

Project

**Residential Development at Lands at Cornelscourt Village,
Old Bray Road, Cornelscourt, Dublin 18**

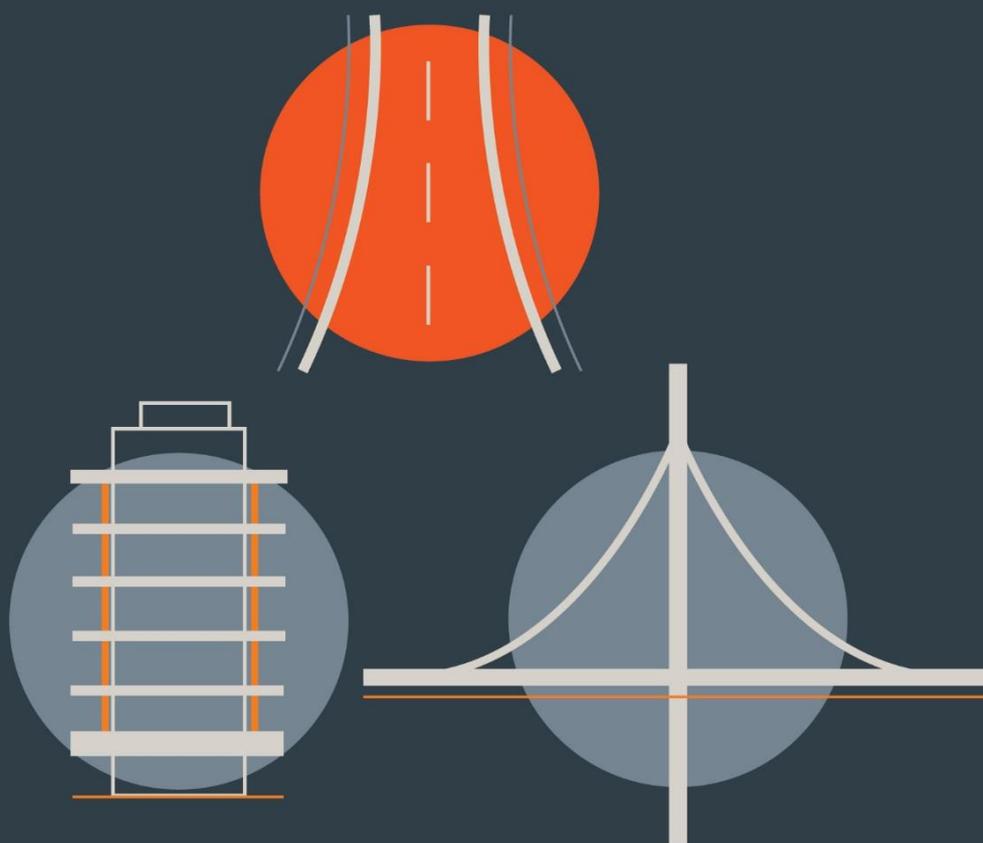
Report Title

Parking Management Strategy

Client

Cornel Living Ltd

TRANSPORTATION



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Author: Helen Gendy

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DBFL Consulting Engineers

Dublin Office

Ormond House
Ormond Quay
Dublin 7

Tel 01 4004000

Fax 01 4004050

Email info@dbfl.ie

Web www.dbfl.ie

Waterford Office

The Atrium
Maritana Gate
Canada Street
Waterford

Tel 051 309500

Email info@dbfl.ie

Web www.dbfl.ie

Cork Office

14 South Mall
Cork
T12 CT91

Tel 021 2024538

Email info@dbfl.ie

Web www.dbfl.ie

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1.0 INTRODUCTION

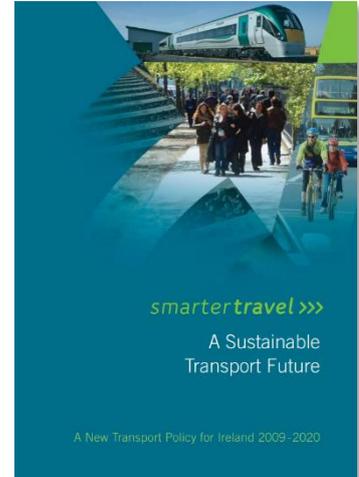
1.1 BACKGROUND

- 1.1.1 This Parking Management Strategy document has been prepared by DBFL Consulting Engineers (DBFL) in support of a planning application for a proposed residential development on a site in Cornelscourt, Dublin 18.
- 1.1.2 The development will consist of 419 No. Build-to-Rent dwellings; comprising 412 no. apartment units (consisting of 294 no. one-bed apartments, 111 no. two-bed apartments, and 7 no. three-bed apartment units) and 7 no. three-bed houses. In addition, the proposed development provides a childcare facility (approximately 258m²) and a café unit fronting onto the Old Bray Road (264m² GFA).
- 1.1.3 Vehicular access to basement level will be via the existing vehicular access point from the Old Bray Road. The proposed development provides for all associated and ancillary infrastructure, landscaping, boundary treatments and development works on a total site of approximately 2.15 hectares.
- 1.1.4 This document presents the rationale behind the identification of the quantum of vehicle parking, including mobility impaired parking, and cycle parking that is being proposed as part of the subject site development proposals. The document also sets out the management measures that will be deployed to allocate the use and control of parking provided at the proposed development site.
- 1.1.5 This document will set out the principles of the parking management strategy proposed at the Cornelscourt development and should be read in conjunction with the following complementary reports:
- Traffic and Transport Assessment (TTA)
 - Mobility Management Plan (MMP)
- 1.1.6 The TTA and MMP, in particular, set out the excellent alternative modes of travel which will be available to residents of the proposed development as well as providing details on existing conditions surrounding the site.

1.2 POLICY CONTEXT/RELEVANT STANDARDS

SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE

1.2.1 Smarter Travel was published in 2009 by the Department of Transport which represents the national policy documentation outlining a broad vision for the future and establishes objectives and targets for transport. The document examines past trends in population and economic growth and transport concluding that these trends are unsustainable into the future.



1.2.2 In order to address the unsustainable nature of current travel behaviour, Smarter Travel sets down a number of key goals and targets for 2020 - including:

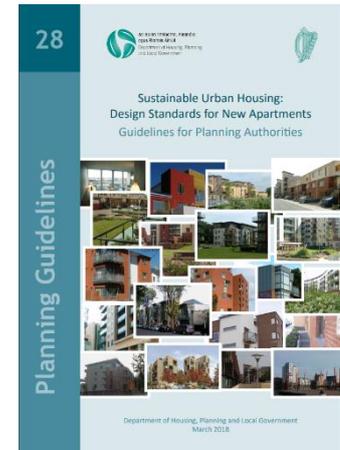
- Total vehicle km travelled by car will not significantly increase;
- Work-related commuting by car will be reduced from 65% to 45%;
- 10% of all trips will be by cycling;
- The efficiency of the transport system will be significantly improved.

1.2.3 The document recognises that these are ambitious targets, and outlines a suite of 49 actions required to achieve these targets – summarised under the following four main headings:

- Actions aimed at reducing distances travelled by car and the use of fiscal measures to discourage use of the car;
- Actions aimed at ensuring that alternatives to the car are more widely available;
- Actions aimed at improving fuel efficiency of motorised travel; and
- Actions aimed at strengthening institutional arrangements to deliver the targets.

SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS – DECEMBER 2020

1.2.4 This guideline document was produced by the Department of Housing, Planning and Local Government and was updated with the latest version in December 2020. The purpose of this document is to set out standards for apartment development, mainly in response to circumstances that had arisen whereby some local authority standards were at odds with national guidance.



1.2.5 With the demand for housing increasing, this means that there is a need for an absolute minimum of 275,000 new homes in Ireland's cities by 2040. It is therefore critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures.

1.2.6 These Guidelines apply to all housing developments that include apartments that may be made available for sale, whether for owner occupation or for individual lease. They also apply to housing developments that include apartments that are built specifically for rental purposes, whether as 'build to rent' or as 'shared accommodation'.

1.2.7 Cycling provides a flexible, efficient and attractive transport option for urban living and these guidelines require that this transport mode is fully integrated into the design and operation of all new apartment development schemes.

1.2.8 The quantum of car parking or the requirement for any such provision for apartment developments 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. However, with specific regard to BTR schemes these Guidelines specify that a number of distinct planning criteria may be applied, stating;

"There shall be a default of minimal or significantly 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 a BTR scheme to have a strong central management

regime is intended to contribute to the capacity to establish and operate shared mobility measures”.

- 1.2.9 There are three types of locations set out that will determine the level of parking provided. The **Central and/or Accessible Urban Locations** comprise of apartments in more central locations that are well served by public transport. These locations have a default policy for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The **Intermediate Urban Locations** comprise of apartments in suburban/urban locations served by public transport or close to town centres or employments areas. These locations require that planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum cap parking standard. The **Peripheral and/or Less Accessible Urban Locations** comprise of apartments located in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking should generally be required.
- 1.2.10 It is considered that the subject development site is located within an “*Accessible Urban Location*” as designated within the DHPLG standards, on the basis of proximity to high capacity urban public transport stops.
- 1.2.11 The subject site is considered to be within walking distance (i.e. up to 10 minutes or 800-1,000m) to/from high capacity urban public transport stops (with the nearest bus stop being located 200m from the subject site on the N11 Stillorgan Road); and within easy walking distance (i.e. up to 5 minutes or 400-500m) to/from high frequency (i.e. min 10 minute peak hour frequency) urban bus services such as the very frequent 145, 155 and 46a bus routes easily accessible from stops along the N11.
- 1.2.12 For all types of locations, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage.

DÚN LAOGHAIRE – RATHDOWN COUNTY DEVELOPMENT PLAN 2016 – 2022

- 1.2.13 The Dún Laoghaire – Rathdown County Council Development Plan (2016 – 2022) sets out the authority’s policies and objectives for the development of the County

for the period 2016 to 2022. The Plan seeks to develop and improve in a sustainable manner the social, economic, cultural and environmental assets of the county. In the context of the subject development site and the proposed residential scheme a number of the most relevant policies include;

Sustainable Travel and Transportation Strategy

"Policy ST2: *It is Council policy to actively support sustainable modes of transport and ensure that land use and zoning are fully integrated with the provision and development of high public quality transportation systems."*

"Policy ST3: *It is Council policy to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transportation strategy for the County and the wider Dublin Region as set out in Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009 – 2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016 – 2035'. Effecting a modal shift from the private car to more sustainable modes of transport will be a paramount objective to be realised in the implementation of this policy."*

"Policy ST5: *It is Council Policy to secure the development of a high quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines."*

"Policy ST6: *The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice."*

"Policy ST7: *It is Council policy to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Cycle Network Plan for the Greater Dublin Area."*

"Policy ST8: *It is Council policy to work towards the provision of 'public bike' facilities across the key urban areas of the County, subject to initial feasibility studies being undertaken for these areas to be followed by detailed business case analysis, taking due cognisance of the Dublinbikes and Regional Cities Bike Schemes."*

"Policy ST10: *It is Council policy to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice."*

"Policy ST11: It is Council policy to secure improvements to the public transport system as set out in 'Smarter Travel, A Sustainable Transport Future 2009-2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' by optimising existing or proposed transport corridors and interchanges and by developing new Park and Ride and taxi rank facilities at appropriate locations."

1.2.14 According to the Dún Laoghaire-Rathdown County Council Development Plan 2016 – 2022, the proposed development site is zoned "Objective A – To protect and-or improve residential amenity" Zone Z15 – To protect and provide for institutional and community uses." (Figure 1.1)



Figure 1.1: DLRCC Development Plan – Land Use Zoning (Extract of Maps 6 & 7)

1.2.15 The DLRCC Development Plan outlines the cycle and car parking standards required for residential units and childcare facilities. **Table 1.1** below outlines the **DLRCC 'standard' car parking requirement** for residential developments, and a **maximum** car parking standard for non-residential land uses, such as restaurants and childcare facilities.

Parking Type	DLRCC Standard		DHPLG Standard	
	Long Stay	Short Stay	Long Stay	Short Stay
Residential Apartments	1 / unit	1 / 5 units	1 / bed	1/ 2 units
Café / Restaurant	1 / 350m ² GFA	1 / 700m ² GFA	-	-
Childcare Services	1 / 3 staff	-	-	-

Table 1.1 DLRCC Car Parking Standards

1.2.16 The DLRCC Development Plan also outlines the provision for cycle parking for residential uses, restaurants and crèches. These are outlined in **Table 1.2** below.

Parking Type		DLRCC Standard	DHPLG Standard
Apartment	1 bed	1 /unit	<i>Reduced overall parking provision</i>
	2 bed	1.5 / unit	
	3 bed	2 / unit	
House	3 bed	2 / unit	-
Café / Restaurant	-	1 space / 15m ² GFA	-
Childcare Services	-	1 space per 1 staff member (inc. set down)	-

Table 1.2 DLRCC Cycle Parking Standards

2.0 MANAGEMENT OF ON-SITE PARKING FACILITIES

2.1 INTRODUCTION

- 2.1.1 A key component in the effective operation of on – site car parking is an active and enforced parking management strategy. This strategy will be managed by the management company who will be responsible for the control of the parking and access arrangements as well as the allocation of the parking spaces.
- 2.1.2 It is intended that the proposed development will be 'Car-Lite'. Consequently, all marketing material for the development will make it clear that the Cornelscourt Development operates a 'Car-Lite' approach to parking and that the ownership or signing of a rental agreement for a Build-to-Rent residential apartment will **NOT** include access to a designated on-site parking space.
- 2.1.3 Accordingly, the proposed development's on-site car parking spaces will remain within the control of the appointed management company. A management regime will be implemented by the development's management company to control access to these on-site apartment car parking bays thereby actively managing the availability of on-site car parking for each of the following user profiles;
- Residents of the proposed development,
 - Staff based at the proposed development (reception, café, crèche etc), and
 - Visitors to the residential activities on site (deliveries, taxi etc.).

2.2 VEHICULAR SITE ACCESS STRATEGY

- 2.2.1 The proposed site's vehicular access, onto the R842 Old Bray Road, is shared by the Cornelscourt AIB Bank. It is proposed to incorporate a one lane exit and a single entry lane onto the access to service the vehicles exiting the basement car park of the proposed development. A back-to-back right turn pocket will serve vehicles entering onto the site from the shared access with AIB Bank. The access junction onto the R842 Old Bray Road, will continue to operate as a priority junction. The proposed junction layout is shown in **Figure 2.1** below.
- 2.2.2 The Old Bray Road site access will lead vehicles to the basement car park (236 no. car parking spaces) via a two-way vehicular ramp located within proximity to the access thereby ensuring that the podium and courtyard environment at the subject

- site is highly accessible, safe and attractive for pedestrians rather than being dominated by vehicular movements.
- 2.2.3 This site access will also accommodate minor non-residential vehicular movements accessing and egressing from the subject site, for the purposes of set-down, delivery, taxis, servicing and emergencies.
- 2.2.4 At podium level, 1 no. mobility impaired space will be provided immediately in front of the development reception building as well as 2 no. set down spaces and 1 no. loading bay. Controlled bollards will prevent vehicles from accessing the courtyard areas within the development.
- 2.2.5 In accordance with the Design Manual for Urban Roads and Streets, a stopping sight distance of 49m for a 50km/h road is used to determine the forward visibility of vehicles at the access junction.
- 2.2.6 Two pedestrian accesses are located on the Old Bray Road; one access is shared by vehicles entering the site with the second access on the Old Bray Road operating as a dedicated pedestrian access only. The accesses will lead pedestrians into the main entrance plaza of the development site.
- 2.2.7 A pedestrian island will also be placed at the access junction, to allow safe crossings for pedestrians. A third pedestrian and cycle link will be provided from the northern boundary of the site to the N11 Stillorgan Road and a future potential connection is proposed to the adjacent Willow Grove. The proposed site layout plan illustrates the permeable nature of the Cornelscourt site for pedestrians which will facilitate more sustainable travel choices for future residents of the site.
- 2.2.8 A dedicated cycle access is provided from the podium slab (via steps with adjacent wheel channels) to take cyclists from the site's courtyard to bicycle parking areas in the basement. This cycle route is completely separate from the vehicle access ramp to the basement.
- 2.2.9 Further access is also possible via an amenity route situated along the southern and eastern edge of the proposed development, as well as to the north west in close proximity to the proposed N11 cycle route.
- 2.2.10 An existing cycle lane is located along the N11 (adjacent to the site's north-eastern boundary). Another basement access is linked to the N11 cycle lane (in the northern corner of the site) providing direct access from the basement's bicycle parking locations.

2.2.11 The strategic location of this site access junction relative to the vehicular ramp to the basement car park will increase permeability for pedestrians and cyclists as well as mitigating traffic issues of queuing and delay within the development.

2.2.12 Detailed site access junction drawings are presented within this planning application package within the proposed roads layout (Refer to **DBFL Drawing No. 180208-DBFL-XX-XX-DR-C-2001**), an extract of **DBFL Drawing No. 180208-DBFL-XX-XX-DR-C-2003** is shown in **Figure 2.1** below.

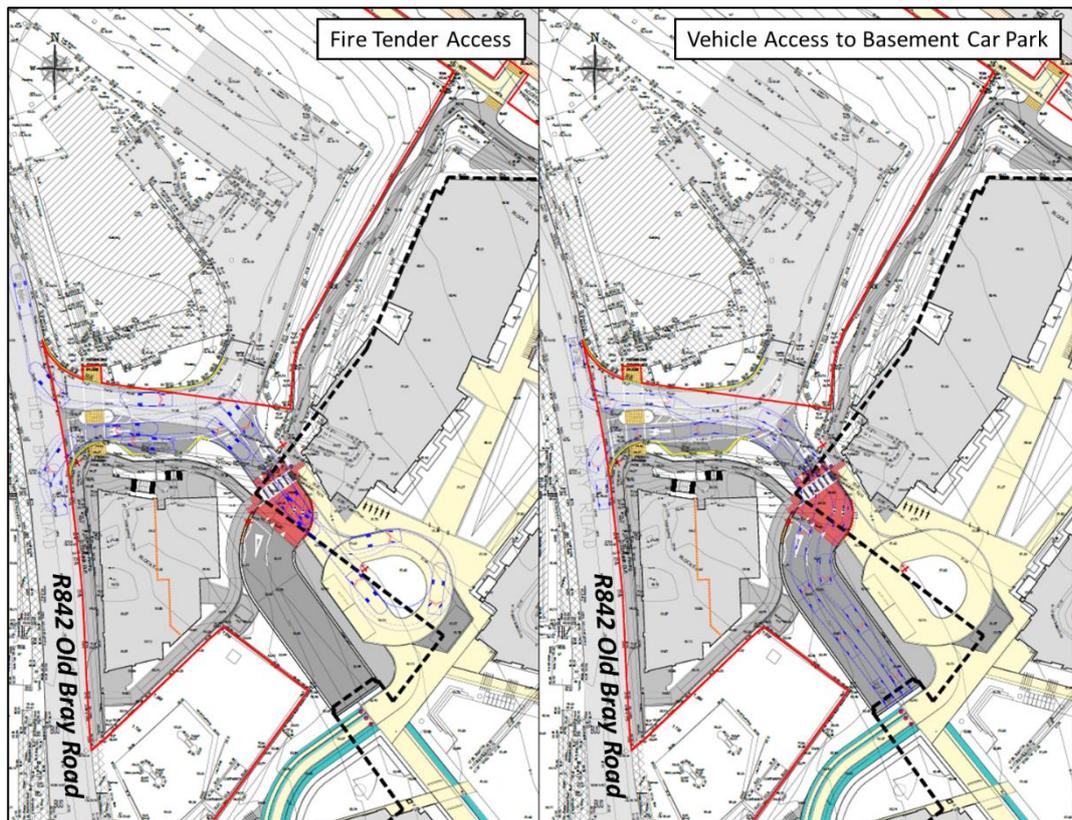


Figure 2.1: Extract of Subject Site Access Junction Layout

Taxi/Delivery Vehicles

2.2.13 Two set-down/collection vehicle spaces have been assigned within the development, as shown in **Figure 3.1**. The set-down/collection spaces will be available for use by delivery vehicles with the development reception being located within close proximity to these spaces thereby decreasing the parking occupancy of these spaces by taxi or delivery personnel.

2.2.14 Signage at the site access will indicate to development visitors which car parking spaces are permissible for use by delivery personnel, with site maps aiding in leading visitors to reception areas within the development.

Service Vehicles

- 2.2.15 All servicing requirements can be accommodated via the vehicular site access on the Old Bray Road. The controlled bollards blocking vehicles from accessing pedestrianised courtyard spaces and pedestrian and cycle routes will be lowered by the appointed management company in the event of an emergency in order to allow fire tender accessibility for the entire development.
- 2.2.16 Access can also be granted on a 'controlled' basis to the basement car park for servicing of the residential elements of the development.

Refuse Vehicles

- 2.2.17 Waste storage and collection arrangements at the proposed development have been prepared with due consideration of the proposed site layout and location as well as best practice standards, local and national waste management requirements including those of DLRCC.
- 2.2.18 Residential bin holding areas have been designated within the basement car park with a designated waste collection area at podium level. The 2 no. set down spaces will operate as the collection area for the development during a set time period on the waste collection day in order for the spaces to be available for use during the remaining hours of the day. All wastes will be collected on at least a weekly basis.
- 2.2.19 The residential waste rooms are located in the development's basement level. A total of 4 No. waste rooms are provided throughout the basement, adjacent to the site cores and servicing each of the development blocks. A fifth residential waste room has been designated for the waste storage from the 7 no. house units. The residential waste room locations have been selected to minimise the required distances the tenants must travel from the building cores. (**Figure 2.2**).
- 2.2.20 The development creche and café have designated waste storage areas within the basement car park as indicated on **Figure 2.2**. On the assigned waste collection day, the waste will be moved to the development waste collection area at podium level.
- 2.2.21 Signage as well as development personnel will indicate the permissible routes throughout the site for refuse vehicles. It is proposed for the refuse vehicle to utilise the loading bay adjacent to the site access for parking whilst collecting the development waste.



Figure 2.2: Basement Level Waste Storage Areas

2.3 BASEMENT CAR PARK ACCESS

- 2.3.1 Access to the basement parking area will be controlled by a combination of barriers and shutters to ensure unpermitted vehicles cannot gain entry. The barrier will be located on the basement ramp, set back a sufficient distance to ensure queued vehicles do not obstruct either the footpath or internal road network.
- 2.3.2 Access for this area will be facilitated by coded entry and/or Automatic Number Plate Recognition (ANPR) system which will permit only registered vehicles with parking permits to enter.
- 2.3.3 As mentioned, access can be granted on a 'controlled' basis to the basement, by the development management company, for any servicing requirements through the basement car park.

- 2.3.4 As with vehicle spaces at surface level, any designated vehicle spaces will be demarcated using road markings and signage to prevent misuse of mobility impaired spaces or electric vehicle charging spaces. These measures will be further enforced by the development Parking Officer.

2.4 CAR PARKING ALLOCATION

General Parking

- 2.4.1 As introduced above, all prospective residents will be notified that the proposed scheme is a 'low car allocation' or 'Car Lite' development with **no guarantee of** access to the on-site residents' car parking provision.
- 2.4.2 Nevertheless, all residents of the proposed residential development apartment scheme will have the opportunity to apply to the on-site management company for both a:
- (i) Residents car parking permit (updated weekly, fortnightly, monthly, quarterly or annually) and subsequently access to a dedicated (assigned) on-site basement or surface level car parking space or
 - (ii) A visitor's car parking permit for a short period of time.
- 2.4.3 The building management team will be responsible for the day-to-day management of car parking operations. Residents who request a private car parking space will be allocated on a 'first come, first served' basis.
- 2.4.4 A charge will be applied to obtain a permit with the objective of covering the associated management costs, discouraging long term usage of the car parking space and encouraging travel by sustainable modes of travels such as walking, cycling and public transport for which there are excellent opportunities within and directly adjacent to the development site, such as the frequent bus routes accessible from the N11 Stillorgan Road.
- 2.4.5 This relatively short rental period (which can be continued as a rolling contract) and the limited number of spaces will ensure that residents are only assigned a space when one becomes available from time to time, thereby underpinning the 'Car Lite' ethos of the development. Visitor car parking permits will have a shorter rental period of one day, for which residents will be able to apply for through the development management company.

- 2.4.6 The car parking spaces available at the proposed development will be heavily managed with a clamping enforcement regime being a key component for the effective delivery of the Parking Management Strategy.
- 2.4.7 Misuse of designated vehicle spaces, parking without an up-to-date paid permit and illegal parking practices will all be responded to with vehicle clamping to ensure that parking restrictions are adhered to at surface and basement level.
- 2.4.8 A development Parking Officer will be appointed as part of the Parking Management Strategy in order to enforce the aforementioned measures.

Car Sharing

- 2.4.9 Approx. 10 no. car parking spaces have been allocated to car sharing for residents, 5 no. of which will be operated by GoCar and a further 5 no. spaces will be available for the development's own car share club, using development-owned vehicles. The location of the 10 no. basement level parking spaces are shown in **Figure 3.2** below.
- 2.4.10 The Management Company will engage with GoCar as part of its role as Mobility Manager for the development; the management company will also ensure that the 5 spaces are used by GoCar only. A Letter of Intent from GoCar has been provided to support this planning application and is included within **Appendix A**.
- 2.4.11 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. Every GoCar has the potential to replace up to 15 private cars.
- 2.4.12 Road markings will indicate the dedicated car share spaces at basement level. Adherence to the appropriate use of the car share spaces will be enforced by the development Parking Officer.

3.0 VEHICLE PARKING

3.1 PARKING OVERVIEW

3.1.1 The development vehicle parking proposals include the provision of a total 237 no. car parking spaces of which 236 will be provided within the basement car park and 1 no. space will be at surface level.

Car Parking Provision

3.1.2 The provision of a total of 237 no. car parking spaces on-site have been allocated as follows (**Table 3.1**) : -

- The 419 no. residential units have been allocated a car parking ratio of 0.57 spaces per unit (excluding set-down spaces). This provision is in accordance with the SUHD Design Standards for New Apartments as referenced in **Section 1** of this report.
- 2 no. temporary set-down parking spaces at surface level can be used by the creche facility (complying with DLRCC **maximum** standard);
- 13 no. Mobility Impaired Parking spaces (5% of total parking spaces);
- 10 no. Motorcycle spaces (4% of total parking spaces);
- 22 no. spaces for electric vehicles with charging points (approx. 10% of total parking spaces);
- 10 no. car share parking spaces (5 no. GoCar spaces and 5 no. development managed car share); and
- a loading bay adjacent to the site access for deliveries and the use of service vehicles.

Land Use Description	No. of Units / GFA	Development Parking Provision			
		No. Spaces	Combined	Surface Level Parking	Basement Car Parking
Residential	419	227		1 (1 Mobility Impaired Spaces)	226 (12 Mobility Impaired Spaces)
Car Share		10 (5 GoCar + 5 Development Car Share)		-	10
Collection/ Drop-Off	-	2	3	2	-
Loading Bay		1 (2 Vehicle Spaces)		1	-
Total				4	236
Total Car Parking Ratio* = 0.57 Spaces/Unit					

*Ratio excludes set-down and loading bay spaces

Table 3.1: Car Parking Provision & Allocation

Old Bray Road Site Access

3.1.3 The Old Bray Road access leads to the basement car park as well as the shared surface area at podium level. This site access will accommodate all vehicular traffic accessing and egressing from the subject site, including delivery vehicles, taxis and set-down/pick up for the creche.

3.1.4 The following car parking spaces are accessible via the Old Bray Road access (**Figure 3.1**):

- **236** no. Basement Car Parking Spaces including;
 - 12 no. mobility impaired spaces;
 - 10 no. car sharing spaces (5 no. GoCar spaces and 5 no. development managed spaces);
 - 22 no. electric vehicle charging spaces;
- **4** no. Podium Level Car Parking Spaces;
 - 1 no. mobility impaired space;
 - 2 no. set-down spaces; and
 - 1 no. loading bay.

Podium Level Car Parking Spaces

- 3.1.5 The 1 no. mobility impaired car parking space at podium level will be available for resident use as specified in **Section 2.4**, once a resident car parking permit is granted for the space by the appointed management company.
- 3.1.6 Crèche and café employees are expected to use sustainable modes of transport (walking, cycling and public transport). The 2 no. set-down spaces will be available for use by any parents for drop-off / collection parking though it is anticipated that the small 258m² creche will cater exclusively to the development residents and the immediate local catchment as such no vehicle trips will be generated due to the creche. This provision is deemed sufficient to accommodate the negligible crèche parking demands and is compliant with the DLRCC maximum standard.
- 3.1.7 As the majority of any creche-generated trips would be attributed to drop-off / collection parking, rather than long-term parking, the set-down spaces are also assigned for use by delivery vehicles and taxis to the development which will similarly only utilise the spaces on a short-term basis.
- 3.1.8 The loading bay located adjacent to the site access is proposed to provide parking for refuse vehicles and delivery vehicles to the café component of the site, due to its proximity to the café.



Figure 3.1: Podium Level Parking Spaces

3.1.9 Signage and road markings will clarify the intended use for each parking space at podium level. In addition, the use of these spaces will be strictly managed by the appointed management company to ensure residents do not use the set-down spaces and adhere to the parking restrictions.

Basement Car Park

3.1.10 The basement car park will be accessible via the Old Bray Road site access through a two-way vehicular ramp. **Figure 3.2** below shows the layout of the basement car park and the location of the designated mobility impaired spaces (12), car share spaces (10), electric vehicle charging spaces (22) within the layout of the car park providing a total of 236 no. spaces.

3.1.11 The remaining on-site car parking will benefit from being future proofed in order to facilitate the addition of EV infrastructure if required, thereby enabling easy retro fitting of charge points in the future.

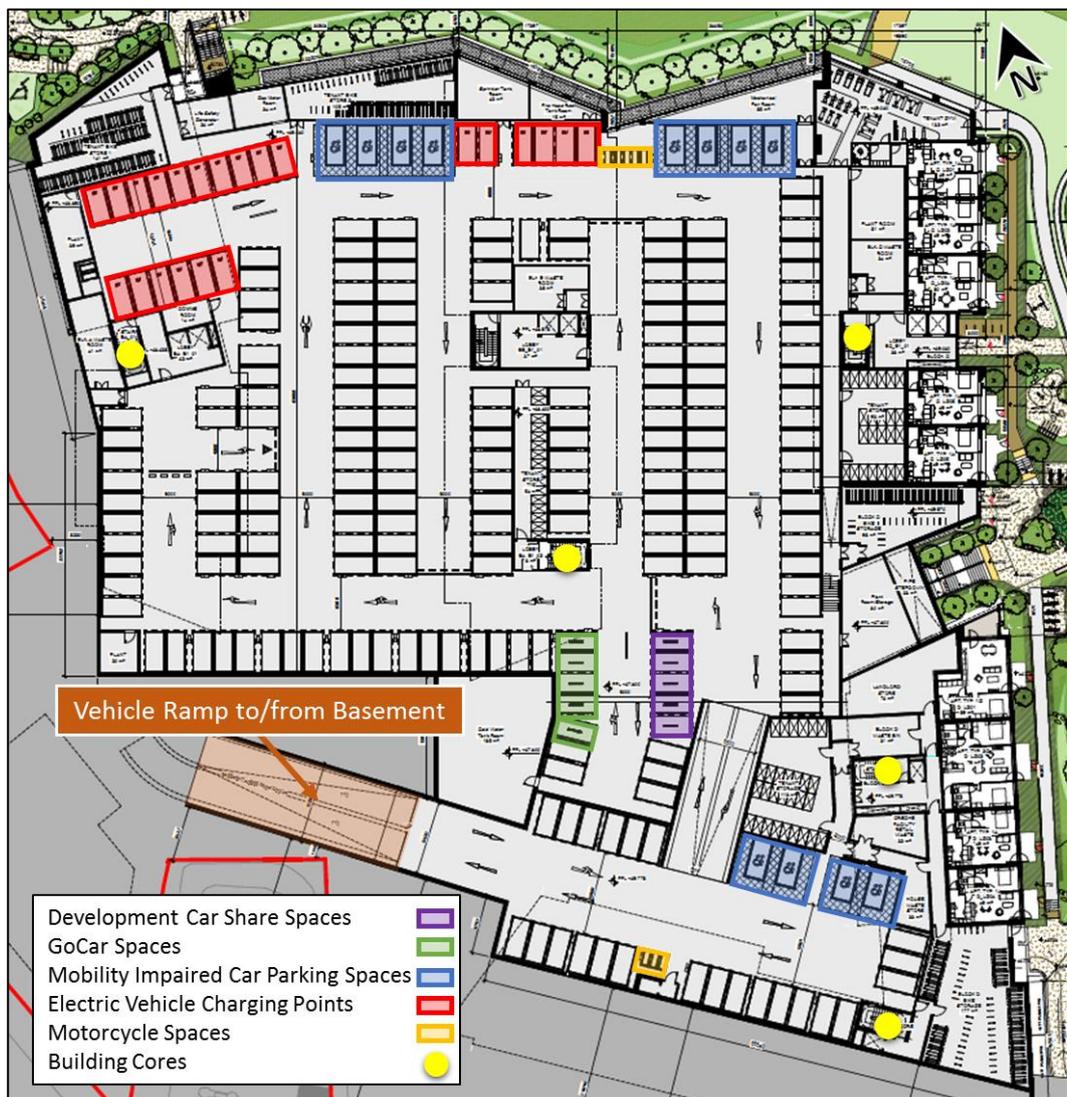


Figure 3.2: Basement Car Park Layout

Car Share Parking Spaces (GoCar)

- 3.1.12 The building management company will engage with a car club operator (such as GoCar). As **Figure 3.3** shows, there are already several GoCar bases in the immediate vicinity of the Cornelscourt development.
- 3.1.13 Further provision of an additional 5 no. bases within the proposed development (**Appendix A**) site will benefit residents of the Cornelscourt development in addition to enhancing access and availability of car sharing vehicles. All 5 no. GoCar spaces will be located at basement level. These car share spaces will be located so as to ensure that they are highly accessible and visible to residents of the subject development, immediately adjacent to the two-way vehicular ramp into the basement.
- 3.1.14 The scheme will be managed by the appointed car sharing service, with all residents having the option to become members of the car share service. The proposed development's MMP will both encourage and facilitate residents to become members of this service.

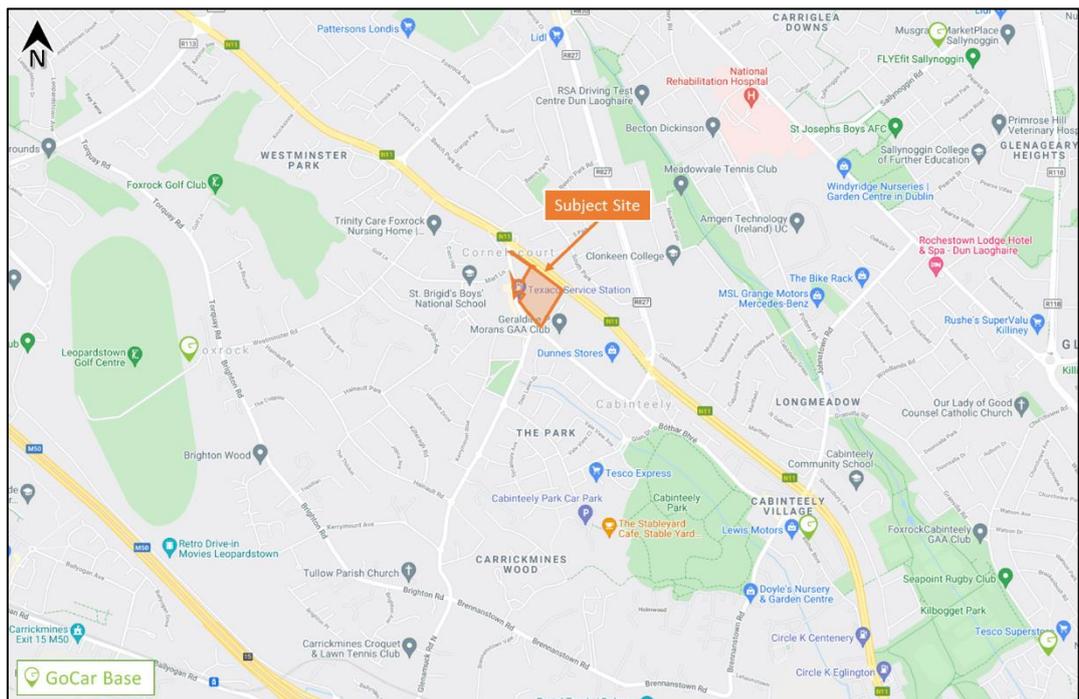


Figure 3.3: Existing GoCar On-Street Locations

- 3.1.15 On becoming members of schemes such as GoCar, residents can then book cars either online or via the app for as little as an hour, then unlock the vehicle with their phone. The keys are in the car, with fuel, insurance and city parking all included. The benefits of such car sharing services include:

- reduction in the need to own a private motor vehicle;
- 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.

3.1.16 GoCar is Ireland's leading car sharing service with 40,000 members and over 600 cars and vans across 18 counties in Ireland. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. Accordingly, it could be argued that the provision of 5 dedicated on-site GoCar vehicles for the use of residents has the potential to negate the need for 75 private car parking spaces.

3.1.17 In addition to the provision of GoCar spaces, the development will provide a supplementary 5 no. development owned and managed car sharing vehicles, resulting in a total of 10 no. car sharing spaces provided throughout the scheme for resident use.

Motorcycle Parking Spaces

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

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

3.1.19 The subject development site provides 10 no. motorcycle parking spaces within the development basement (**Figure 3.2**) and therefore complies with the Development Plan requirements.

4.0 CAR PARKING PROVISION FOR APARTMENTS

4.1.1 The parking provision for the 419 no. residential units within the development has been allocated at a reduced parking rate of 0.57 spaces per unit. This is based on the standards provided within the Sustainable Urban Housing Design Standards for New Apartments. This is based on good site location as well as the availability of travel alternatives such as public transport (the subject site is adjacent to the N11 public transport corridor), bus stops, walking and cycle links, and as such the quantum of vehicle parking provided on site should be '*minimised, substantially reduced or wholly eliminated*'.

4.1.2 With the objective of establishing whether this parking ratio (approximately 0.57/unit) would be appropriate to accommodate the likely demand generated for car parking at the subject Cornelscourt development, DBFL have reviewed the following data sources; -

- Review of trends in BTR schemes in terms of demographics and car ownership;
- Review of 2016 Census Data – Car Availability, Modal Split and Car Parking Demand trends;
- Review of 2016 Census Data – Existing Modal Split trends;
- Review of 2016 Census Data – Property Rental trends;
- Review of 2016 Census Data – Age Demographics and Accommodation Type;
- Review of National Transport Authority– National Household Survey 2017; and
- Review of Approved BTR Developments.

4.1.3 It is an objective for this development to reduce the need for commuters to travel by car and instead to avail of more sustainable modes of travel in line with current and future travel requirements as set out in recent policy documents within Ireland. It is noted that the concept for car parking reduction in apartments is relatively new in Ireland, and therefore, proposals to implement a more sustainable approach for car parking may take time.

4.2 BUILD TO RENT (BTR) SCHEMES

- 4.2.1 The proposed Cornelscourt development will be comprised of 419 no. residential units, 100% of which will be Build to Rent dwellings. As such the development will be heavily managed as a BTR scheme.
- 4.2.2 Although considered a relatively new feature within Ireland and the UK property market the Build to Rent (BTR) scheme is being increasingly recognised as an exciting opportunity for investors, local authorities and developers. Significant research has been undertaken, in particular within the UK, with regard to this emerging concept. The research affirms the value of BTR to the property industry as it seeks to accelerate new developments to help address the housing crisis whilst also delivering broader social and economic benefits to local communities.
- 4.2.3 By delivering high quality and well managed homes and creating new, sustainable communities, BTR will enhance the overall quality of housing and become woven into the residential landscape.
- 4.2.4 From a number of surveys undertaken in the UK regarding BTR schemes, the surveys suggest that the main age demographic interested in the BTR schemes are the 25 – 35 year age bracket. This is likely due to a number of factors including the difficulty of procuring a mortgage and getting on to the property ladder in this current property climate. Also a consideration for this is that renting properties tends to suit this age demographic as many people of this age may wish to move around and travel and may not wish to buy at that time.

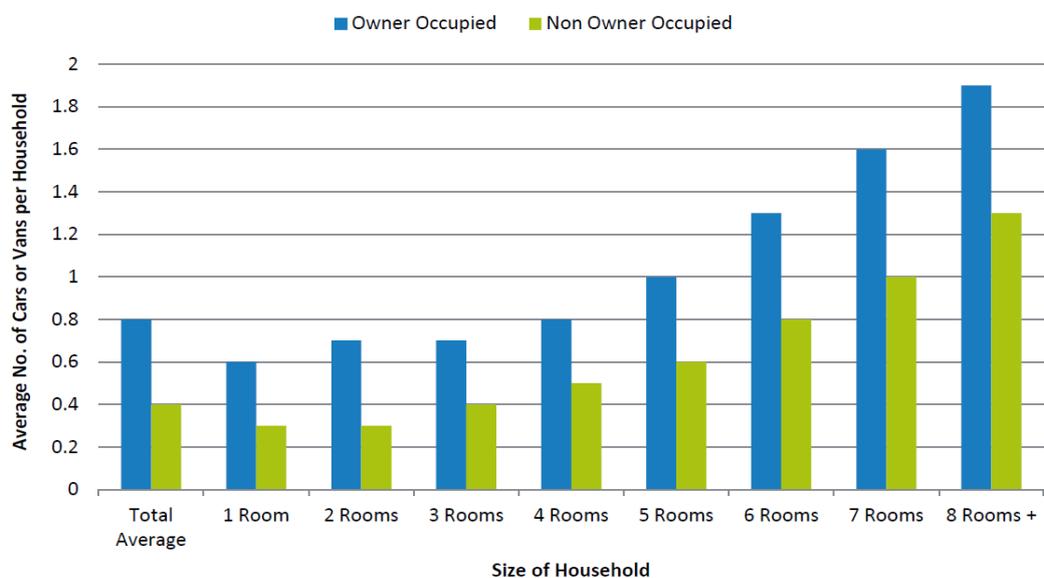


Figure 4.1: Car Ownership between Privately Owned and Publicly Rented Dwellings

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

4.2.5 The UK reference document 'Unlocking the Benefits and Potential of Build to Rent' identifies a link, from the UK Census 2011, between car ownership and the tenure of a residence, ie, whether a resident is renting in the public domain or privately owns their residence. The graph in **Figure 4.1** shows that residents who own their residence are more likely to own a car than residents who rent their property. It shows that the total average of car ownership for privately owned residences is 0.8 cars per residential unit, this is compared with a car ownership of just 0.4 cars per residential unit for residences that are publicly rented. This suggests that car parking demand for the rental market may well be lower than traditional build to sell schemes.

4.3 2016 CENSUS CAR AVAILABILITY DATA

4.3.1 A review of the 2016 Census "Car Availability" data has been undertaken at apartment developments with similar accessibility to public transport linkages, as shown in **Table 4.1** below. This reveals that, for apartment developments located in close proximity to public transport, an average car availability / apartment unit ratio of 0.67 has been calculated.

Ref	Census Small Area	Location	Units	Car Availability	Ratio
1	267092055/02	Carmanhall	151	73	0.48
2	267092055/03	Carmanhall	97	47	0.48
3	267020013	Galloping Green North	110	82	0.75
4	267126011	Galloping Green South	136	106	0.78
5	267038014	Loughlinstown	127	109	0.86
Average					0.67

Table 4.1: 2016 Census Car Availability Assessment

4.3.2 The location of the Census Small Areas reviewed can be seen in **Figure 4.2** below. All the sites benefit from similar public transport linkages as the subject site, and therefore can provide a reasonable indication into the car parking provision required.



Figure 4.2: Locations of Census Small Areas Reviewed

Modal Split

4.3.3 The 2016 Census data for the modes of travel used within the Small Areas was assessed; the locations of these small areas relative to the proposed development are shown in **Figure 4.3** below. For all but site 5, the use of public transportation, cycling and walking composed over 50% of the modal split. The most used public transport mode (bus/LUAS) for each site is dependent on the site’s proximity to these transport facilities. The trends observed in the modal split can be expected to represent that of the proposed development.

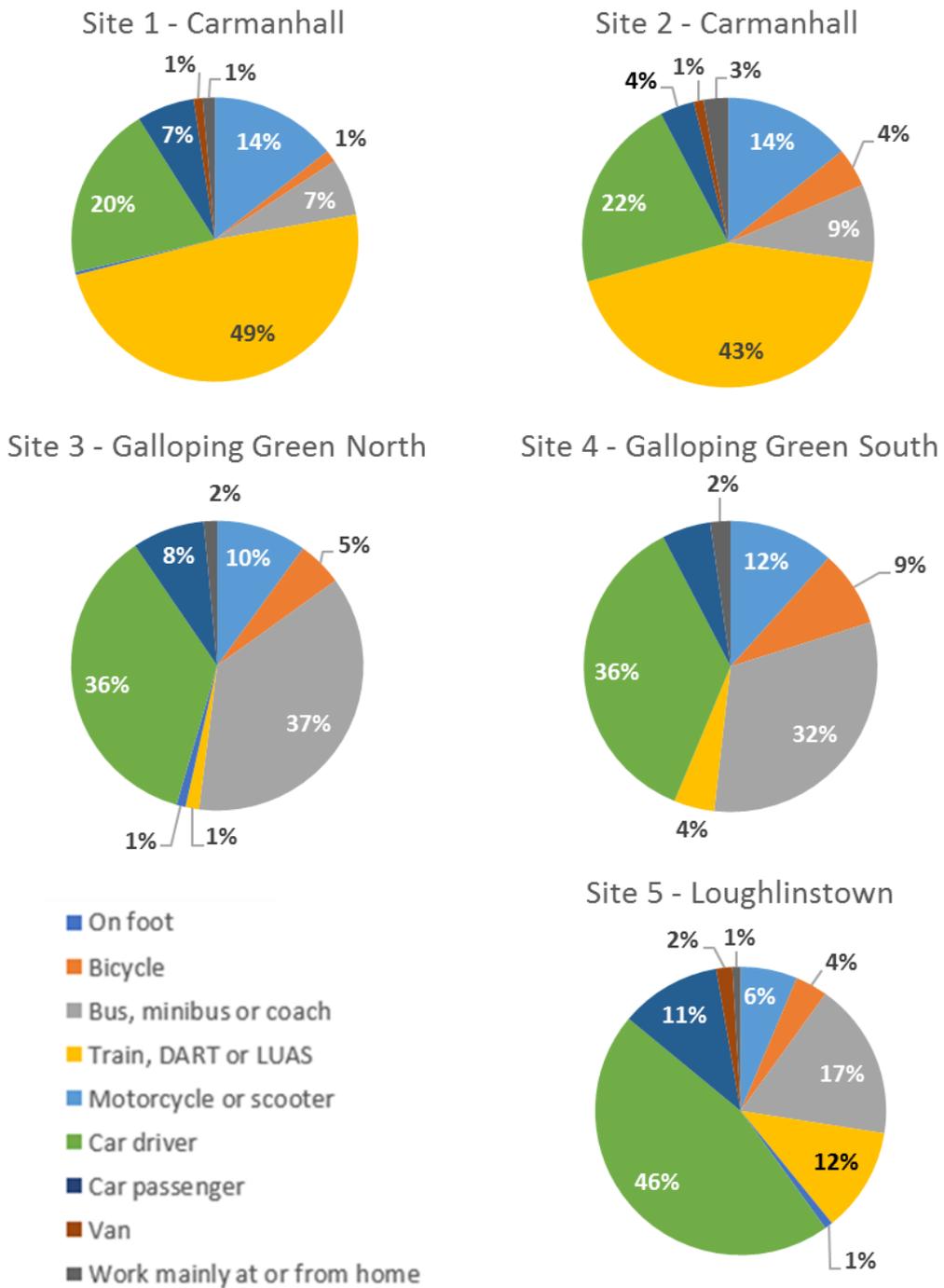


Figure 4.3: Means of Travel to Work/School for Census Small Areas Reviewed

DBFL Car Parking Demand Surveys

4.3.4 As summarised in **Table 4.2** below, DBFL have undertaken a number of parking surveys at existing apartment developments located in close proximity to high quality public transport services in order to determine the appropriate requirement

for car parking at residential developments such as the subject scheme. The surveys were undertaken at night time (between 2300 and 2400) on a weeknight to ensure that the recorded car parking demand was near or at its potential maximum demand i.e. all residents present.

4.3.5 The Grange in Galloping Green shows a car availability to apartment unit ratio of 0.65. This site is in the vicinity of the proposed development and therefore benefits from the same transport connections. In the survey data shown in **Table 4.2** below, it is also noted that New Bancroft Apartments shows a relatively low car availability to residential unit ratio. The developments surveyed in **Table 4.2** below, are based on conventional rent models (owner occupied) therefore car ownership levels are expected to be higher than those of the BTR proposed development at Cornelscourt.

4.3.6 **Table 4.2** below reveals that, at similar apartment developments throughout Dublin, car parking demand is proven to be significantly below the development plan car parking requirements. It is noted that the DBFL surveyed sites representing examples of underutilized car parking provision which has the capacity for additional demand, whereas the proposed development's 'restrictive' car parking provision will limit the quantum of potential vehicular trips that the proposals could generate.

Apartment Scheme Name and Location	No. of Units (Residential)	Car Parking Available (Spaces)	Recorded Demand (DBFL Surveys)	Ratio (Parking / Unit)
The Grange (Emerald Block) (Brewery Road, Galloping Green)	54	67	35	0.65
Hazel Brook Apartments (Kilmacud Road Upper, Dublin 14)	54	66	46	0.85
Shanagarry Apartments (Milltown Road, Dublin 14)	111	118	93	0.83
New Bancroft Apartments (Greenhills Road, Dublin 24)	153	160	70	0.46
Average Ratio				0.698

Table 4.2: Residential Apartments Car Parking Demand (Occupied) Surveys

4.4 PROPERTY RENTAL TREND

4.4.1 The Census of Population 2016 - Profile 1 Housing in Ireland shows that Rented accommodation has continued its upward trend with 497,111 households renting. This is approaching the half million mark which is an increase of 4.7% from the 2011 Census.

4.4.2 This is likely due to a number of factors including the difficulty of procuring a mortgage and getting on to the property ladder in this current property climate. Also, it is considered that renting properties tends to suit a younger age demographic as many people of this age may wish to move around and travel and may not wish to buy at that time. **Figure 4.4** below illustrates Census data of Householders who rent by age dating from 1991-2016.

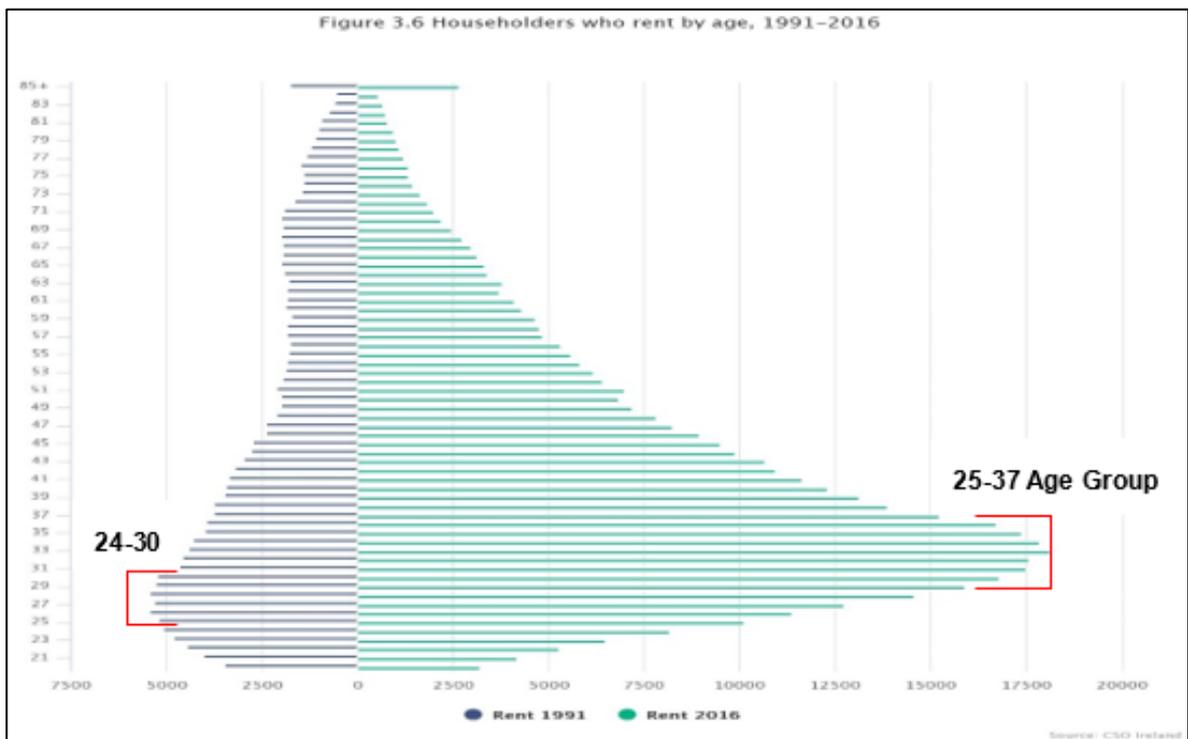


Figure 4.4: Households Renting by Age, 1991-2016

4.4.3 The main age demographic of households renting in Ireland in 2016 was 25-37. This is compared with the 1991 age demographics of 24-30 year old demographic renting.

4.5 PROPERTY OWNERSHIP TREND

4.5.1 The Central Statistics Office (CSO) data was reviewed to establish home ownership by age group. **Figure 4.5** below is CSO "Figure 3.5 Tenure Status by Age of

Householder, 2016” which illustrates the changing tenure status according to the age of the head of household in 2016.

4.5.2 CSO data shows that home ownership rises quickly among householders from age 32 onwards and continues to climb at a steady pace until reaching a plateau of close to 90 per cent near age 70. The point at which two-thirds of householders owned their own homes (with or without a loan) occurred at age 41 in 2016. This home ownership trend has coincided with a significant increase in the young age population who are in rented accommodation in 2016. There is a large demand for housing, an absolute minimum of 275,000 new homes in Ireland’s cities are required by 2040 (as per SUHDS 2018).

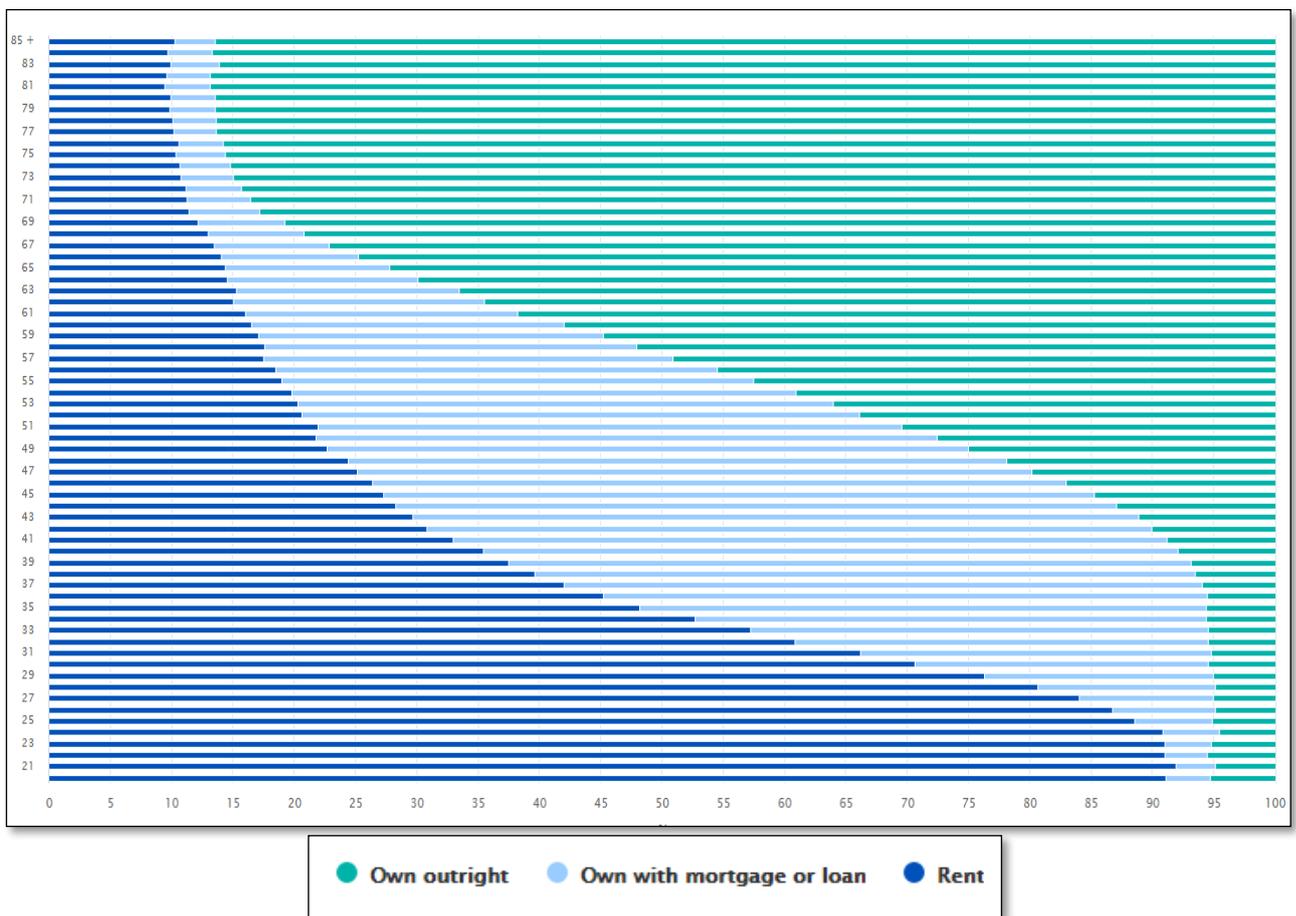


Figure 4.5: Tenure Status by Age of Householder, 2016 (Source: CSO Ireland)

4.6 NATIONAL HOUSEHOLD SURVEY 2017

4.6.1 The National Transport Authority (NTA) has undertaken National Household Travel Survey (2017) which is a representative study of Ireland’s travel habits. The main aim of this study is to obtain accurate data describing the typical travel habits of

the representative sample of the Irish population throughout the week, across all regions of the country and including number of trips made daily, the mode and time of travel, the distance travelled and the journey purpose.

4.6.2 This intensive study reveals that within the Dublin City region, there is an upsurge in cycling for the 18-34-year age group which indicates that cycling is a more popular mode of transport for this age group with approximately 15% modal share. Walking is also popular mode of transport for the same age group with approximately 30% modal share. The study also reveals that travel by car is about 0.34 for the 25-34-year age group.

4.6.3 **Figure 4.6** below illustrates Mode of Transport by Age within Dublin City Region.

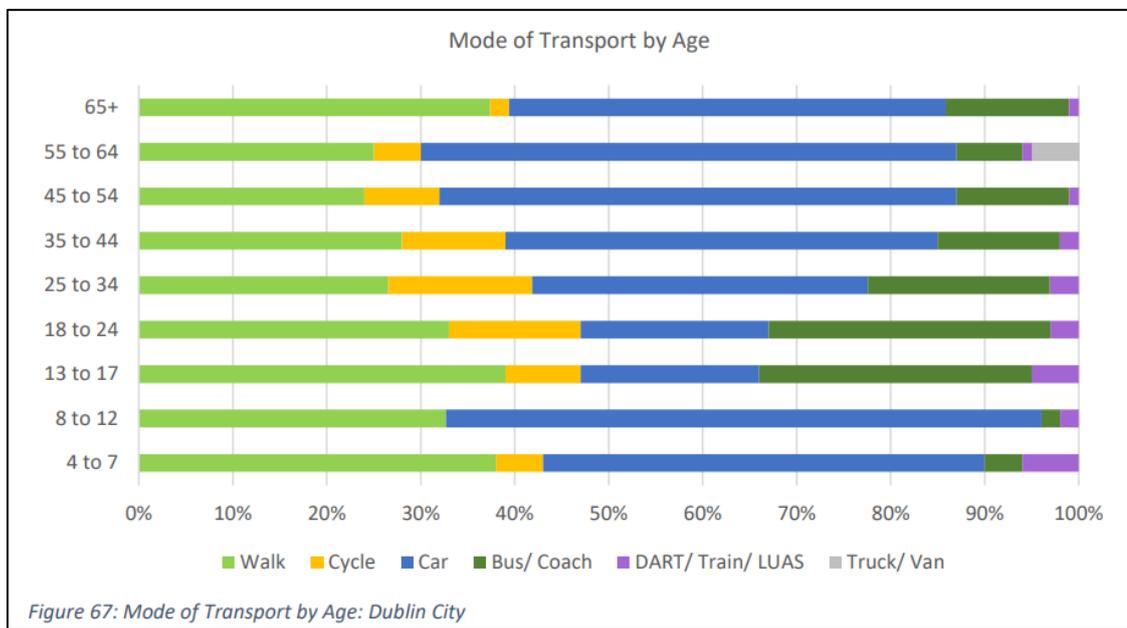


Figure 4.6: Mode of Transport by Age-GDA (National Household Travel Survey 2017)

4.6.4 Similarly, the proposed parking of 0.57 per residential unit, is deemed appropriate considering access to sustainable modes of travel in the area. Further, provisions made in this subject development such as an excess in the provision of cycle parking, GoCar availability within the subject site, Parking Management and an MMP to govern the development when operated, all contribute to the suitability of the 0.57 spaces per residential unit parking proposal.

4.7 APPROVED BTR DEVELOPMENTS

4.7.1 Recently, a number of developments located in key transport corridors have been granted planning applications with particularly low car parking ratios being proposed. The BTR nature of the sites, public transport offerings and the generous

provision of cycle parking spaces result in a realistic and sustainable quantum of car parking spaces being offered at the sites.

- Belgard Gardens, Tallaght – 438 no. apartment units proposed with **0.24** car parking spaces per unit.
- Davitt Road, Inchicore – 265 no. BTR units proposed with **0.44** car parking spaces per unit.
- Swiss Cottage, Santry – 112 no. BTR units proposed with **0.30** car parking spaces per unit.
- Holy Cross, Drumcondra – 1,614 no. BTR units proposed with **0.30** car parking spaces per unit.
- Roselawn and Aberdour, Stillorgan – 142 no. BTR units proposed with **0.65** car parking spaces per unit.
- Clarehall, Malahide – 132 no. BTR units proposed with **0.60** car parking spaces per unit.
- Concord Industrial Estate, Walkinstown – 492 no. BTR units proposed with **0.48** car parking spaces per unit.
- Stillorgan Leisure Plex, Stillorgan – 232 no. BTR units proposed with **0.41** car parking spaces per unit.

4.7.2 As outlined above, the emergence of BTR developments and their low levels of car parking demand have led to the increasing acceptance and approval of car parking ratios under the development standards as demonstrated by the aforementioned development. Therefore, the subject site's proposed 0.57 car parking ratio to serve 419 no. BTR housing units is deemed appropriate given the accessible nature of the site.

5.0 CYCLE PARKING

5.1 CYCLE PARKING PROVISION

5.1.1 In order to determine the appropriate level of cycle parking provision for the proposed development reference shall be made to both (i) Dún Laoghaire – Rathdown County Council (DLRCC) requirements; and (ii) the Department of Housing, Planning and Local Government (DHPLG) Sustainable Urban Housing Design Standards (SUHDS) for New Apartments.

5.1.2 The DLRCC cycle parking standards are detailed in **Table 5.1** below: -

Parking Type	DLRCC Standard		DHPLG Standard	
	Long Stay	Short Stay	Long Stay	Short Stay
Residential Apartments	1 / unit	1 / 5 units	1 / bed	1/ 2 units
Café / Restaurant	1 / 350m ² GFA	1 / 700m ² GFA	-	-
Childcare Services	1 / 3 staff	-	-	-

Table 5.1: Cycle Parking Requirements

5.1.3 In total, there are 412 no. residential apartment units being proposed, a 258m² creche and a 264m² café/retail unit. **Table 5.2** below outlines the requirement for the development for cycle parking spaces based on the DLRCC cycle parking standards.

Land Use Description	No. Units (Beds) / GFA	DLRCC Parking Requirements		DHPLG Requirements	
		Long Stay	Short Stay	Long Stay	Short Stay
Apartments	412 (537)	412	83	537	206
Crèche	258m ²	9	0	-	-
Café	264m ²	2 (minimum)	2 (minimum)	-	-
Total		697		743	

Table 5.2: Cycle Parking Requirements Provision

5.1.4 With reference to **Table 5.2** above, the development is required to provide 495 no. cycle spaces for the residential units of the development and 13 no. cycle parking spaces for the creche and café components of the site. This equates to a

total cycle parking provision requirement of **508** cycle parking spaces in accordance with the DLRCC Development standards.

5.1.5 The Sustainable Urban Housing Design Standards (SUHDS) for New Apartments was also reviewed for cycle parking standards. These standards state the following requirements for cycle parking:

- 1 cycle storage space per bedroom
- 1 cycle storage space for studio units;
- 1 cycle space per two residential units for visitor parking

5.1.6 As noted, there are a total of 412 no. residential apartment units. Of these, there are 294 no. 1-bedroom apartments, 111 no. 2-bedroom apartments and 7 no. 3-bedroom apartments. Therefore, in accordance with the SUHDS guidelines, there is a requirement to provide a total of 537 residential cycle spaces as well as 206 visitor cycle parking spaces. This equates to a total of **743** cycle parking spaces required based on DHPLG guidelines.

5.1.7 The DLRCC bicycle parking standards are considered to be 'minimum' standards, whereas the DHPLG requirements are considered to be the substantial 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.

5.1.8 The development proposes **155** no. surface level spaces and **664** no. basement level spaces in secure and covered bicycle storage areas within the development. Long stay cycle parking spaces are provided at a quantum significantly exceeding the number of bedrooms at the development as per the DHPLG requirements. Of the total cycle parking provision, 3 no. spaces will be cargo bicycle spaces provided at surface level.

5.1.9 This equates to a total of **819 cycle parking spaces** which surpasses the DHPLG guidelines by 76 no. spaces thereby providing extensive active travel opportunities for not only future residents of the development but also any staff and visitors to the Cornelscourt site. The proposed increased level of cycle parking is a key facet of the mobility management strategy to encourage and support modal shift away from private cars towards more sustainable modes of travel in accessing the development.

5.1.10 It can be established that the proposed on-site bicycle parking provision of 819 no. spaces is deemed appropriate and in excess of the DHPLG guidelines. This

provision of cycle facilities within the development is in excess of the required standard within the DLRCC Development Plan. This increased level of cycle parking is intended to further facilitate a positive modal shift away from a dependency on car travel.

5.1.11 The **Figures 5.1** and **5.2** illustrate the layout of on-site proposed cycle parking spaces both on surface and within the basement.



Figure 5.1: Bicycle Parking Layout at Surface Level

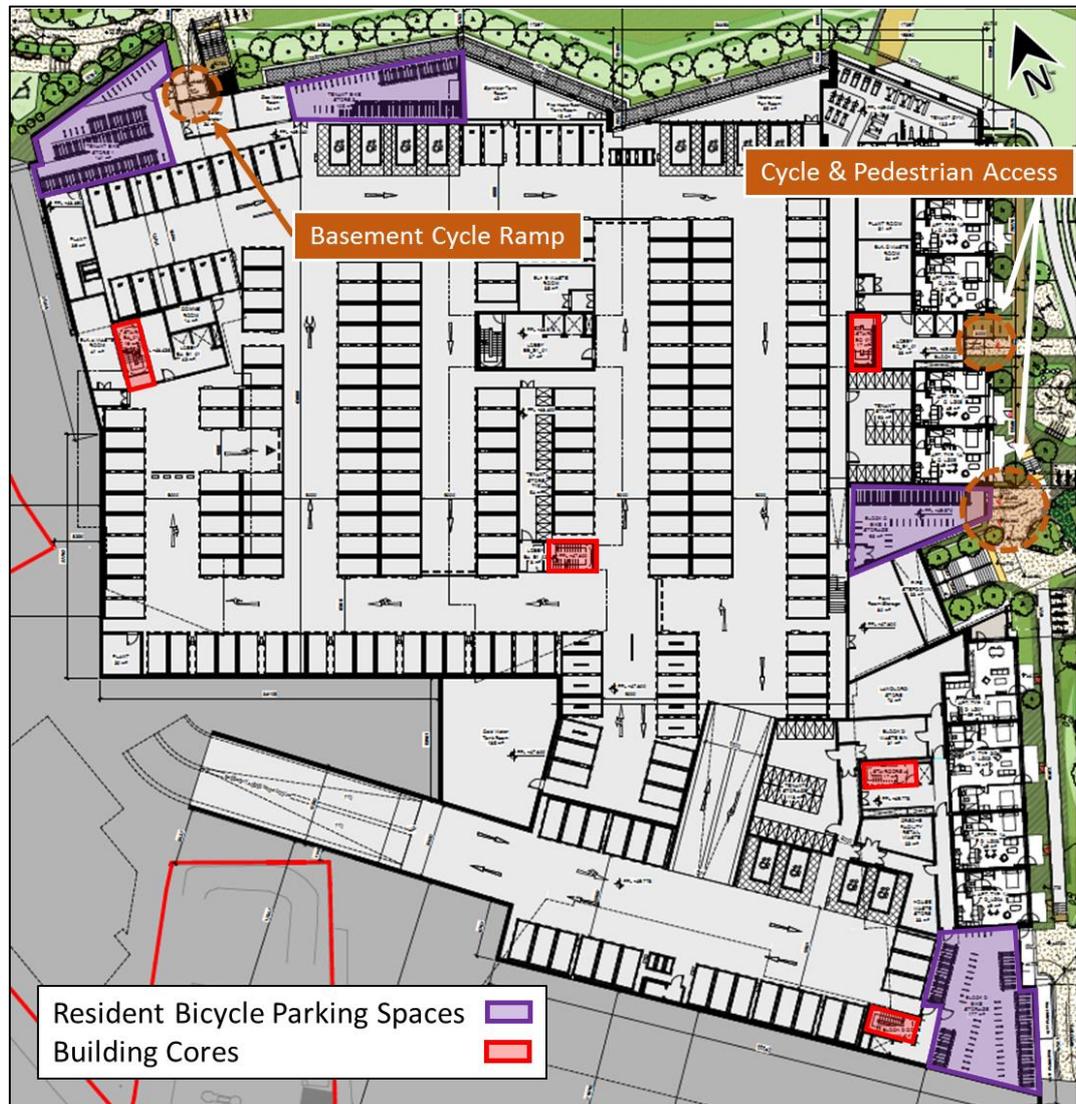


Figure 5.2: Bicycle Parking Layout within Basement

6.0 INITIATIVES FOR SUSTAINABLE TRAVEL

6.1 OVERVIEW

6.1.1 It is acknowledged that homeowners may require a vehicle of some sort for purposes other than commuting on an everyday basis and simply reducing car parking would not be realistic without implementing alternative measures to accommodate residents and visitors alike. Therefore, the following alternative arrangements are proposed as car parking and car ownership have been reduced within the development:

- Parking Management Strategy;
- Car Club including GoCar;
- Mobility Management Plan; and
- Increased Cycle Parking (including initiatives such as a Bleeper Bike and dedicated cargo cycle spaces).

Parking Management Strategy

6.1.2 A key component in the continued efficiency of on-site car parking is an active and enforced parking management strategy. This strategy will be managed by the management company and specific details of these proposals are provided in **Section 2** of this report.

6.1.3 In summary, the Parking Management Strategy will be founded on the principles that discourage the use of the private vehicle unless necessary and to encourage the uptake of more sustainable modes such as walking, cycling and public transport for which there are excellent opportunities within and directly adjacent to the development site.

Car Club

6.1.4 A car club provides its members with quick and easy access to a vehicle for short term hire. The GoCar is a well-established and successful car club operator in Dublin. This service has been recommended in recent developments as a means for car sharing where car parking is reduced. GoCar would provide a number of permanent vehicles within the development which residents would have the ability to avail of. A recent survey undertaken by GoCar indicated that the main uses of

the service was for day trips, family trips and big shopping trips. The survey also highlighted that the average use of a car was for 1 hour a day.

- 6.1.5 A total of 10 no. car parking spaces have been allocated to car sharing for residents, of which 5 no. will be operated by GoCar and a further 5 spaces will be available for the development's own car share club.

Mobility Management Plan

- 6.1.6 An outline Mobility Management Plan (MMP) has been prepared, within a separate document, and should be read in conjunction with this document. The MMP will be developed further at operation stage by the management company who will have a much more active role than a management company from a traditional apartment development. MMP is a set of initiatives which are undertaken to influence a sustainable modal shift for future residents that will reduce demand for car usage and increase the use of the high quality public transport available immediately in the vicinity of the subject site, such as the frequent bus routes along the N11 public transport corridor.

Increased Cycle Parking

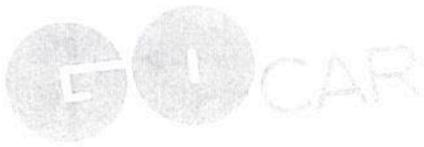
- 6.1.7 Increasing cycle parking is an alternative measure when reducing car parking spaces. A total of 819 no. bicycle spaces are proposed for this development which includes provision for residents, visitors and creche use. This provision is in excess of the DLRCC Development Plan requirement, in addition to exceeding the DHPLG guidelines for bicycle parking provision. This increased level of cycle parking is intended to further facilitate a positive modal shift away from a dependency on car travel.
- 6.1.8 Included within the generous cycle parking provision within the development, are bicycle parking spaces in the form of the 'BLEEPER bike' scheme. Approx. 10 no. BLEEPER bikes have been positioned within the proposed development ground for use by residents. This scheme allows for a stationless bike sharing scheme. This scheme uses a phone application and bikes can be picked up and left anywhere that traditional bicycle parking is permitted. They do not require custom built docking bays.

7.0 SUMMARY & CONCLUSION

- 7.1.1 Taking all of the above factors, such as the characteristics of the development, the low levels of car use in apartment developments in the area, the proposed mobility measures, the level of car ownership & usage as well the requirement for reduced car parking as set out in the 'Sustainable Urban Housing: Design Standards for New Apartments, into account it is considered appropriate that a parking provision of 237 no. car parking spaces (0.57 spaces per unit) for 419 no. residential units. Of these car parking spaces, 236 will be provided within the basement car park and 1 on the surface. The provision will include 13 disabled spaces, 5 GoCar spaces and 5 development car sharing spaces as well as 22 no. e-Car parking spaces.
- 7.1.2 The development provides 819 no. bicycle parking spaces on site which is in excess of the DLRCC development management standard. This increased level of cycle parking is intended to encourage and support a positive modal shift away from a dependency on car travel, in addition to the excellent public transport alternatives located within close proximity to the subject site, such as bus stops serving the frequent bus routes 145, 155 and 46a on the N11 Stillorgan Road.

APPENDIX A

GoCar Letter of Intent



DBFL Consulting Engineers,
Ormond House,
Upper Ormond Quay,
Dublin 7

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a 5-vehicle shared car club service in the proposed Residential Development, Lands at Cornelscourt Village, Old Bray Road, Cornelscourt, Dublin 18. GoCar representatives have discussed the project with representatives of DBFL Consulting Engineers and are excited to provide a car club at this location.

It is understood that the vehicles situated at this development will be used exclusively by the residents living therein. GoCar will work with the eventual management company to work out how best to sign residents up to the service as the development comes online.

GoCar is Ireland's leading car sharing service with over 50,000 members and over 700 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

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

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

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

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

Regards,

Rob Kearns
Head of Growth
GoCar Carsharing Limited
M: 083 822 3924
E: rob.kearns@gocar.ie