectivity exists between the site and the local road network.

4.4 Targets and Indicators

The strategy for this Mobility Management Plan is based on the movement of people not vehicles. The objectives of the Plan are:

- To endeavour to reduce the use of the car by single occupants.
- To endeavour to reduce the use of the car for trips from and to the development.
- To encourage the residents to use sustainable transport modes.
- To increase the percentage of people choosing to walk, cycle or travel by public transport to and from the development.
- To create an alliance with Dun Laoghaire-Rathdown County Council, providers of public transport and tenants/owners of other major developments to promote a sustainable transport network in the local area.

In pursuance of these objectives, targets have been set for the reduction in private car use for the first 5 years. These targets are based on data presently available and will be measured to monitor progress. They follow examples of good practice in other developments both in Ireland and overseas. Further targets will be developed during the implementation of this Plan as new data becomes available.

4.4.1 Target 1

All residents, Crèche staff and visitors will have 100% awareness of the Plan, including knowledge of the targets and incentives available to residents from their employers such as the Government Cycle initiative (www.biketowork.ie) and the Tax Saver Scheme for public transport tickets (www.taxesaver.ie).

4.4.2 Target 2

An annual decrease in the number of residents, Crèche staff and visitors arriving to the proposed development by private car. The targeted shift in modal split is set out in Table 8 which shows the reduction in trips by private car and the corresponding increase in trip rates by sustainable modes.

Table 4 Target 2 – Reduction in Journeys by Private Car

Target	Transport Mode	Timescale			
		Baseline	1 year after completion	3 years after completion	5 years after completion
Reduction in trips by Private Car	Private Car	42.85%	40%	35%	30%
	Sustainable Modes	58.6%	60%	65%	70%

4.5 Specific Measures

4.5.1 Transport Co-ordinator

A management company will be appointed by the developer to manage the development. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed as the Co-ordinator. The Co-ordinator should be appointed prior to the first occupation of the Site. A dedicated commuter space will be provided within the tenant amenity area where travel information, timetables, access to the internet and notice boards will be provided.

The Co-ordinator will be responsible for:

- Implementation and maintenance of the Plan;
- Monitoring progress of the Plan;
- Liaison with public transport operators and officers of the Planning and Highway Authorities;
- Production of information reports for the Developer, the Occupier(s) and the Planning and Highway Authorities; and
- Ongoing assessment of the objectives of the Plan.

Within the first 4 months of being appointed, the Co-ordinator shall arrange for a residents travel survey to be carried out. This can be achieved by means of self-completion questionnaires, which will help to identify travel requirements and set targets for modal splits.

The information requested in the questionnaire should include:

- Personal details;
- Primary mode of transport;
- Current travel patterns including the time taken to travel to work and the place of work;
- Views on alternative modes to the car (i.e. what would encourage them to switch to other modes); and
- Usage of car sharing scheme.

Traditionally, response rates to such questionnaires are relatively low and it may be necessary to encourage recipients to complete and return them.

The information obtained from the survey should be entered onto a database and used to formulate and monitor the implementation of the Plan and to set and review targets. These targets are to be agreed with the Planning and Highway Authorities or their agents within 6 months of the survey being carried out.

4.5.2 Public Transport

Up to date local bus timetables will be maintained within the tenant amenity area and other fixed points within the buildings on the site. Residents will be advised of their location. In addition, Internet access to travel information will be provided. The developer will provide all new residents with a travel pack showing alternative modes of travel to the development. Where possible, the developer will advise visitors to the site of alternative modes of travel to that of the car.

4.5.3 Provision for Cyclists

Secure parking facilities will be provided within the basement levels for residents and at a number of locations through the site at ground level for visitors and Crèche users. Local cycle route information will be provided in the tenant amenity area and at other fixed points within the development and residents will be advised of their location. Details of the cycle parking provided is included in the Traffic and Transport Assessment provided with the planning submission.

4.5.4 Car Sharing as an alternative to owning a car

5 No Go Car spaces will be initially provided and details of how to join the scheme will be provided to all residents when the move into their apartment. Information will also be displayed within the resident amenity area and updated when required.

4.5.5 Car Parking

The co-ordinator will be responsible for the management of inappropriate parking within the development. This parking management will ensure that spaces are reserved for those who have rented the space and will be accessible only to those users.

4.6 Monitoring of the Mobility Management Plan

The monitoring and review of the Plan will be the responsibility of the Co-ordinator. The travel survey will establish the initial modal split of travel by residents.

The Co-ordinator, in consultation with the Developer, the Occupiers, and the Local Authority or its agents, will agree annual targets, following completion and analysis of the travel survey, for increasing the percentage of non-car modes.

The Co-ordinator will:

- Meet with officers of the Local Authorities or its agents within a period of 6 months following occupation of the building(s) and thereafter every 12 months to assess and review progress of the Plan and agree objectives for the next 12 months, and

- Prepare and submit to senior management of the Developer, the Occupier(s) and the Local Authorities or its agents, an annual Monitoring Report.

4.7 Marketing and Implementation

As part of the implementation of this Plan, the Management Company will provide all new residents and Crèche staff at the site with a Travel Pack. The pack will include:

- The Travel Plan;
- Public Transport information ;
- Benefits of the Travel Plan for employees and employers;
- Details of tax incentives available such as Bike to Work Scheme, Tax Saver Scheme for public transport tickets, etc.
- Travel Survey Form;
- Details of pedestrian facilities
- Details of cycle facilities; and
- Details of the car club/car sharing scheme.

All residents and Crèche staff will be required to adopt the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

5. Conclusion

The proposed development is ideally suited to facilitate significantly reduced parking from the normal requirements as set out in the Dun Laoghaire Rathdown County Council Development Plan. The applicant is confident that the proposed development can support the proposed reduced parking in line with the New Apartment Guidelines for the following reasons:

- The proposed development is a Build to Rent Scheme operated by Kennedy Wilson who are an experienced and professional developer and operator of BTR schemes
- Kennedy Wilson currently operate over 28,000 units worldwide and approximately 2400 units in Ireland with an average parking demand in their Irish developments of 0.32/unit.
- Kennedy Wilson schemes are all located in close proximity to key transport nodes, where sustainable modes of traveling are actively promoted including walking, cycling and public transport.
- The proposed development is well located in proximity to high quality public transport; less than 5 minutes walking of a QBC with services direct to the City Centre and less than 15min walk to Sandyford Luas.
- The proposed development is well located within 15min walk and 5min cycle to Sandyford Business Park, a Major Employment Centre.
- The proposed development is well located within 15min walk and 5min cycle to excellent amenities and services in Stillorgan Village.
- There is excellent cycle infrastructure in the area with dedicated cycle lanes along the N11 Stillorgan Road and N31 Brewery Road.
- The proposed development will provide 576 No. cycle parking spaces, including secure and safe cycle parking.
- Nearby census data suggests that green modes of transit are more popular for commuting among local apartment residents than private cars, which highlights the accessibility to good quality Public Transport.
- The proposed development will provide 5 No. Car Club/Car Sharing spaces which will provide residents with access to a car when they need one.
- Kennedy Wilson are confident, based on their current experience, the sites proximity to public transport and the car park management employed within their Irish rental developments that the current proposed parking ratio of 0.32 spaces per unit will be adequate for the proposed development. Furthermore, Kennedy Wilson control 275 car parking spaces in the adjoining Phase 1 development where they currently have 100 vacant/unused spaces. These spaces, which are managed by Kennedy Wilson, could be used in the event that parking demand in excess of 0.32/units arises. If you take into account the existing vacant/unused spaces together with the proposed spaces (100+84), then the parking ratio would increase to 0.66/unit. Even if you assume that only 50% of the vacant spaces are available the ratio would equate to 0.5/unit.

APPENDICES

A. Go Car Letter of Support



Waterman Moylan
Block S, Eastpoint Business Park
Alfie Byrne Road
Dublin D03 H3F4

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide 3-5 shared car club vehicles in the proposed expanded residential development at the Grange in Stillorgan. It is understood that these vehicles will be shared among the residents of the development and the surrounding community. Final terms will be agreed between GoCar and Kennedy Wilson. GoCar and Kennedy Wilson are currently in discussions to provide vehicles at the existing development.

GoCar is Ireland's leading car sharing service with 50,000 members and over 650 cars and vans across the country. 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."

GoCar members sign up online and can book cars or vans via the website or mobile app. Rates start from €4 for half an hour, with fuel, insurance and maintenance included. As such, it is both convenient and cost effective. It allows individuals to have the benefits of a private car, without having the large costs and hassle associated with car ownership. GoCar is ideal for people or organisations who only need occasional access to a car, for families who need a second car sometimes, and for others who would like occasional access to a vehicle of a different type than they use day-to-day.

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.

Regards,

Rob Kearns Head
of Growth
GoCar Carsharing Limited
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UK and Ireland Office Locations

