

**Residential Development, Fortfield Road,  
Terenure**

**Car & Cycle Parking Management Plan  
222102-PUNCH-XX-XX-RP-C-0007**

**December 2024**

## Document Control

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## **1 Introduction**

PUNCH Consulting Engineers were appointed by 1 Celbridge West Land Limited to provide traffic, civil and structural consulting engineering services for the proposed development located at Fortfield Road, Terenure, Co. Dublin.

This report was prepared for Dublin City Council (DCC) following receipt of the DCC Notice of LRD Opinion (Planning Authority Ref No. LRD6058/24-S2) and deals specifically with the Car & Cycle Parking Management Plan for the development.

### **1.1 Objectives of the Plan**

The objectives of the Car & Cycle Parking Management Plan for the proposed development are as follows:

- Ensure adequate car and cycle parking provision for the needs of the development;
- Enforce the use of the car and cycle parking facilities to ensure that only those eligible make use of the facilities, including preventing parking by non-site users and those not having spaces as part of their ownership/tenancy;
- Enforce appropriate use of the car and cycle parking facilities such that it remains accessible to all eligible users.

It follows the guidelines for car parking and for cycling as set out in Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities' (January 2024) and the DCC Development Plan 2022-2028.

### **1.2 Proposed Development**

The development will comprise a Large-Scale Residential Development (LRD) on a site at Fortfield Road, Terenure of 284 no. units delivering 19 no. houses and 265 no. apartments made up of studios; 1 beds; 2 beds; 3 beds; and 4 beds. The development will also provide community, cultural and arts space and a creche. Communal internal space for residents will also be delivered. Provision of car, cycle and motorbike parking will be provided throughout the development, including at basement and surface level. Vehicular/pedestrian/cyclist access from Fortfield Road. Proposed upgrade works to the surrounding road network is also included. All associated site development works, open space, services provision, ESB substations, plant areas, waste management areas, landscaping (both public and communal) and boundary treatments.

The proposed works are outlined in a series of architectural drawings prepared by Urban Agency Architects and engineering drawings prepared by PUNCH and supplied as part of the planning documentation.

## 2 Car Park Layout

The car parking within the development (associated with the apartments) is based primarily within the basement parking facilities At-grade parking is also distributed throughout the site, including the in-curtilage parking associated with the housing units.

The car park layout is shown in Figure 2-1 below.



Figure 2-1: Car Parking Facilities (Architectural Drawings by Urban Agency Architects, annotation by PUNCH Consulting Engineers)

The DCC Development Plan 2022-2028 (Appendix 5, Table 2) car parking standards are noted in Table 2-1 below:

Table 2-1: DCC Development Plan (2022-2028) Residential Car Parking Requirements

| Land Use             | Units              | Car Parking Standards | Maximum Car Parking Standards |
|----------------------|--------------------|-----------------------|-------------------------------|
| Residential (Zone 2) | 284 <sup>(1)</sup> | 1.0 per dwelling      | 284                           |
| <b>Total</b>         | <b>284</b>         |                       | <b>284</b>                    |

<sup>(1)</sup> This 284 overall figure consists of 19 no. house units and 265 no. apartment units.

It is proposed to provide 138 No. car parking spaces for the residential apartment component This consists of 112 no. residential parking spaces in basement and 26 no. residential parking spaces at grade. 10 No. parking spaces dedicated for car club use only are proposed for inclusion in this car space provision.

Please note that GoCar have advised that 1 No. GoCar vehicle can replace up to 15 private cars. Applying this rationale results in an 'equivalent provision' of  $128 + (10 \times 15) = 278$  no. private car spaces.

This level of residential apartment parking provision represents 105% of the maximum quantum allowed under the DCC Development Plan parking standards for the residential apartment component. The 'equivalent parking provision' also equates to 1.05 car parking spaces per residential unit (i.e. 278/265).

The DCC Development Plan 2022-2028 (Appendix 5, Table 2) car parking standards for non-residential use applicable to the proposed development are noted below:

**Table 2-2: DCC Development Plan (2022-2028) Non-Residential Car Parking Requirements**

| Category                       | Land Use  | GFA      | Car Parking Standards | Maximum Car Parking Standards |
|--------------------------------|---|----------|-----------------------|-------------------------------|
| Civic, Community and Religious | Bank<br>Community Centre<br>Library<br>Public Institution | 1,200sqm | 1 per 275sqm GFA      | 4.36                          |
| Education                      | Creche/ Childcare Services                                | 100sqm   | 1 per 100sqm GFA      | 1                             |
| <b>Total</b>                   |   |          |                       | <b>5.36</b>                   |

It is proposed to provide 1 No. car parking spaces for the creche staff within the basement parking facility. In addition, 2 no. creche drop-off parking spaces are provided at the creche location.

It is proposed to provide 4 no. car parking spaces for the Cultural/Arts Space within the basement parking facility.

## 2.1 Types of Parking

### 2.1.1 Standard Parking

The standard parking spaces will be demarcated with white lines. All standard car parking spaces will be 2.4m by 4.8m. These dimensions are based up on the standards suggested within the UK Department for Transport's Inclusive Mobility document (2005).

Parking spaces associated with the proposed housing units will be provided in-curtilage.

Apartment car parking is provided at basement level. 112 no. car parking spaces will be provided at this location.

**Table 2-3: Summary of Basement Car Parking Spaces**

| Level          | Car Parking           |
|----------------|-----------------------|
| Basement Level | 112 (standard spaces) |
| <b>TOTAL</b>   | <b>112</b>            |

A further 9 no. visitor parking spaces, 10 no. Car Club parking spaces and 7 no. disabled parking spaces are provided at grade within the development to cater for the residential apartment component, bringing the total parking figure to 138 no. spaces.



A further 19 no. parking spaces are provided for the housing component in-curtilage.

Please note that there also a dedicated drop-off/set-down space located proximate to the concierge, to accommodate servicing of the development.

There is also 2 no. creche drop-off spaces provided proximate to the proposed creche.

### 2.1.2 Electric Vehicle Charging Points

In accordance with Appendix 5, Section 5.0, the development will be futureproofed to include EV charging points and infrastructure. A minimum of 50% of all car parking spaces shall be equipped with fully functional EV Charging Point(s). The remaining spaces shall be designed to facilitate the relevant infrastructure to accommodate future EV charging.

EV charging infrastructure will be provided for 100% of parking spaces allocated to dwellings (19 no. EV spaces) and car share (10 no. EV spaces) and for 50% of all spaces serving apartment units (69 no. EV spaces). 100% of spaces proposed will be future proofed for electrical charging.

### 2.1.3 Disabled Parking

In accordance with the DCC Development Plan (2022-2028), Appendix 5, Section 4.2 requirements requesting provision for accessible parking “At least 5% of the total number of spaces” be designated for Disabled/Accessible Car Parking.

7 no. parking spaces at ground level (i.e. 5% of the total number of spaces) will be designated disabled user car-parking spaces. The disabled spaces are to be demarcated with yellow lines, a protected hatched area and appropriate road markings to identify these spaces. The proposed location of the disabled parking spaces will be in close proximity to the building entrances. This is described in Figure 2-2 below.



Figure 2-2: Distribution of At-Grade Parking including Disabled Car Parking (Drawing by Urban Agency Architects, annotation by PUNCH Consulting Engineers)

#### 2.1.4 Cycle Parking

Cycle parking is provided externally at ground level and distributed throughout the development extents. A total of 611 no. residential cycle parking spaces will be provided. This figure excludes non-residential cycle parking spaces.

Please see table below for summary of the cycle parking quantum as defined by requirements outlined in the DCC Development Plan 2022-2028, Appendix 5, Section 3.1, Table 1:

**Table 2-4: DCC Development Plan Residential Cycle Parking Standards**

| Development Type | Units      | Long Term Cycle Parking Requirement | Short Term Cycle Parking Requirement | Minimum Long Term Cycle Parking | Minimum short Term Cycle Parking |
|------------------|------------|-------------------------------------|--------------------------------------|---------------------------------|----------------------------------|
| Apartment        | 265        | 1 space per bedroom                 | 1 per 2 Apartments                   | 412                             | 133                              |
| <b>Total</b>     | <b>265</b> |                                     |                                      | <b>412</b>                      | <b>133</b>                       |

**Table 2-5: Individual Block Requirements in accordance with the 'DCC Development Plan 2022-2028'**

| Blocks       | Long Term Cycle Parking | Short Term Cycle Parking |
|--------------|-------------------------|--------------------------|
| A            | 93                      | 31                       |
| B            | 105                     | 33                       |
| C            | 117                     | 37                       |
| D            | 97                      | 32                       |
| <b>TOTAL</b> | <b>412</b>              | <b>133</b>               |

In the case of the proposed Fortfield Road development, we are proposing cycle parking numbers as follows:

**Table 2-6: Proposed Residential Cycle Parking Quantum for the Fortfield Road Development**

| Blocks       | Long Term Cycle Parking        | Short Term Cycle Parking      |
|--------------|--------------------------------|-------------------------------|
| A            | 114 (incl. 7 no. non-standard) | 34 (incl. 2 no. non-standard) |
| B            | 120 (incl. 6 no. non-standard) | 38 (incl. 2 no. non-standard) |
| C            | 133 (incl. 7 no. non-standard) | 40 (incl. 2 no. non-standard) |
| D            | 98 (incl. 5 no. non-standard)  | 34 (incl. 2 no. non-standard) |
| <b>TOTAL</b> | <b>465</b>                     | <b>146</b>                    |



The cycle parking facilities and their utilisation will be monitored to determine actual vs forecast demands and amendments to the cycle parking arrangements will be actioned as required as part of the on-going mobility management strategy for the development.

**Table 2-7: DCC Development Plan Non-Residential Cycle Parking Standards**

| Category                             | Land Use  | Long Term  | Short Stay/Visitor  |
|--------------------------------------|---|--|---|
| Civic,<br>Community and<br>Religious | Bank<br>Community Centre<br>Library<br>Public Institution | Rate = 1 per 5 staff<br>15 no. staff<br>3no. Long Term | Rate = 1 per 100sqm GFA<br>1,200sqm<br>12no. Short Stay                                   |
| Education                            | Creche/ Childcare Services                                | Rate = 1 per 5 staff<br>5 no. staff<br>1no. Long Term  | Rate = 1 per 10 children<br>17 no. children based on<br>6sqm per child<br>2no. Short Stay |
| <b>Total</b>                         |   | <b>4</b>   | <b>14</b>   |

It is proposed to provide 1 No. Long Term cycle parking space for the creche staff and 4 No. Short Term cycle parking spaces (including 2 No. non-standard spaces) adjacent to the creche.

It is proposed to provide 4 No. Long Term cycle parking space for the creche staff and 12 No. Short Term cycle parking spaces (including 1 No. non-standard spaces) adjacent to the Cultural/Arts Space.

### 2.1.5 Motorcycle Parking

Motorcycle parking spaces are provided at basement level. 14 no. motorcycle parking spaces will be provided.

**Table 2-8: Summary of Motorcycle Parking Spaces**

| Level          | Motorcycle Parking |
|----------------|--------------------|
| Basement Level | 14                 |
| <b>TOTAL</b>   | <b>14</b>          |

## 2.2 Space Allocation

In line with the Mobility Management Plan that accompanies this planning application, it is an objective of the plan to limit the level of parking available on-site wherever possible in order to minimise and discourage dependency on private car travel. This will also continue to take into consideration the necessary demand to prevent overspill parking issues in nearby locations. For further details regarding the summation of car and cycle parking spaces, please refer to the Mobility Management Plan accompanying this planning application.

The house units will each have their own assigned in-curtilage parking space outside their houses. The car parking associated with the residential apartment component of this development will operate on a permit/lottery basis, and therefore, the car parking spaces shall be sold/leased separately to the

apartments. The distribution of parking permits shall be undertaken in a fair manner and shall be well communicated to the proposed development's tenants.

All residents will be issued with a parking guide as part of their purchase. This will include information regarding on-site parking permits and restrictions on use of the parking spaces.

The availability of limited on-site car parking and the knowledge that parking permits will not be granted for all those who live and work at the site would be a factor that would be known to a potential user of the proposed development. As such, it is proposed that the allocation of permits is undertaken on an annual basis, with a sufficient notice period prior to coming into effect, in order to provide residents with adequate time to make alternative parking arrangements if necessary.

Given the proposed development's proximity to urban centres and high-frequency public transport as well as the proposed high quantity of cycle parking, it is not anticipated that the proposed provision of car parking spaces will be an issue. For further information regarding the proposed development's mobility management, please refer to the Mobility Management Plan, which is included in this planning application.

A breakdown of the provision of car parking is provided in Table 2-9 below.

**Table 2-9: Breakdown of Car Parking Spaces**

| Element   | Quantity provided | Comments  |
|---|-------------------|---|
| <i>Number of Dwellings</i>                            | 284               | 19 no. Houses<br>265 no. Apartments   |
| <i>Total Residential Car Parking Spaces</i>           | 157               | Houses: 19 no. Spaces<br>Apartments: 138 no. Spaces   |
| <i>Total Residential Apartment Car Parking Spaces</i> | 138               | 52% of the quantum sought under the DCC Development Plan or 0.52 spaces per dwelling  |
| <i>Standard Residential Car Parking Spaces</i>        | 131               | -   |
| <i>Disabled Car Parking Spaces</i>                    | 7                 | 5.3%<br>Compliant with required rate of 5% per car parking space.   |
| <i>Development Servicing Drop-off/Set-down Spaces</i> | 1                 | Located proximate to the concierge to facilitate deliveries and drop-off manoeuvres associated with the private development   |
| <i>Motorcycle parking spaces</i>                      | 14                | 10%<br>Compliant with required rate of 4% per car parking space.  |
| <i>GoCar (Car Club)</i>                               | 10                | GoCar have advised that 1 No. GoCar vehicle can replace up to 15 private cars. Applying this rationale results in an 'equivalent provision' of $128 + (10 \times 15) =$ |

|                               |   |   |
|-------------------------------|---|---|
|                               |   | 278 no. private car spaces for the residential apartment component.<br><br>This 'equivalent parking provision' also equates to 1.05 car parking spaces per residential unit (i.e. 278/265) for the residential apartment component. |
| <i>Creche Staff</i>           | 1 | Located in the basement   |
| <i>Creche Drop-Off Spaces</i> | 2 | Located proximate to the creche to facilitate deliveries and drop-off manoeuvres associated with the childcare facility   |
| <i>Cultural/ Arts Space</i>   | 4 | Located in the basement with access to core to provide ease of access to Cultural/Arts Space  |

A breakdown of the provision of cycle parking is provided in Table 2-10 and Table 2-11 below.

**Table 2-10: Breakdown of Residential Cycle Park Spaces**

| Element   | Quantity provided  | Comments  |
|---|--|---|
| <i>Long Term Cycle Parking Spaces</i>                               | 465  | 112% of the quantum sought under the DCC Development Plan |
| <i>Short Term Cycle Parking Spaces</i>                              | 146  |   |
| <b><i>Total Cycle Parking Spaces</i></b>                            | <b>611</b>   |   |
| <i>Cargo Bike Spaces</i><br><i>(included in total figure above)</i> | 33<br>(5.4% of the Cycle Parking provision in accordance with the Cycle Design Manual) |   |

**Table 2-11: Breakdown of Non-Residential Cycle Park Spaces**

| Element                                  | Creche   | Cultural/ Arts Space |
|--|----------|----------------------|
| <i>Long Term Cycle Parking Spaces</i>    | 2        | 4                    |
| <i>Short Term Cycle Parking Spaces</i>   | 4        | 12                   |
| <b><i>Total Cycle Parking Spaces</i></b> | <b>6</b> | <b>16</b>            |
| <i>Cargo Bike Spaces</i>                 | 2        | 1                    |

|   |   |   |
|---|---|---|
| <i>(included in total figure above)</i> | (33% of the Cycle Parking provision in accordance with the Cycle Design Manual) | (6.25% of the Cycle Parking provision in accordance with the Cycle Design Manual) |
|---|---|---|

## **2.3 Provision for Internal Loading and Servicing**

The submitted development proposals make adequate provision for internal loading and servicing of the development.

Circulation and access for refuse vehicles and fire tenders is illustrated in the supplied Autotrack drawings included in the planning submission. Please note that the fire tender circulation through the development consists of a route entering via the development's northern access and permeating the development to ensure compliance with fire regulations with a turning facility provided to accommodate return along the same route. This activity will have no negative impact on the adjoining public road network.

The refuse vehicles will access the development via the signalised junction on Fortfield Road, travel to the end of the roadway, undertake a turning manoeuvre and depart the development whilst collecting the refuse from the private dwellings and apartment Waste Collection Areas (WCA's). Again, this activity will have no negative impact on the adjoining public road network.

On entering the development, visitors will be guided to the relevant parking facilities adjacent to the development's principal amenity/concierge function:

- Drop-off / Set-down area for deliveries and taxis
- This facility will be for exclusive use by the proposed development and will be actively managed by the development management team to ensure that use by external users (e.g. school drop-off) is prohibited. Refer to Autotrack drawings for illustration of swept path manoeuvres.

## **2.4 Control of Site Gate**

The development will include a vehicular gate/barrier at the vehicle entrance to the Basement Car Parking facilities. All residents will be issued with a key card/code in order to access the parking area.

## **2.5 Enforcement Process**

It is envisaged that a suitably qualified and experience parking company will be employed to manage any enforcement of the carpark by the Mobility Manager. (Reference should also be made to the Mobility Management Plan submitted and the role of the Mobility Manager.) The use of clamping or fines or physical removal of vehicles are considered a last resort.

Certain activities within the car park will be seen to constitute a trigger for enforcement action, including as follows:

- Vehicle not authorised to park (in the first instance, without an on-site parking permit);
- Vehicle not parked in a correct space (e.g. disabled space);
- Vehicle not parking within a demarcated space, but otherwise authorised;
- Vehicle parking inappropriately and liable to cause obstruction.

### **2.5.1 Vehicles without Displayed On-Site Parking Permits (Including Unauthorised Parking)**

If a vehicle is parked in the area but not displaying a valid permit, the parking contractor will, in the first instance, cross reference the vehicle registration with the issued permit database. If a vehicle is authorised to park, but not displaying a permit, a first warning notice will be issued. Subsequent offences by the same vehicle will warrant the normal procedures set out below.

If a vehicle is not authorised to park, a fine may be issued. This will ensure that adequate space is made available for those who correctly have an expectation to be able to park. A notification will be made to vehicle owners with a fee payable.

#### **2.5.2 Vehicles Not Parked in Correct Space**

Where vehicles otherwise authorised to park in the development have not parked in the correct space, such as a disabled space, in the first instance an oral or written warning will be issued as appropriate. If the vehicle remains in the space for an extended period of time or the offence is repeated, further formal parking tickets will be issued with the commensurate fine.

The resident in receipt of the ticket will have the option to appeal against the issue of ticket and the case will be judged against the prevailing conditions. For instance, if the misuse of disabled space coincided with an enforcement action against an unauthorised parked vehicle, leading to a deficiency of appropriate spaces for the authorised resident, the ticket may be retracted.

#### **2.5.3 Authorised Vehicles Parked Outside of Demarcated Spaces**

Where vehicles displaying a valid permit are parking informally, outside of demarcated spaces, the procedure set out above will be pursued. However, if the location of a vehicle would prejudice any of the following, removal procedures will be enacted:

- Other parking spaces are wholly obstructed
- The access is obstructed such that safe operation could no longer continue
- Access by service vehicles could not be completed in a safe and suitable manner, including allowing turning on site that avoids the need to reverse to or from the highway

The contractor will be required to produce photographic evidence of the offence as committed.

#### **2.5.4 Vehicles Parked Inappropriately**

All vehicles will be required to park entirely within the defined car parking spaces. In the first instance, a judgement as to the severity of the situation will be made. Where it is judged that the nature of parking is likely to obstruct other users of the car park, most noticeably service vehicles, or where the action constitutes a repeat or sustained occurrence, immediate removal procedures will be enforced.

If no immediate impediment to access will result, a ticket to the vehicle will be issued.

### **3 Ongoing Update and Revision**

The Car Parking Management Plan and the associated measures set out in this document have been developed to be appropriate for the development and the prevailing conditions in terms of car ownership and travel patterns.

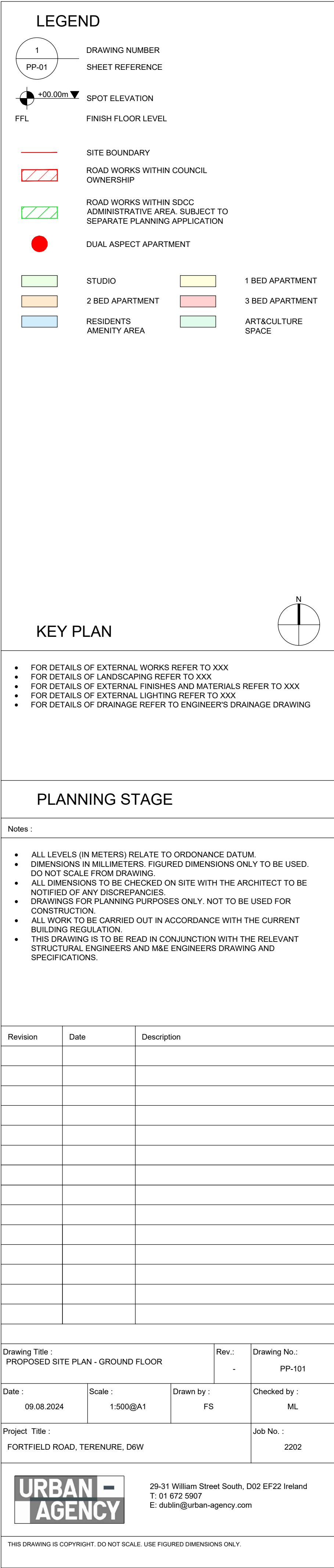
Nonetheless, the CPMP itself remains a live document and it is anticipated that measures set out within it will evolve to best suit the needs of residents, the operators of the site and the wider users of the highway network.

It is not envisaged that a formal review process is needed for the CPMP, rather key changes will arise through feedback from key stakeholders, including the residents and parking control subcontractors.

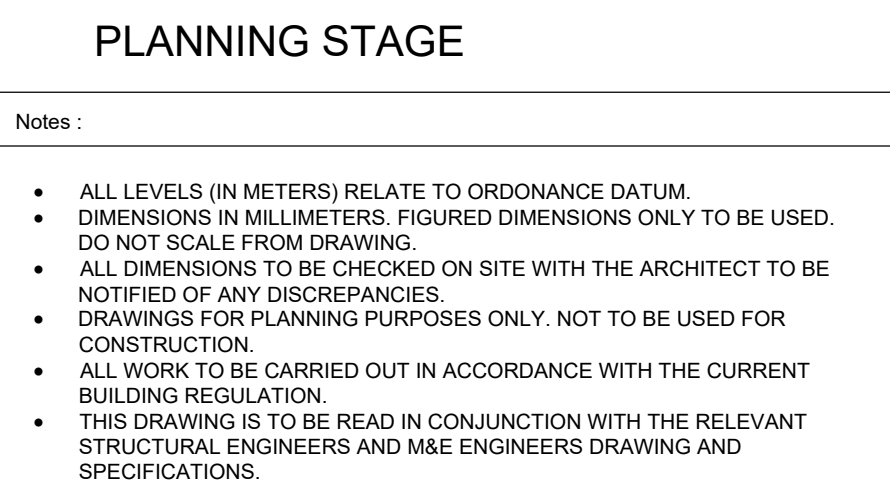
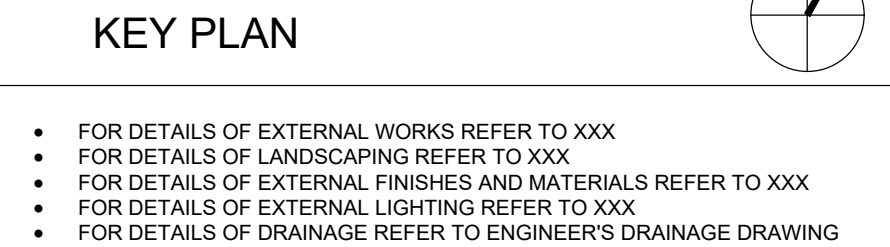
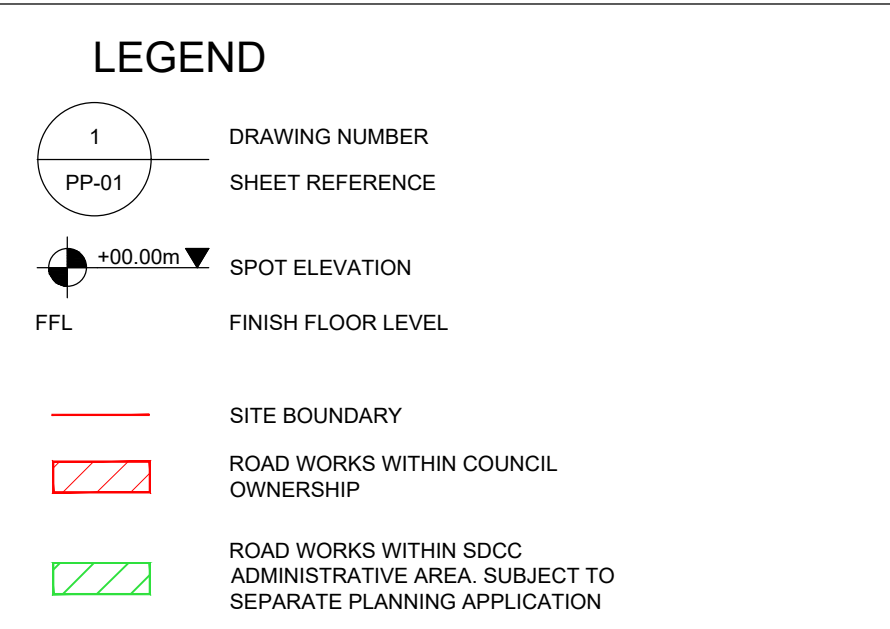


## **Appendix A Urban Agency Architects - Car Parking Plan**







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|  |                     |                  |             |                         |
|--|---------------------|------------------|-------------|-------------------------|
| Drawing Title :<br>PROPOSED BASEMENT PLAN        |                     |                  | Rev. :<br>- | Drawing No. :<br>PP-200 |
| Date :<br>28-08-2024                             | Scale :<br>1:200@A1 | Drawn by :<br>FS |             | Checked by :<br>ML      |
| Project Title :<br>FORTFIELD ROAD, TERENURE, D6W |                     |                  |             | Job No. :<br>2202       |

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