2023 Proposed Amendment to Cherrywood Planning Scheme, 2014 (as amended) - Section 4.2.10

FINAL TEXT FOR CHERRYWOOD PLANNING SCHEME:

"4.2.10 Car Parking Standards

National, Regional and local policies set the context for a shift to more sustainable modes of transport. The Government has committed to a legally binding target of net zero greenhouse gas emissions no later than 2050, and a reduction of 51% by 2030 as outlined in the Climate Act of 2021. The Government's Climate Action Plan 2021 Report acknowledges that change will have to occur through a combination of low carbon technologies and societal and behavioural changes. The Regional Spatial and Economic Strategy for the Eastern & Midland Regional, 2019-2031, includes several policy objectives including RPO5.3 which outlines that future development should be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes. The Dun Laoghaire Rathdown County Council Climate Change Action Plan, 2019 – 2024, features a range of actions relating to sustainable travel, including the need to reduce parking to provide for sustainable travel alternatives.

The current policy context presents a strong rationale for reducing car parking, in particular the NTA's Greater Dublin Area Transport Strategy, 2022 – 2042, which outlines that residential parking standards should be set at the lowest provision in areas with high levels of accessibility to sustainable transport modes. The Cherrywood SDZ is noted within this strategy to be a transit orientated development, in that a significant part of the Cherrywood transport demand can be serviced by Luas and bus. Having regard to traffic management and travel options, the strategy outlines that planned development for the public transport network, the growth of cycling, and emergence of shared mobility has the potential to facilitate reduced car ownership rates across the Greater Dublin Area and an associated reduced demand for car parking.

Specific Objective:

PI 21 It is an objective that car parking within the Planning Scheme be controlled so as to influence car use and ownership, and to promote sustainable, public and active travel modes, and climate change mitigation measures. For residential development, this objective will be balanced with ensuring adequate car parking facilities are provided having regard to car ownership and usage, and also the need to avoid any overspill car parking or adverse impacts on built form and the public realm.

Reduced car usage and ownership can only be achieved over time alongside the development of high-quality public transport routes, facilities and services. Car parking policies should reflect this evolving/ expanding public transport network.

The Cherrywood Planning Scheme has the potential to deliver a high level of accessibility via public, active and other sustainable modes, which will aid in the achievement of Cherrywood's mode share targets, as outlined in Planning Scheme Table 4.1 . Having regard to the current and proposed sustainable travel infrastructure within Cherrywood, with appropriate incorporation of local sustainable transport measures and an emphasis on accessibility to public, sustainable and active travel modes, each development within the Planning Scheme can contribute to these goals. Controlling / Moderating parking availability alongside such measures can further support sustainable travel demand within the Planning Scheme. On this basis, all planning applications for new floorspace development must comprehensively address how the proposed development maximises the potential for travel by sustainable, active or public transport modes having regard to each of the following criteria:

- Proximity to public transport services and level of service and interchange available.
- Walking and cycling accessibility/permeability and any improvement to same.
- The need to safeguard investment in sustainable transport and encourage a modal shift.
- Provision of EV facilities and provision of car sharing and bike / e-bike sharing facilities.
- Existing availability of parking and its potential for dual use.
- Particular nature, scale and characteristics of the proposed development.
- The range of services available within the area.
- Impact on traffic safety and the amenities of the area.
- Capacity of the surrounding road network.
- Urban design, regeneration and civic benefits including street vibrancy.
- Robustness of Mobility Management Plan to support the development.
- The availability of, as well as any proposed, on-street parking controls in the immediate vicinity.
- Any specified sustainability measures being implemented including but not limited to: the provision of bespoke public transport services; the provision of bespoke mobility interventions.

Managed on-street parking will provide surface animation and passive supervision in off-peak periods. Where on-street

parking is provided adjoining a development plot it will count towards the maximum parking requirement. Priority will be given to unloading and service vehicles as well as disabled badge holders and car sharing proposals.

Innovative mobility solutions such as car sharing schemes and smart parking measures have become increasingly popular in urban environments and have the potential to reduce car ownership and usage levels. In this regard, technological changes and changes in the design and management of the built environment are contributing to a change in personal car ownership and usage levels and the link between car ownership and travel.

Car sharing involves a recognised organisation or company that provides cars in various agreed locations. The cars shared amongst members, are either owned or leased by the car share provider or by members. A car sharing scheme may operate privately within a development subject to a strongcentral management regime, or may be in a publicly accessible location to serve a wider range of potential users. Car sharing works best in areas of high urban density supported by good public transport access and is an innovation which would be acceptable throughout Cherrywood in the employment, retail and residential areas. Cherrywood with its permeable layout and attractive walking environment will afford a high degree of ease of access to the car sharing fleet for future residents and other potential users. Accordingly, car sharing schemes will be actively pursued in the implementation of the Planning Scheme.

Smart Parking is a broad term relating to the application of innovative measures to support and manage reduced car parking provision in Cherrywood, including the use of technology; car-related services; the design, layout and location of residential parking space; car parking management; and also measures to influence user behaviour. Smart parking measures are encouraged and will be considered for consistency with the Planning Scheme.

In addition, all development will be required to ensure that all car parking spaces are future-proofed for Electric Vehicles (EVs) or 'EV Ready'. At a minimum, applicants for residential and non-residential developments will be required to future-proof for electric vehicle charging points at appropriate locations, including homes, businesses, on-street and multi-storey car parks, where parking is provided through the installation of ducting. The provision of electric charging points as part of residential and non-residential developments, including developments with publicly accessible car parking spaces, shall be provided in line with the standards outlined in the current Dun Laoghaire Rathdown County Development Plan. For all developments, applicants will be encouraged to embrace emerging Smart City innovative technology with the use ofpop-up EV chargers, or an appropriate alternative, which facilitates access to electric charging points in more dense urban environments without adding to visual or street clutter in the public realm.

All proposals relating to car parking will be required to prioritise the creation of a high-quality public realm in Cherrywood, including in terms of visual impact, amenity and safety consistent with the Planning Scheme, and NTA's Design Manual for Urban Roads and Streets (DMURS).

Future Repurposing of Car Parking Spaces

Proposals for retrospective repurposing of existing or permitted car parking spaces will be expected to maximise basement car parking and minimise surface level / under-croft parking. Surface level spaces should be re-utilised for sustainable/active travel measures or public realm improvements, including amenity space, landscaping and other public / communal realm enhancements. Decommissioned basement and under-croft parking, or the amendment of such permitted developments, should be re-utilised for communal, commercial, and / or uses related to the primary land-use, resident facilities or appropriate sustainable / active travel measures. In assessing such proposals regard will be had to the overall objectives and requirements of the Planning Scheme, having particular regard to urban design and place-making objectives; the character of the area; landscape and visual amenity impact; the permeability and connectivity of walking and cycling routes; traffic safety; and the level of access by sustainable modes to the proposed development. In this regard applicants / developers must clearly demonstrate that there will no under-provision of car parking having regard to the existing or permitted development.

Proposals for development will be required to demonstrate consideration of the future repurposing of car parking provision in the development in the event of future reductions in car parking provision, and to ensure that the design of the development is sustainable and as such that the effective repurposing of car parking is feasible. In this regard, car parking designs should prioritise appropriately scaled and grouped layouts, rather than linear layouts insofar as feasible to facilitate future repurposing.

It is not considered necessary for the purpose of this Planning Scheme to detail requirements for all land use types within Cherrywood. Those not detailed below are considered to be covered by the relevant policies and objectives in the current Dún Laoghaire-Rathdown County Development Plan for areas near public transport.

Residential

Cherrywood is designed so that daily commutes for residents should not require the use of a private car. The plan facilitates local provision of residents' daily commercial, educational and recreational needs. It is laid out so that the majority of future residents can access their place of employment by walking, cycling or public transport. It is important to understand the difference between car usage and car ownership and for any parking standards to take cognisance of car ownership trends.In any development proposed a balance needs to be found between providing car parking having regard to car ownership needs for residents whilst also ensuring parking is not overprovided. In addition, the provision of car sharing facilities and operators would encourage more environmentally friendly car usage, reduce the need for car ownership and car spaces whilst providing residents with the same mobility freedom.

It is critical to the success of the plan that the scale, layout, urban form, mix of uses and detailed design all contribute to an attractive environment for people to walk and cycle. The layout proposed in this plan provides a network of safe and attractive routes for the pedestrian and cyclist.

On that basis the residential car parking standards set out in Table 4.4 below shall apply in each of the areas where homes are permissible. The standards take cognisance of the guidance set out in the National Transport Authority Greater Dublin Area Transport Strategy, 2022 – 2042, Ministerial Guidelines *"Sustainable Urban Housing: Design Standards for New Apartments, December 2022",* (DHPLG&H), other relevant Ministerial Guidelines, and SPPRs, as applicable.

Table 4.4: Maximum Residential car parking standards

Town Centre	0.5 spaces per unit
Village Centres	0.5 spaces per unit
Res 1, 2, 3 and 4	0.5 spaces per 1 bed unit 0.75 spaces per 2 bed unit 1.0 space per 2 bed house 1.25 spaces per 3 or more bed unit. 1.5 spaces per 3 or more bed house
All Residential Units/Houses	Minimum 0.02 Car Share space per unit

NOTE 1: *Under Table 4.4 a unit refers to an apartment, duplex or triplex and a house refers to a detached, semi-detached or terraced stand-alone dwelling.*
NOTE 2: *Car parking spaces for 1 and 2 bed dwelling units, and dwelling units in Town and/or Village Centres shall be unallocated and with a usage charge applying to each space. All other car parking shall be allocated, with no usage charge. Developers will have sole responsibility for appointing a management company to manage and enforce areas of parking designated for visitor use or for residents in studio, 1- and 2- bed units. Plans for car parking management and enforcement must be clearly outlined in full within submitted planning applications to ensure that the surrounding public realm is not affected by nuisance / overspill parking.*
NOTE 3: *Reduced car parking provision may be considered for studio apartments in the range of 50-70% of the rate applied to a 1 bed unit/apartment, where provision is made for car sharing facilities and operators under a strong central management regime for the development; therefore, the lowest parking rate available for studio apartments is 0.25 spaces per unit.*

The standards as set out in Table 4.4 above are maximum standards and shall apply as the residential car parking standards for all planning applications. There may be exceptional circumstances where a reduction in residential car parking provision below the stated maximum may be warranted. Developments seeking to avail of a reduced residential car parking provision below the maximum standards set out above, may only do so upon evidence-based demonstration of exceptional circumstances. This will be dependent on the level of sustainable infrastructure and/or services proposed; the potential for travel by active, public or sustainable modes; the extent to which proposals complement strategic infrastructure proposals; and implementation of demand management methods and solutions. To enable provision of car parking below the stated maximum, applicants/developers must commit to providing and/or contributing to additional infrastructure provision and/or demand management measures, such as: Regional Mobility Hubs; Strategic active travel / public transport link infrastructure or services; and comprehensive smart parking measures. An applicant's proposals shall demonstrate to the satisfaction of the Planning Authority that their proposals significantly and strategically advance and contribute to the social, economic and sustainable physical infrastructure within the Planning Scheme area. In this regard, the Planning Authority may consult with NTA, TII and other relevant stakeholders.

Early engagement with DLRCC as the Development Agency will be an essential prerequisite in this regard. The Development Agency Project Team will work with applicants to explore viable proposals that accord with the overall objectives of the Planning Scheme. To enable provision of car parking below the stated maximum developers must provide a detailed submission outlining all aspects of the existing and proposed sustainable transport infrastructure and management proposals to enable Cherrywood to enforce change and provide realistic options for residents. Sustainable infrastructure and/or services and demand management measures may be strategically important and also interdependent and may require collective delivery between numerous stakeholders, including DLRCC, the NTA and TII, and as such will be subject to consultation with stakeholders in order to determine potential locations, programme, management responsibility and cost implications. It shall be noted that for any reduced residential parking provision, proposals that are reliant on Sustainable infrastructure and/or services and demand management measures, the onus shall be on applicants to demonstrate certainty of delivery of this infrastructure and/or services, and there shall be no additional responsibility or requirement placed upon the NTA, TII or the Local Authority for early delivery of such infrastructure in order for applicants to avail of reduced parking provision.

Car parking proposals will be assessed having regard to their impact on place making as well as providing residents with adequate and safe access to their private vehicle. Car parking for the whole plot should be considered at the strategic design stage prior to going into the detail of individual sites. A combination of approaches may be appropriate in the majority of plots.

Within the Town Centre, the Village Centres and the adjacent higher density residential plots, designated as Res 3 and Res 4, parking should be provided either in an underground or undercroft car park which has been designed to minimise any

negative visual impact. Car parking may be provided in a mixed-use car park or in a peripheral location subject to there being environmentally attractive and safe pedestrian linkage between the residential units and the car park and subject to there being a limited amount of parking spaces available in the immediate vicinity for loading / unloading and for residents with disabilities.

The urban form envisaged for areas designated as Res 1 and Res 2 is street frontage, terraced housing, perimeter blocks, individual house designs, duplex and apartment mixes. Well considered undercroft car parking (basement car parking for apartment developments), grouped parking, off- site parking, and innovative car parking solutions, etc. must all be considered at the design stage.

For all residential development, plan layouts detailing a proliferation of surface level residential car parking will not be considered acceptable as it may lead to poor quality urban design.