

Car Parking Rationale

Proposed Mixed Use Development at Blakes, Stillorgan, Co.
Dublin

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1. Introduction

This Car Parking Rationale document has been prepared by Waterman Moylan for the purposes of determining the appropriate level of parking provision in support of a planning application for a proposed mixed-use development at the former Blakes and Esmonde Site, Stillorgan, Co. Dublin.

The site of 1.41 hectares is bounded by the Lower Kilmacud Road to the north, The Hill to the south and west and the N11 and Dun Laoghaire owned lands to the east.

The development will consist of the construction of a mixed use scheme of 377 no. "Built to Rent" BTR apartments, Community Sports Hall (c. 933 sq. m), along with 5 no. restaurant/café (c. 841 sq.m), creche (c. 215 sq. m), office (c. 195 sq m) and ancillary residents' support facilities/services (c. 1,016 sq. m) laid out in 6 no. blocks ranging in height from 3-9 storeys (over basement) comprising 21 no. studio apartments, 189 no. 1 bedroom apartments, 159 no. 2 bedroom apartments & 8 no. 3 bedroom apartments (selected no. with balconies), and public realm upgrades as follows:

Building 01 (Part 3 – 4, 6 & 7 storeys over basement) consists of 77 no. apartments comprising 13 no. studio apartments, 30 no. 1 bedroom apartments, 33 no. 2 bedroom apartments, 1 no. 3 bedroom apartment (with a creche of c. 215 sq. m with associated play area at ground floor);

Building 02 (Part 3 – 5, 7 & 8 storeys over basement) consists of 95 no. apartments comprising 7 no. studio apartments, 57 no. 1 bedroom apartments, 24 no. 2 bedroom apartments, 7 no. 3 bedroom apartments;

Building 03 (Part 7 and 9 storeys over part basement) consists of 54 no. apartments comprising 18 no. 1 bedroom apartments and 36 no. 2 bedroom apartments (and office hub of c. 195 sq. m);

Building 04 (7 storeys over basement) consists of 60 no. apartments consists of 42 no. 1 bedroom apartments & 18 no. 2 bedroom apartments;

Building 05 (6 storeys, over basement to Lower Kilmacud Road & 7 storeys to the south and west) consists of 62 no. units comprising 1 no. studio apartment, 26 no. 1 bedroom apartments, & 35 no. 2 bedroom apartments (restaurant/café unit c. 219 sq. m at lower ground floor/plaza level & 2 no. restaurant/café units c. 234.1 sq. m and c. 133.9 sq. m respectively at ground floor level onto Lower Kilmacud Road) along with a double height Community Sports Hall including ancillary areas (c. 933 sq. m);

Building 06 (5 & 6 storeys) consists of 29 no. units comprising 16 no. 1 bedroom apartments and 13 no. 2 bedroom apartments (restaurant/café unit c. 185.9 sq. m at lower ground floor/plaza level & 68.1 sq. m restaurant/café unit at ground floor level onto Lower Kilmacud Road);

The BTR development will also include ancillary Residents' Support Facilities/Services (c. 1,016 sq. m at ground floor of Building 03 and 04) as well as open space areas and improvements to the public realm along the Lower Kilmacud Road and The Hill, new road layout (omission of left turning lane) to The Hill, hard and soft landscaping, set down area on the Lower Kilmacud Road.

Provision of 2 no. vehicular access points from 'The Hill' into 2 no. separate basements to include basement car parking spaces (119 no.); 1 no. set down surface car parking space as well as 866 no. cycle spaces (basement and surface levels) and ancillary areas; pumping stations at basement level, along with solar panels, areas for satellite provision and green roofs at roof level;

All associated site development works, open spaces, landscaping, boundary treatment, plant areas, waste management areas, and services provision (including ESB substation).

The document sets out the rationale for the identification of the quantum of car parking spaces that is being proposed as part of the proposed development.

The proposed development is a Build to Rent (BTR) Scheme.

The subject land comprises the cleared Blakes and Esmonde Site and associated surface car park. The buildings which served the former Blakes and Esmonde Site has been demolished and the site is now graded with stone to surface level.

The existing site is currently accessed via a vehicular entrance from The Hill. To the west there are a small group of retail/business units directly opposite the site and there are residential units to the south west of the site.

Figure 1 – Location of the proposed development



2. Car Parking Rationale

2.1 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 maximum parking standards as defined in the County Development Plan.

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

Land-Use	Standard	Size	Spaces
Residential	1 space per studio unit	21	21
	1 space per 1-bed unit	189	189
	1.5 space per 2-bed unit	159	239
	2 space per 3-bed unit	8	16
Restaurant / Cafe	1 space per 15 sqm GFA	841 sqm	56
Sports Hall	1 space per 20 sqm GFA	906 sqm	46
Creche	1 space per staff member	215 sqm 7 staff	7
Offices	1 space per 100 sqm GFA	195 sqm	2
	Total		576

Section 12 of the Dun Laoghaire Rathdown County Council Draft Development Plan 2022 – 2028 sets out the car parking standards. Table 12.6 of the Draft Development Plan specifically sets out the parking requirements. Table 2 sets out the DLRCC Draft Development Plan maximum car parking space requirements:

Table 2 Car Parking Standards (DLRCC Draft 2018-2028 Development Plan)

Land-Use	Standard	Size	Spaces
Residential	1 space per 1-bed unit	210	210
	1 space per 2-bed unit	159	239
	2 space per 3-bed unit	8	16
Restaurant / Café (greater than 100GFA)	1 space per 50 sqm GFA	841 sqm	20
Sports Hall	1 space per 100 sqm GFA	933 sqm	9
Creche	1 space per 60 sqm GFA	215 sqm	3.5
Offices	1 space per 200 sqm GFA	195 sqm	1
	Total		499

Based on the current Development Plan the total maximum number of spaces to serve the proposed development would be 576 No. spaces and the Draft development plan 2022-2028 requires 499 No. spaces.

The Build to Rent Scheme will allow for greater flexibility with respect to the provision of parking as parking spaces do not need to be sold with any apartment. In this regard they can be grouped together and managed as a single resource ensuring the optimum use of spaces is achieved.

The table below shows the parking ratios from a number of similar Strategic Housing Development applications.

Table 3 Parking Ratios – Strategic Housing Development

Scheme	Units	Parking	Ratio
The Grange, Brewery Road	287 units	100 spaces	0.35
Stillorgan Leisureplex	232 units	95 spaces	0.41
Belgard Gardens, Tallaght	428 units	129 spaces	0.30
Swiss Cottage, Santry	112 units	34 spaces	0.30
Dulux Factory, Davitt Road	265 units	109 spaces	0.41
Cookstown Tallaght	196 units	67 spaces	0.34

The provision of a reduced quantum of parking is also consistent with *sustainable Urban Housing Design Standards for New Apartments.

There is no dedicated provision of retail / café car parking proposed for this site. It is envisaged that the retail / café being provided in this development is complementary to the existing retail offer in Stillorgan Village as well as serving the residents of the development and surrounding neighbourhood. Any parking needs of either the retail/ café or the community hall will be provided either on-street along The Hill or within the existing publicly accessible car parks in Stillorgan.

The development will provide 119 car parking spaces for the residential units with 4% being provided for disabled users. The 119 car parking spaces includes 5 No. spaces for GoCar and 12 No. electric charging car spaces. In addition, there is 1No.set down surface car parking space. This equates to 0.32 car parking spaces for every apartment and 5 No. spaces for GoCar as shown in Table 4 below.

Table 4 Car Parking Provision

Use	Requirements	Required Provision
377 residential units	0.32 bays per unit	114
GoCar	n/a	5
Total		119

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

In December 2020, a revised version of the document “Sustainable Urban Housing: Design Standards for New Apartments” was released. 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 – December 2020” summarise the guidelines for parking:

“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”

“In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such 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.”

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

2.3 Public Transport, Employment and Amenities

2.3.1 Proximity to Public Transport

Due to its central location within Stillorgan Village, the proposed development is well served by the existing public transport. Details of available public transport are set out below.

Dublin Bus Infrastructure

The proposed development is served by several routes which connect Stillorgan Village to several areas of Dublin City area.

At the time of writing, there are 5 No. Dublin Bus stops which are located within 300m the proposed development:

- Bus Stop – Stillorgan Lower Kimacud
- Bus Stop No. 3321 – Stillorgan Shopping Centre
- Bus Stop No. 3233 – Stillorgan Shopping Centre
- Bus Stop No. 4571 – Stillorgan Road/Stillorgan Park
- Bus Stop No. 7584 – Stillorgan Grove

The following tables are a summary of the Dublin Bus infrastructure serving the subject area. The figure below shows the location of each bus stop relative to the proposed development

Figure 2 – Location of Dublin Bus Stops (image taken from GoogleMaps)



Table 5 – Dublin Bus Service

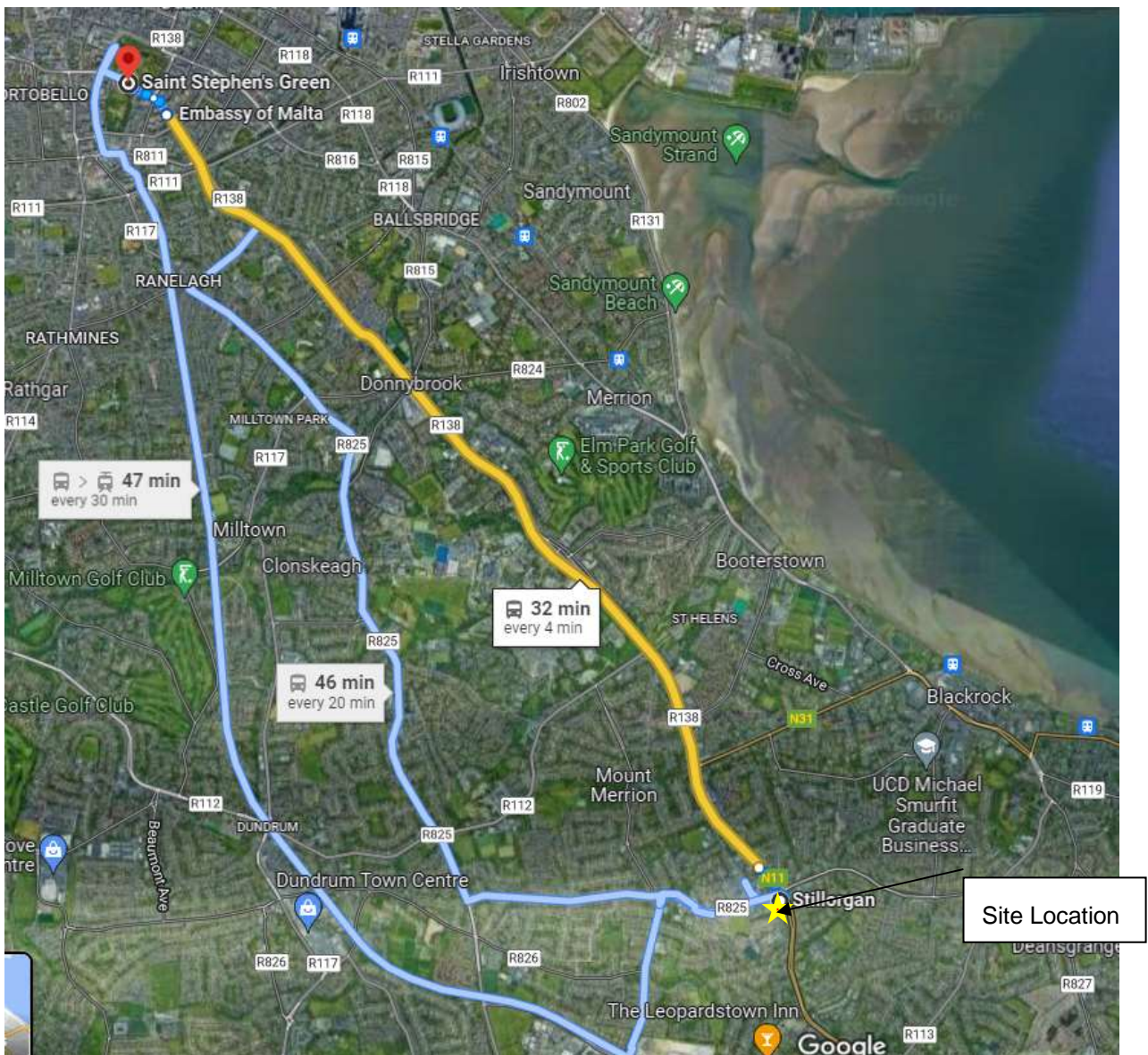
Route	From	To	AM Peak Weekday (07:00 to 08:00)	PM Peak Weekday (17:00 to 18:00)
7b	Shankill	City Centre	3 trips 15 min difference	-
	City Centre	Shankill	3 trips 15 min difference	Every 10min
7d	City Centre	Dalkey	-	Once
	Dalkey	City Centre	Once	-
46a	Phoenix Park	Dun Laoghaire	Every 7-8 min	Every 7-8 min
	Dun Laoghaire	Phoenix Park	Every 7-8 min	Every 8 min
47	City Centre	Belarmine	Once	Every 7-8 min
	Belarmine	City Centre	Every 20 min	Every 20min
84x	City Centre	Newcastle / Kilcoole	-	Every 20min
	Newcastle / Kilcoole	City Centre	Every 20min	-
118	City Centre	Kiltarnan	-	-
	Kiltarnan	City Centre	Once	-
145	Heuston	Bray / Ballywaltrim	Every 10 min	Every 10 min
	Bray / Ballywaltrim	Heuston	Every 10 min	Every 10 min

155	Ikea Ballymun	Bray Station	Every 20 min	Every 20 min
	Bray Station	Ikea Ballymun	Every 20 min	Every 20 min

The proposed development is immediately adjacent, with direct access, to the Stillorgan Quality Bus Corridor (QBC) with services to City Centre running every 8 to 10 minutes on Routes 145 and 46a. with the 84x operating every 10min from Monday to Friday.

A transport capacity assessment has been undertaken to study capacity of the existing bus services. This study has shown that the existing bus services have capacity to cater for the proposed development. This is enclosed as part of the Traffic & Transport Assessment enclosed under separate cover.

Figure 3 – QBC Bus Route from Proposed Development to City Centre



Bus Connects

Bus Connects is an ongoing project by the National Transport Authority to deliver a more efficient, reliable, and better bus system for the Greater Dublin Area (GDA).

This will be achieved by: -

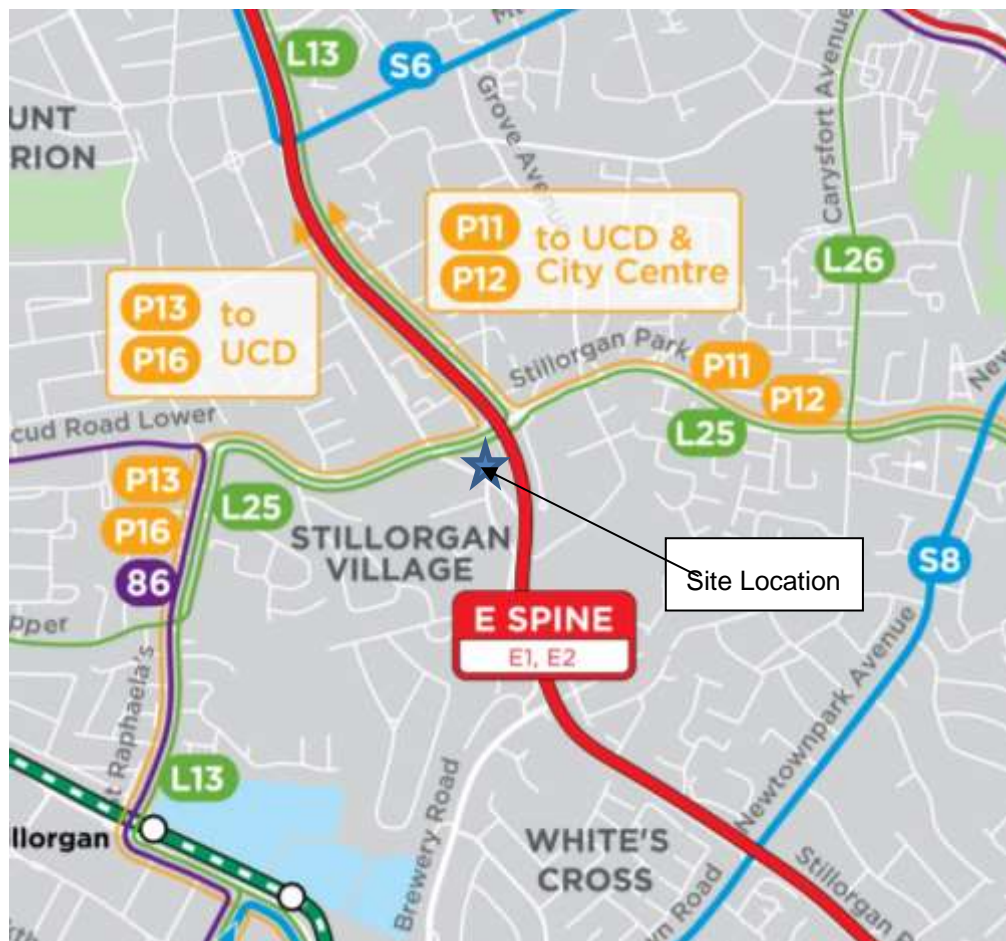
- (a) Building a network of bus corridors to make journeys faster and more reliable.
- (b) Redesigning the bus network to provide a more efficient network with high frequency spines, new orbital routes, and increased services. See Figure 4.

Current proposals for the Stillorgan area envisage the following enhanced services: -

- Spine Routes E1 and E2
- Local Routes L13 and L25
- Peak Time Routes P11, P12, P13 and P16.

It is expected that a number of these services will be enhanced as the N11 corridor develops.

Figure 4 – Bus Connects – Stillorgan Area



Train Services – DART

The site is located within 30 minutes walking distance or 9-minute cycle to the closest train station in Blackrock, which receives Commuter and Dart Train Services.

The Blackrock Train Station could be reached via Dublin Bus 17 and 46a within 15-20minutes.

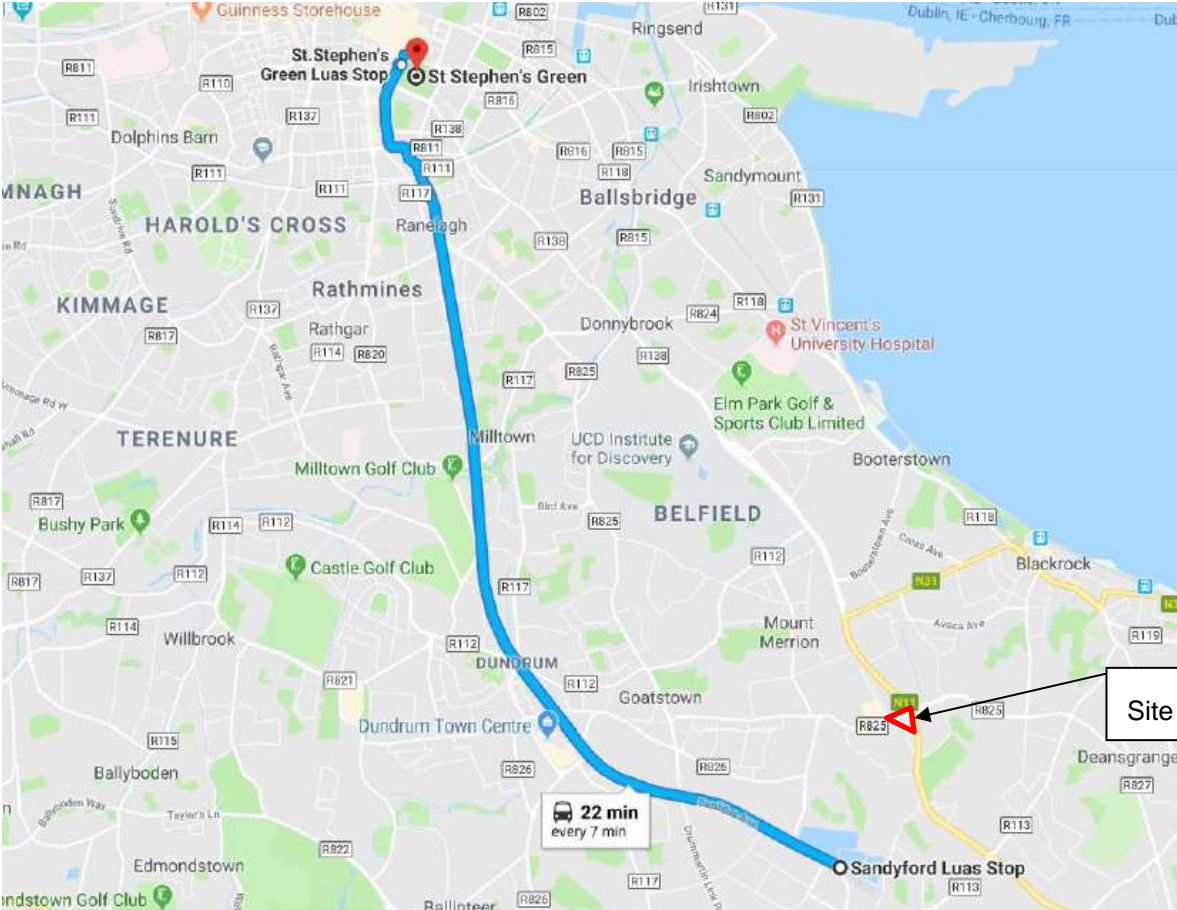
Figure 5 – Closest Dart service



Luas Services – Green Luas

The closest Luas Stop to the proposed development is in Sandyford. The Green Luas runs from north to south, connecting Broombridge to Bride’s Glen, running through Dublin City Centre.

Figure 6 – Green LUAS Route towards City Centre



The Sandyford Luas stop is located approximately 2.2 km from the proposed site and can be reached by walking within 25-30minutes, by cycle within 8 minutes, or by Dublin Bus Route 47 within 11 minutes. The Green Luas runs at a frequency of every 7 minutes and the journey time to the City Centre is 22 minutes.

2.3.2 Proximity to Amenities

The development is located within Stillorgan Village and will further enhance the Village. 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.

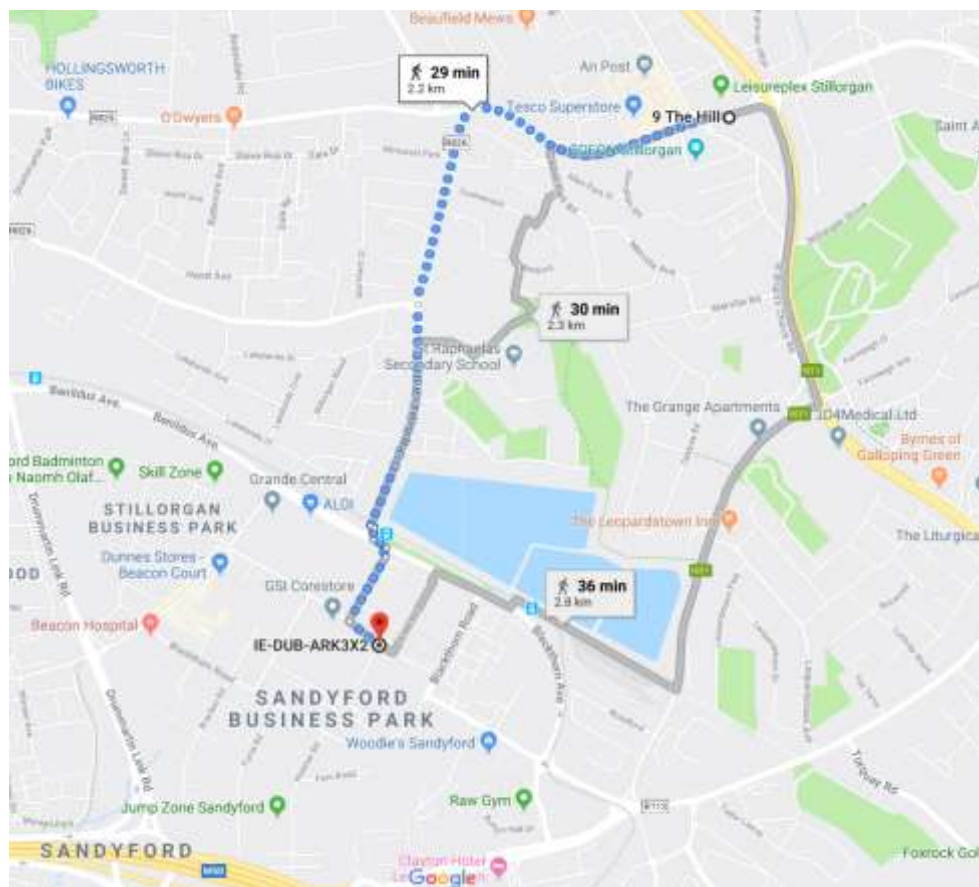
2.3.3 Proximity to Major Employment Centre

The development is located 2.2 km north from the existing Sandyford Business District, which is considered one of the largest employment location in Ireland with over 20,000 people currently employed (Sandyford Business District - www.sbd.ie).

The Sandyford Business District can be reached:

- Within 29-minutes walking distance
- Within 9-minutes cycling distance
- Within 14minutes by Dublin Bus

Figure 7 – Pedestrian Route to Sandyford Business District



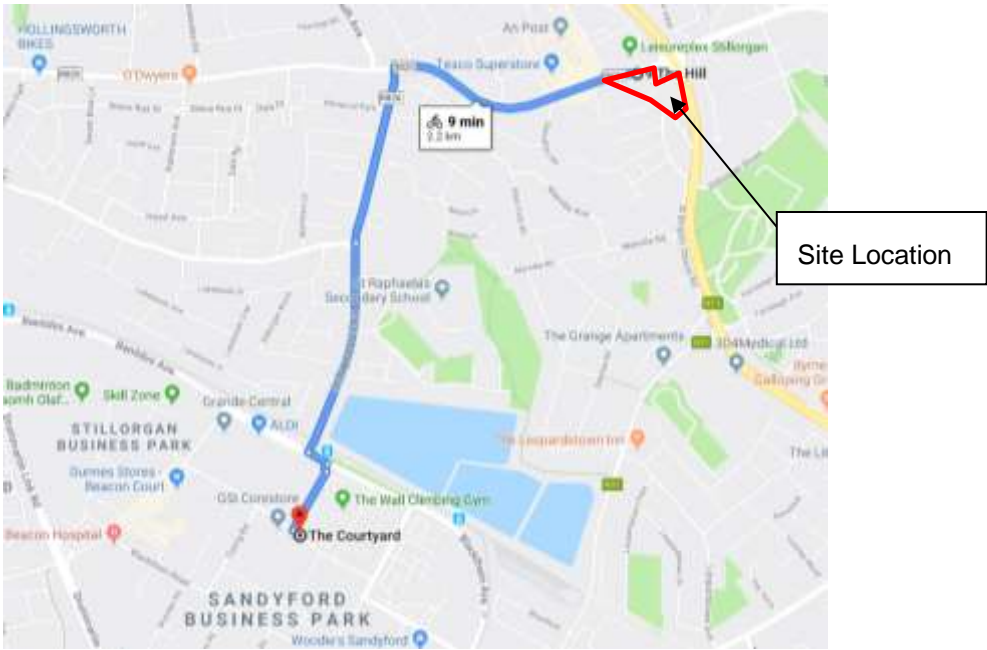
2.4 Measures to Reduce the Need for Car Ownership

2.4.1 Cycle Facilities

The proposed development will provide additional cycle parking facilities over and above the DLRCC development plan requirements. Based on the quantum of the development the DLRCC Development Plan would require 836 No. bicycle parking spaces. In this regard, 866 No. safe/secure bicycle parking spaces will be provided for residents and employees of the commercial units, which is 3.5% more than the development plan requirements.

The proposed development is 9-minute cycle to Sandyford Employment Centre via St. Raphaela's Road. There are dedicated off street cycle paths along St. Raphaela's Road providing safe cycle from the proposed development to the employment centre.

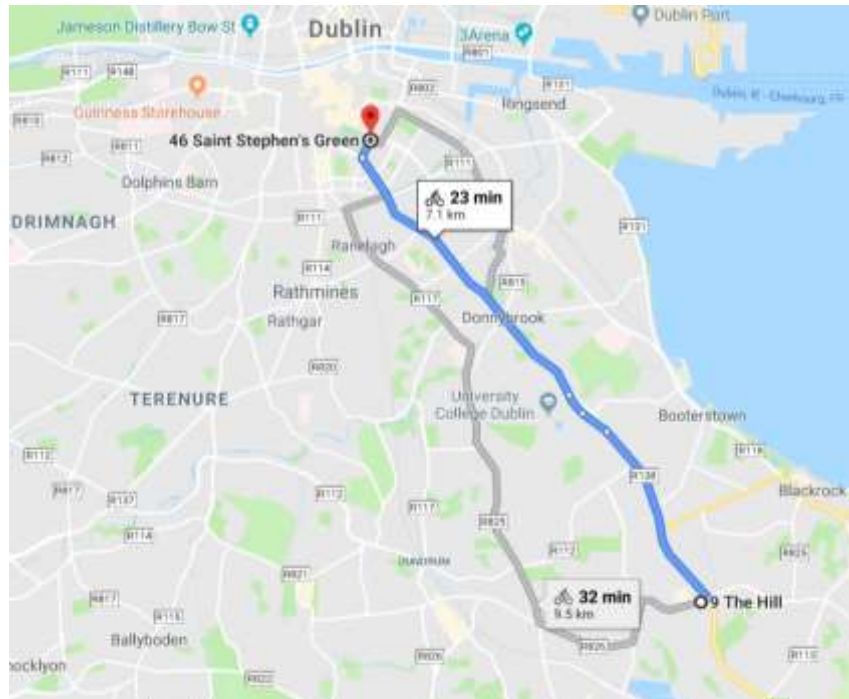
Figure 8 – Cycle Route to Sandyford Business District



Dublin City Centre is also accessible from the proposed development by bike. The cycle time to St. Stephen's Green from the proposed development is approximately 23 minutes. Cycle infrastructure in the area is of high quality, with dedicated cycle lanes along the entirety of Stillorgan/N11 between the City Centre and the proposed development.

The provision of increased cycle facilities together with the existing high-quality cycle lane infrastructure in the area will promote the mode of cycling and will provide an alternative to car based travel.

Figure 9 – Cycle Route from the Proposed Development to City Centre



2.4.2 Car Club/Car Sharing

Car Sharing is a mode of car rental where people can rent cars for short, medium or long term. Car Sharing contributes to a sustainable mode of travel due to a decrease the 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 for private transport;
- 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; and
- The vehicles used are newer than the average car, and therefore more environmentally friendly and safer.

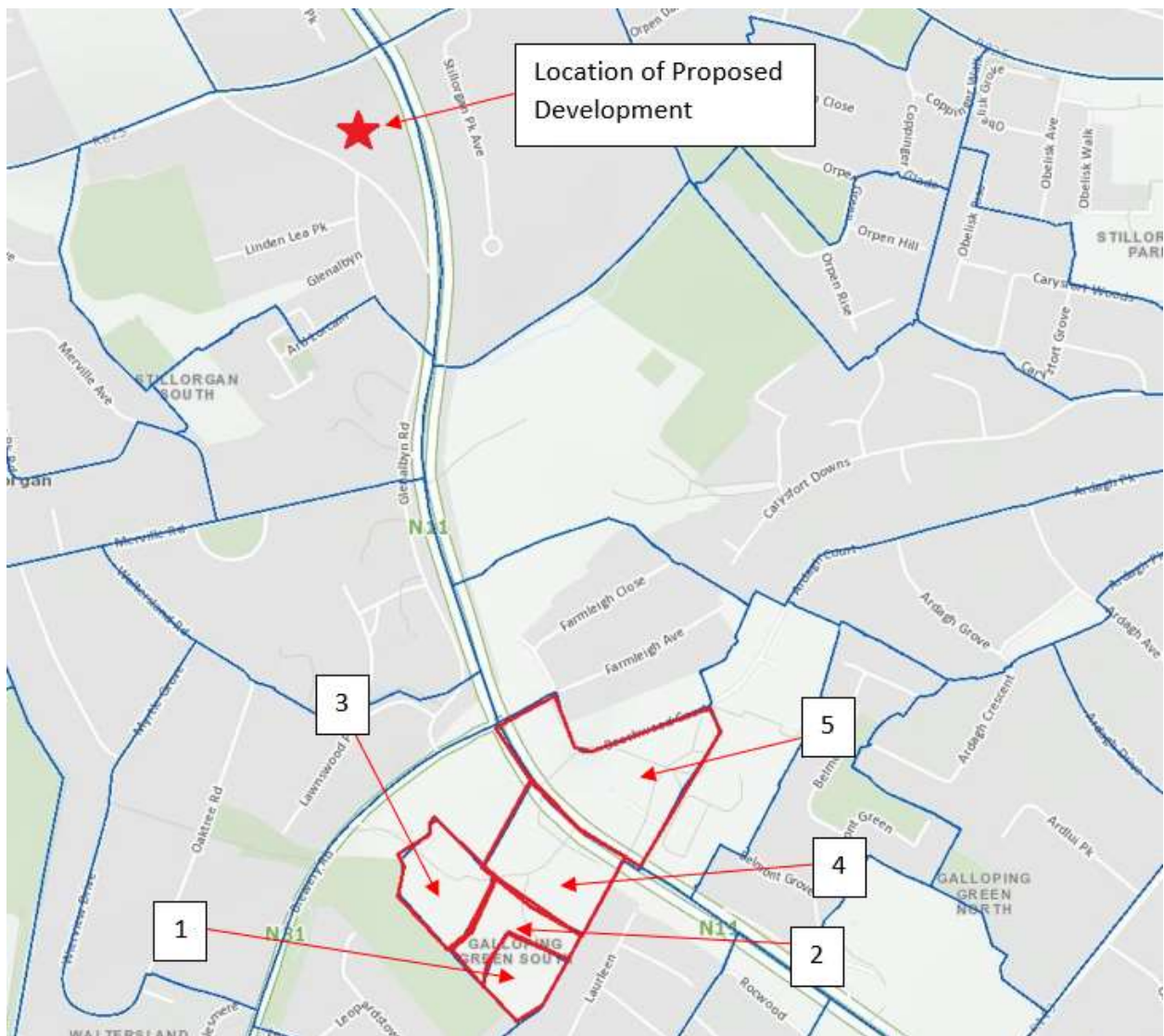
It is proposed to provide 5 No. Car sharing spaces, (i.e. Go Car or similar) within the development. Go Car advertise that the provision of a single Go Car space will replace the need for approximately 20 No. car parking spaces.

The provision of car club/car sharing will ensure that a car is available to residents should they need one. It is considered that this will be a major factor in reducing the need to own a car.

2.5 Local Census Data Review

In order to support the reduced parking provision for residential users within the subject development, the current commuting patterns for the surrounding area for similar types of apartment developments was reviewed using the Census Data. The residential properties within the immediate proximity of the subject site are generally traditional terrace, semi-detached and detached housing units, therefore they don't reflect the appropriate type of developments. The nearest existing apartment developments to the proposed development and thus those that were considered applicable to the analysis are shown in the figure below.

Figure 10 –Car Ownerships within Apartments Blocks in the surrounding areas



A total of 5 No. small areas were investigated and summary of Census Data is shown in the table below.

Table 6 – Census Data, Car Ownership in the surrounding areas

Percentage of Population			
Area	Commutes by Car	Commutes by Green Modes	Other/Not Stated
1	47.0	45.5	7.5
2	38.2	54.8	7
3	45.1	51.1	3.8
4	41.0	55.5	3.5
5	40.8	49.7	9.5

The data shows that in all but one of the nearby apartment developments, the percentage of commuters that travel by green modes of transport is near to or in excess of 50%. Green modes of transport include commutes by foot, by cycle, or by public transport including train, bus and tram. In all but one of the nearby apartment developments, the percentage of commuters who travel by green modes of transport exceeds that of those which travel by car.

The above data suggest that green modes of transit are highly attractive and viable option to residents.

2.6 Proposed Car Parking Ratio

Considering that the proposed development is a Build to Rent Scheme, the central location of the proposed development within the heart of the Stillorgan Village, the proximity of the development to high quality public transport, the availability of existing high-quality amenities, 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 by Dun Laoghaire-Rathdown County Council Development Plan standards.

As described in Section 2.2, the Department of Housing, Planning and Local Government's Design Standards for New Apartments Guidelines promotes reduced parking for well-located residential developments.

It is proposed that the parking for the apartments, which is to be provided in support of this Build to Rent development, will be reduced to 0.32 space per residential unit.

It is intended that the proposed development will be served by the following parking elements:

- Basement Level -1 for residential users only

There is no dedicated provision of retail / café car parking proposed for this site. It is envisaged that the retail / café being provided in this development is complementary to the existing retail offer in Stillorgan Village as well as serving the residents of the development and surrounding neighbourhood. Any parking needs of either the retail/ café or the community hall will be provided either on-street along The Hill or within the existing publicly accessible car parks in Stillorgan.

2.7 Car Parking Management

The proposed development is a Build to Rent (BTR) scheme and will have a management company with someone permanently on site who will carefully manage the parking demand. Residential parking spaces will incur an additional charge which reduces demand. Spaces will be rented to those residents seeking a parking space, however once all the spaces have been rented, apartments will only be rented to those who do not have a need for a car parking space. The management will highlight to prospective tenants the alternatives to car ownership that are provided within their scheme.

3. 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.
- The development will provide 119 car parking spaces for the residential units with 4% being provided for disabled users. The 119 car parking spaces includes 5 No. spaces for GoCar and 12 No. electric charging car spaces which would equate to a parking rate of 0.32/unit
- 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 28min walk to Sandyford Luas.
- The proposed development is well located within 30min walk and 9min cycle to Sandyford Business Park, a Major Employment Centre.
- The proposed development is located in the centre of Stillorgan Village with all essential amenities on its doorstep.
- 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 866 No. cycle parking spaces, including secure and safe cycle parking. This is 3.5% more than required under the DLRCC Development Plan.
- 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.
- A travel plan has been prepared for this development (included under separate cover) which is intended to reduce the need for car owned travel and make travel by public transport, cycling and walking more attractive.
- The proposed ratio of 0.32 spaces per unit is considered appropriate for this development given its scale and proximity to public transport, proximity to major employment and proximity to other essential amenities and is consistent with the parking ratio approved by An Bord Pleanála for schemes similar to this one.

UK and Ireland Office Locations

