

Car Parking (Management) Strategy

Swords Road, Whitehall, Compliance Submission


Eastwise Construction Swords Ltd.

Project reference: Hartfield Place
Project number: 60601744

March 2022

Quality information

Prepared by



Patrick McGeough
Consultant

Checked by



Tim Robinson
Regional Director

Verified by



Tim Robinson
Regional Director

Approved by



Tim Robinson
Regional Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	Final for comment	11.01.2022	TR	Tim Robinson	Regional Director
1	Comments added	16.02.22	TR	Tim Robinson	Regional Director
2					

Distribution List

# Hard Copies	PDF Required	Association / Company Name
6 No.	Y	Brenda Butterly – McGill Planning

Prepared for:

Eastwise Construction Swords Ltd.

Prepared by:

Patrick McGeough
Consultant

T: 02890607200

E: patrick.mcgeough@aecom.com

AECOM Limited
9th Floor, The Clarence West Building
2 Clarence Street West
Belfast BT2 7GP
United Kingdom

T: +44 28 9060 7200
aecom.com

© 2022 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction.....	5
Background	5
Development Summary	5
2. Parking Strategy	7
Car Parking Management	8
Bicycle Parking Strategy	8
Bicycle Parking Management	8
3. Summary	10

Tables

Table 1 Proposed Parking Strategy.....	7
Table 2 Cycle Parking Requirements	8

1. Introduction

Background

This site was formerly granted planning permission in December 2011 by An Bord Pleanála (Ref number: PL 29N.238685) for a residential development comprising of 358 units and the amendment (DCC 3405/19) which brought no. permitted units up to 374no.

The proposed development comprises 472 residential apartments, an increase over the former site, however it also represents a reduction in total parking provisions and an increase in provisions for sustainable modes of transport.

This note has been prepared to present a Parking Management Strategy for the respective scheme, to address Dublin City Council Transportation Planning Division's comments arising from the SHD pre-planning application submission. The Comments from the division had stated the following:

"A Car Parking Strategy should accompany any forthcoming application and should include information on onsite car parking management, car park space allocation, admissions and permits management should be submitted with any forthcoming application."

Development Summary

Previous Permitted Layout

The permitted scheme as amended comprised of the following:

- 358 no. residential units comprising:
 - o 51 no. one bedroom apartments;
 - o 240 no. two bedroom apartments;
 - o 67 no. three bedroom apartments.
- 1 no. Creche (465sqm);
- 3 no. Retail Units (344sqm);
- 495 car parking spaces, with 413 no. spaces in an underground basement and 82 spaces at surface level;
- 358 cycle parking.

Proposed Layout

The proposed scheme comprises of the following:

- 472 no. residential units comprising:
 - o 32 no. studio apartments
 - o 198 no. one bedroom apartments;
 - o 233 no. two bedroom apartments;
 - o 9 no. three bedroom apartments.
- 1 no. Creche
- Residential Amenity Space
- 1 no. Cafe

The parking provision is as follows

- 337 car parking spaces, with 277 no. spaces in an underground basement and 60 spaces at surface level;
- 982 cycle parking with 746 no. spaces in an underground basement (including 14 cargo bike spaces) and 236 spaces at surface level;

Compliance Layout

A revised site layout has been prepared to accompany this compliance submission.

The at grade parking layout and the basement parking layout are included in Appendix A (Drawing reference PR379360-ACM-XX-XX-DR-CE-10-001C and Appendix B (Architects Drawing HARTPL-CWO-BT-DR-A-092001)

The proposed site layout provides a reduction in the number of parking spaces from 495 to 337 total spaces. The layout takes cognisance of Dublin City Council's Transportation Planning Division comments dated 14th November 2021 in relation to SHD REFERENCE: ABPSHDPAC0018/21.

It also takes note of a meeting on 27th January 2022 and meeting response notes received 4th February 2022 from Dublin City Council's Transportation Planning Division.

The details of the car and cycle parking strategy are set out in the following subsections

2. Parking Strategy

In determining a suitable car parking management and allocation, AECOM have referred to the ‘*Dublin City Development Plan 2016-2022*’ and also the parking strategy presented within Traffic and Transport Assessment which accompanied the original planning application.

The DCC Development Plan parking standards for a development within Zone 3 are presented below. The parking standards are identified as follows:

- Residential, maximum provision of 1.5 space per unit i.e. 537 parking spaces
- Retail, maximum provision of 1 per 275sqm; and
- Creche, no specific standard is within the DCC Development Plan, so used schools at 1 space per classroom.

In addition to the above, we note the following additional requirements as per the DCC Development and relevant best practice:

- Disabled Parking, at least 5% of the total spaces should be allocated for mobility impaired persons as per the DCC Development Plan;
- Motorcycle Parking, 4% of the total number of parking spaces provided .
- Electric Vehicle Charging Infrastructure, whilst no specific requirement is identified within the DCC Development Plan, an advisory 20% of spaces should cater for EV charging;
- Visitor Parking, 5 % of parking spaces was advised by DCC;
- Car Club, whilst there is no specific requirement in DCC Development Plan, it is subject to agreement with provider.

Table 1 Proposed Parking Strategy

Parking Type	Parking Provision
Resident Parking Basement (incl. 18 accessible parking spaces)	267
Residents Parking Surface (incl. 4 accessible parking spaces)	41
Creche Staff Basement	5
Car Club	5
Visitor Parking (incl. 4 spaces drop off)	19
Overall Car Parking Provision	337

As the DCC development plan car parking standards are regarded as the maximum, the applicant is proposing to provide 313 no. resident car parking spaces to serve the 472 no. residential units of which 277 no. are in the basement and 60 no. are at surface. These include 18 and 4 accessible parking spaces respectively.

The creche has 5 no. play rooms, so 5 no. spaces are provided in the basement for staff.

14 no. motorcycle spaces have been provided in the basement which represents 4% of the total spaces.

There are 19 no. spaces identified for visitors meeting the 5% of residents parking criteria.

These have been classified as visitor spaces (in addition to 19 general visitor spaces) and whilst it is anticipated that the majority of the users of the creche will be from the site this will facilitate any other users.

Following discussions with DCC provision for EV charging is to be provided for 20% of parking spaces.

There is a total provision of 22 accessible parking bays, dispersed across the site including in the basement and at grade (shown in Appendix A and Appendix B)

The Car Club spaces are intended to support residents of the proposed development and would be marketed as such through the Mobility Management Plan (MMP). Thus the Car Club spaces (5 no.) fall within the quantum of parking for residents and would be situated in basement. A letter of intent has been received from Go Car and this is attached in Appendix C

The proposed development provides 313 car parking spaces for the residents parking which results in a car parking ratio of 0.66 This complies with the DCC Development Plan maximum standards.

Car Parking Management

A management company will be appointed to oversee the operations of the scheme in ensuring that the car parking is managed and enforced.

For the basement a barrier system will be provided with access by residents via a fob. Surface car parking will include marked spaces for residents (space No.s 5-45), spaces for visitors (space No.s 46-60) and spaces for drop off servicing (space No.s 1-4). These are shown in Appendix A.

A management company will be appointed to enforce the car parking arrangements on the site which perspective residents will be made aware of prior to moving in. The management company will be responsible for the following:

- Manage and control barrier entry system to the basement.
- Regular checks of the car park to ensure appropriate parking.
- Internal warning signs to be erected to warn visitors of parking restriction.
- Letters to be sent to all residents informing them of the agreed parking strategy.

Bicycle Parking Strategy

The bicycle allocation is based on the requirements as set out in the ‘Dublin City Development Plan 2016-2022’ which states that one space must be provided per unit. The parking allocation is shown in Table 2 overleaf.

Table 2 Cycle Parking Requirements

National Standards	Parking Requirements	Minimum Cycle Parking Standard	Number of Cycle Parking Spaces Required	Total Number of Cycle Parking Spaces Required
DCC Development Plan standards (2016 – 2022)	Apartment Units (472)	1 cycle space per unit	472	472
	Visitor Spaces	TBD on case by case	NA	
The Sustainable Urban Housing Design of New Apartments guidelines (December 2020)	Bedrooms (723)	1 cycle space per bedroom	723	959
	Visitor Spaces	1 cycle space per 2 units	236	

A total of 968 bicycle parking spaces are proposed within the site to cater for the proposed development, plus 14 cargo bike, which is compliant with the respective DCC Development Plan and Sustainable Urban Housing: New Apartment Guidelines.

Bicycle Parking Management

The residents cycle parking provision is proposed within the basement, within dedicated cycle parking compounds, which will be accessed via key or fob, which will offer a level of security to residents.

At surface level, cycle parking is proposed within the immediate vicinity of main entrances to the buildings, which will allow for passive surveillance to offer a sense of security for visitors.

Plans showing the assignment and segregation of the different parking types across the site are appended to this note and summarised as follows:

- no. 732 secure cycle spaces in basement;
- no. 236 visitor cycle spaces spread around the site, at surface, at key locations; and
- no. 14 cargo bike spaces in basement.

These can be seen in more detail in Appendix A and Appendix B

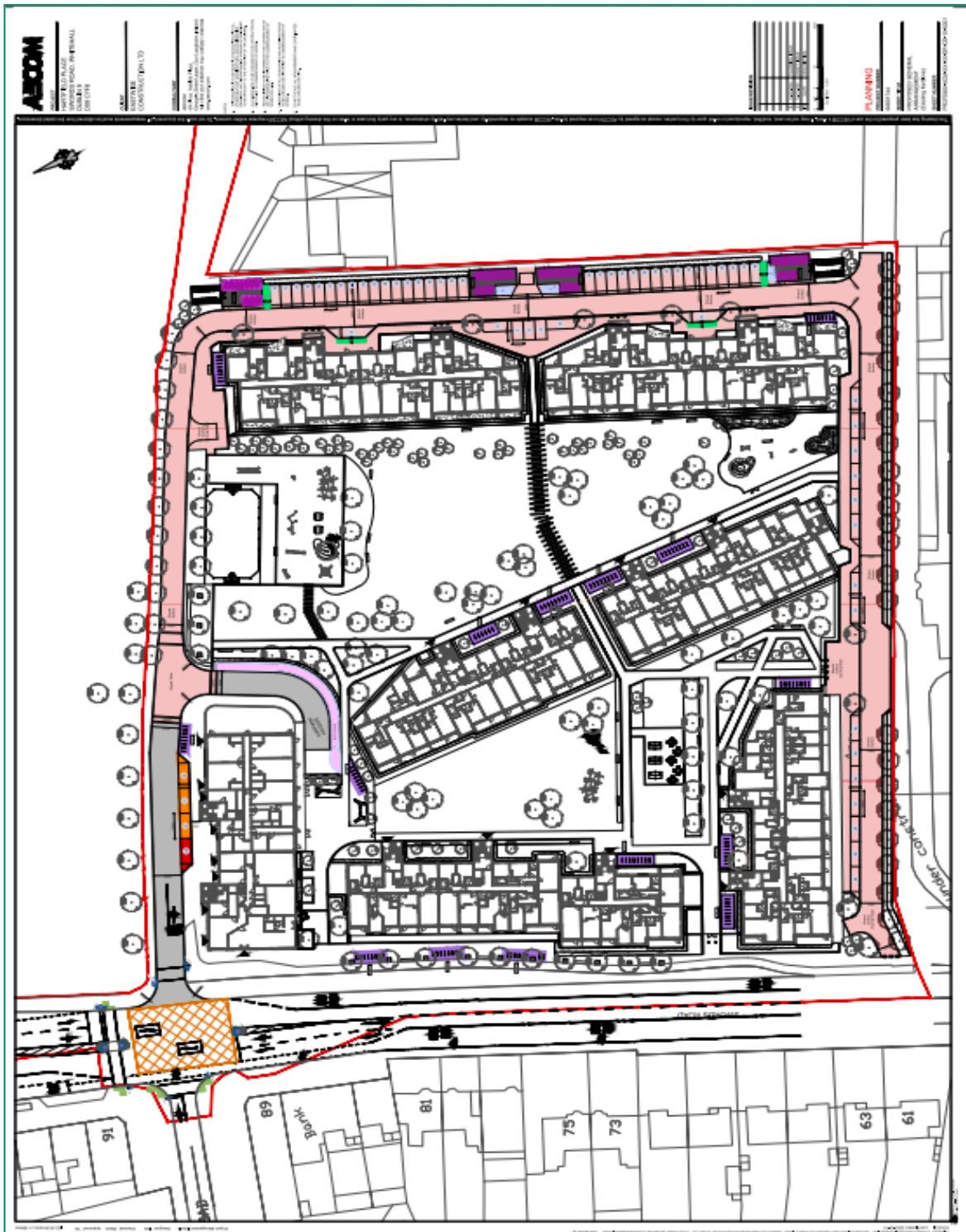
3. Summary

This parking strategy sets out how both car and bicycle will be managed on the site.

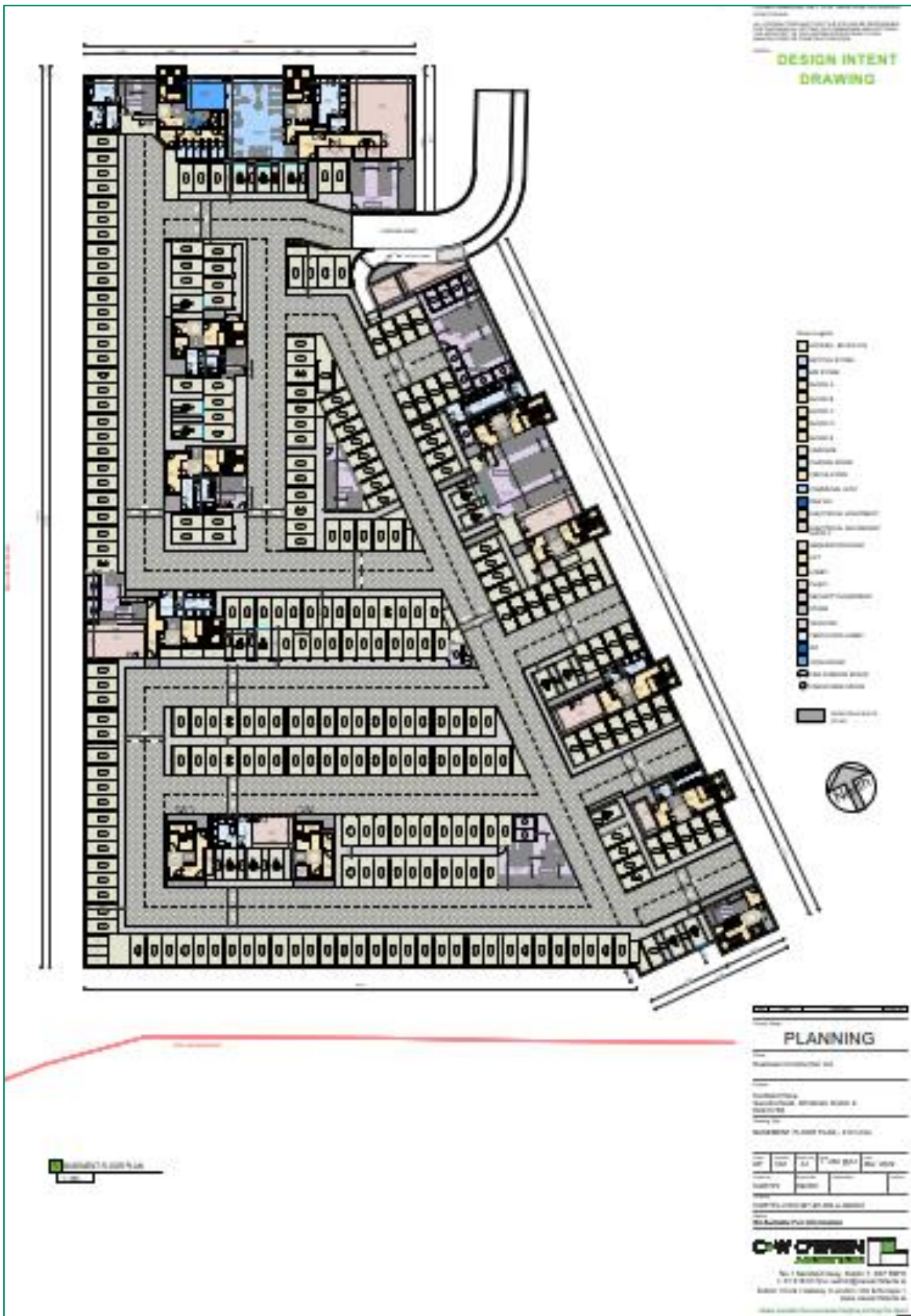
The proposed development provides 313 no car parking spaces for the residents parking which results in a car parking ratio of 0.66. Residents have a mix of surface and basement car parking, whilst provision has been made for visitors at surface.

In terms of cycle parking 732 No. secure cycle spaces are provided in the basement and 236 No. visitor cycle spaces are spread around the site, at surface, at key locations. In addition, 14 No. cargo bike spaces are also provided in the basement.

APPENDIX A -SURFACE CAR PARKING



APPENDIX B – BASEMENT PARKING LAYOUT



APPENDIX C – CAR CLUB LETTER OF INTENT

Eastwise Construction Limited
Station Mews
Lindsay Grove
Glasnevin
D09 W8W8
09/02/2022

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a service of 5 (no) shared GoCar vehicles for the proposed Hartfield Place strategic housing development at Swords Road, Whitehall, Dublin 9. GoCar representatives have discussed the project with representatives of Aecom, who are the engineering company for this development, and are excited to provide a car sharing service at this location.

It is understood that the vehicles at this development will be positioned in a resident's car park to allow for ease of access for all residents. While it is the intention for most of these vehicles to be used exclusively by the residents of the development, GoCar may agree with the eventual managers of the site to allow some vehicles to be open for access to other GoCar members nearby. This will depend on usership levels and will be reviewed at various periods to ensure adequate supply for the residents of the development.

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

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

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

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

A handwritten signature in black ink, appearing to read 'Rob Montgomery'.

Rob Montgomery
Revenue and Growth Manager
GoCar Carsharing Ltd
Mobile: 086 609 7096
E: robert.montgomery@gocar.ie

