

Residential-led Mixed-Use Development at Milltown Park, Sandford Road, Dublin 6

Parking Strategy

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1 INTRODUCTION

1.1 BACKGROUND

This Parking Management Strategy document has been prepared by DBFL Consulting Engineers (DBFL) in support of a planning application for a proposed residential-led mixed-use development on a site at Sandford Road, Milltown, Dublin 6.

Sandford Living Limited intend to apply for permission for a Large-Scale Residential Development at a c. 4.26 hectare site at Milltown Park, Sandford Road, Dublin 6, D06 V9K7. Works are also proposed on Milltown Road and Sandford Road to facilitate access to the development including improvements to pedestrian facilities on an area of c. 0.16 hectares. The development's surface water drainage network shall discharge from the site via a proposed 300mm diameter pipe along Milltown Road through the junction of Milltown Road / Sandford Road prior to outfalling to the existing drainage network on Eglinton Road (approximately 200 metres from the Sandford Road / Eglinton Road junction), with these works incorporating an area of c. 0.32 hectares. The development site area, road works and drainage works areas will provide a total application site area of c. 4.74 hectares.

The development will principally consist of: the demolition of c. 4,847.5 sq m of existing structures on site including Milltown Park House (880 sq m), Milltown Park House Rear Extension (2,031 sq m), the Finlay Wing (622 sq m), the Archive (1,240 sq m) and the Link Building between Tabor House and Milltown Park House Rear Extension to the front of the Chapel (74.5 sq m); the refurbishment and reuse of Tabor House (1,575 sq m) and the Chapel (768 sq m) and the provision of a single storey glass entrance lobby to the front and side of the Chapel (52 sq m); and the provision of 562 No. residential units comprising 6 No. three-bed courtyard houses and 556 No. apartment units (70 No. studios, 176 No. one-bed units, 267 No. two-bed units and 43 No. three-bed units).

Block A1 will range in height from 5 No. storeys to 8 No. storeys and will comprise 81 No. apartment units; Block A2 will range in height from 6 No. storeys to 8 No. storeys and will comprise 139 No. apartment units; Block B will range in height from 3 No. to 7 No. storeys and will comprise 74 No. apartment units; Block C will range in height from 4 No. storeys to 7 No. storeys and will comprise 151 No. apartment units; Block D will range in height from 3 No. storeys to 5 No. storeys and will comprise 30 No. apartment units; Block E will be 2 No. storeys in height and will comprise 6 No. courtyard type houses; and Block F will range in height from 5 No. storeys to 7 No. storeys and will comprise 81 No. apartment units.

The development also includes the provision of: cultural/community space within Tabor House (4 No. storeys including lower ground floor level) and the Chapel (2 No. storeys including lower ground floor level and mezzanine level) (1,698 sq m) with associated outdoor space (248 sq m); a café/restaurant (179 sq m) and a creche (375 sq m) within Block F with associated outdoor creche play area; ancillary residents' amenities and facilities (324 sq m) within Blocks B & C; and a single storey bin store and substation adjacent to Block F (101 sq m).

The development also provides a new access from Milltown Road (which will be the principal vehicular entrance to the site) in addition to utilising and upgrading the existing access from Sandford Road as a secondary access principally for deliveries, emergencies and taxis; new pedestrian access points; pedestrian/bicycle connections through the site; 319 No. car parking spaces (288 No. at basement level and 31 No. at surface level); set down area for deliveries; bicycle parking; 22 No. motorcycle spaces; bin storage; boundary treatments; private balconies and terraces facing all directions; hard and soft landscaping including public open space and communal open space; green/blue roofs; PV panels; substations; lighting; plant; lift cores and overruns; and all other associated site works above and below ground.

The proposed development has a gross floor space of c.50,196 sq m above ground level over a partial basement (under part of Blocks A1 and A2 and under Blocks B and C) measuring c. 10,550 sq m, which includes parking spaces, bin storage, bike storage and plant.

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.

This document will set out the principles of the parking management strategy proposed at the Sandford Road development and should be read in conjunction with the following complementary reports:

- Traffic and Transport Assessment (TTA)
- Mobility Management Plan (MMP)

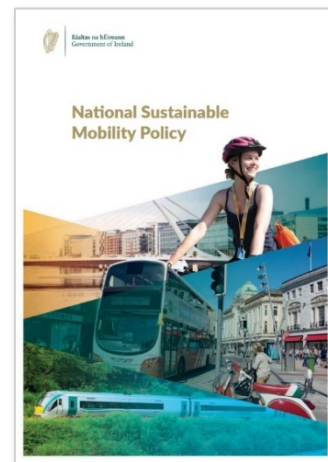
The TTA and MMP, in particular, set out the excellent alternative modes of travel which will be available to residents of the proposed development as well as providing details on existing conditions surrounding the site.

1.2 POLICY CONTEXT/RELEVANT STANDARDS

National Sustainable Mobility Policy

The National Sustainable Mobility Policy was published in April 2022 by the Department of Transport and replaces Smarter Travel 2009. The overall aim of the Policy is to “set out a strategic framework for 2030 for active travel and public transport to support Ireland’s overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade”.

The Policy is a direct response to the fact that continued growth in demand for road transport is not sustainable due to the resulting adverse impacts of increasing congestion levels, localised air pollution, contribution to global warming and the additional negative impacts to health through promoting increasingly sedentary lifestyles. The following 3 key Policy areas and 10 goals form the basis of the National Sustainable Mobility Policy:



Safe and Green Mobility

1. Improve mobility safety
2. Decarbonise public transport
3. Expand availability of sustainable mobility in metropolitan areas
4. Expand availability of sustainable mobility in regional and rural areas
5. Encourage people to choose sustainable mobility over the private car

People Focused Mobility

6. Take a whole journey approach to mobility, promoting inclusive access for all
7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model
8. Promote sustainable mobility through research and citizen

Better Integrated Mobility

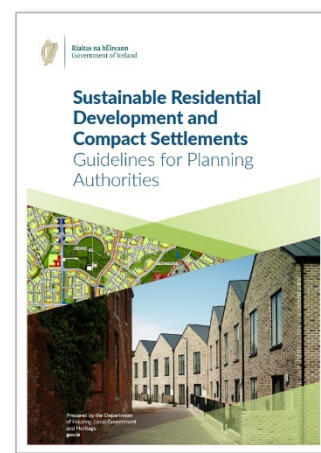
9. Better integrate land use and transport planning at all levels
10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation

The policy is accompanied by an Action Plan with a total 91 actions organised by goal to be completed by 2025. Each action has been assigned to a specific government department or body with the hope of creating accountability for their implementation. The success of the policy will be measured using an annual National Household Travel Survey administered by the National Transport Authority.

Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities - (January 2024)

The guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999. They build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.



The Guidelines include a Specific Planning Policy Requirement (SPPR) in relation to car parking. The quantum of car parking or the requirement for any such provision for new developments will be based on the accessibility characteristics of the site. There are four accessibility levels set out in the Guidelines that will determine the level of parking provided, these are as follows:

High-Capacity Public Transport Node or Interchange: Lands within 1km walking distance of an existing or planned high capacity urban public transport node or interchange, including DART or high frequency Commuter Rail; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor' stop.

Accessible Locations: Lands within 500 metres (i.e. up to 5–6-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services.

Intermediate Locations: Lands within 500-1,000 metres (i.e. 10–12-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services and lands within 500 metres (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service.

Peripheral Locations: comprise of lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages.

The subject Sandford Road development is classed as *accessible*. Accordingly, under SPPR 3 – Car Parking (i) the Guidelines state that for accessible locations *"car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling"*.

The Guidelines note that the maximum car parking standards:

- Do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces.
- The maximum car parking standards do include provision for visitor parking.

The Guidelines also set out requirements under SPPR 4 for Cycle Parking and Storage. In terms of quantity, it states that *"residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided"* and that *"it will be important to make provision for a mix of bicycle parking types including larger / heavier cargo and electric bikes and for individual lockers"*.

DUBLIN CITY DEVELOPMENT PLAN 2022-2028

The "Dublin City Development Plan 2022 – 2028" was adopted at a Special Council meeting on the 2nd of November 2022. The plan came into effect on the 14th of December 2022 following amendments resulting from the Stage 3 consultation period.

The Plan sets out a new approach to meet the needs and aspirations of citizens of Dublin and the country, not only for the 6-year life of the plan, but for the long term. This approach is based on the principles of sustainability and resilience on the social, economic and environmental fronts. A range of multimodal policies and objectives are outlined in the development plan to achieve these targets.

The DCC Development Plan states the following objectives with respect to the proposals for new residential developments, for reference, the subject site is located within DCC Zone 2 for car parking as it is located alongside a key public transport corridor (Map J in the DCC Development Plan):

"A relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location. Applicants must set out a clear case satisfactorily demonstrating a reduction of parking need for the development based on the following criteria:

- *Locational suitability and advantages of the site.*
- *Proximity to High Frequency Public Transport services (10 minutes' walk).*
- *Walking and cycling accessibility/permeability and any improvement to same.*
- *The range of services and sources of employment available within walking distance of the development.*
- *Availability of shared mobility.*
- *Impact on the amenities of surrounding properties or areas including overspill parking.*
- *Impact on traffic safety including obstruction of other road users.*
- *Robustness of Mobility Management Plan to support the development."*

The Development Plan indicates a change of land use for the subject site from "Zone Z15 - To protect and provide for community uses and social infrastructure" to "Zone 12 - To ensure existing environmental amenities are protected in the predominantly residential future use of these lands." The plan states that where such lands are to be redeveloped, the predominant land-use will be residential (see Figure 1-1 overleaf).

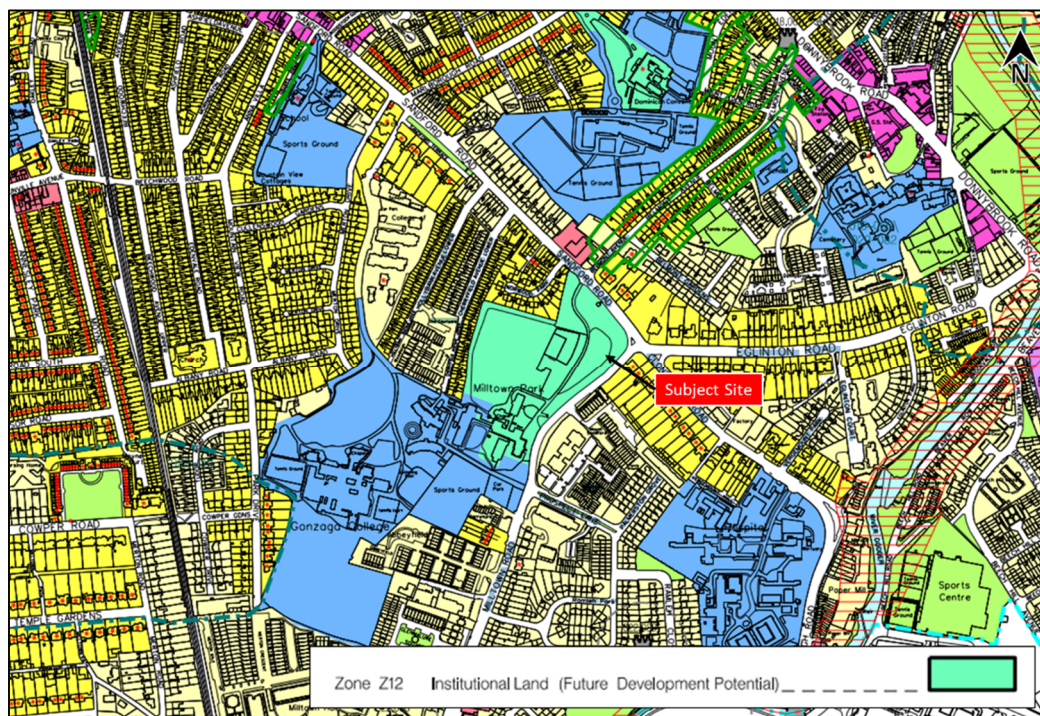


Figure 1-1: Dublin City Development Plan – Land Use Zoning

In the context of the subject proposals, the following are the relevant transport and development policies set out in the plan:

Sustainable Movement & Transport Policies and Objectives

- **SMT01:** To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/ van/HGV/motorcycle).
- **SMT 4:** To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.
- **SMT012:** To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.
- **SMT013:** To prepare, within two years of the adoption of the Plan, a comprehensive guide setting out design standards and requirements for cycle parking in developments.

- **SMT014:** *To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA's GDA Cycle Network Plan, and Dublin City Council's Public Realm Strategy.*
- **SMT 27:** *(i) To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards so as to promote city centre living and reduce the requirement for car parking. (ii) To encourage new ways of addressing the transport needs of residents (such as car clubs and mobility hubs) to reduce the requirement for car parking. (iii) To safeguard the residential parking component in mixed use developments.*
- **SMT 29:** *To support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public land and private developments in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.*

The DCC Development Plan outlines the cycle and car parking standards required for residential units, childcare facilities and other commercial units. Table 1-1 below outlines the DCC maximum car parking requirement for residential developments, childcare facilities and other commercial uses. The subject site is located within DCC Zone 2 for car parking as it is located alongside a key public transport corridor (Map J in the DCC Development Plan). Short stay / visitor car parking is included within the maximum requirements as shown in Table 1-1 below.

Land Use Description	DCC Maximum Car Parking Requirements (Zone 2)
	Long Stay
Houses/ Apartments	1 space per bedroom
Creche	1 space per classroom
Community	1 per 275 sqm
Café/Restaurant	1 per 150 sqm

Table 1-1: DCC Maximum Car Parking Standards

The DCC Development Plan also outlines the provision for cycle parking for residential uses, creches and other commercial uses. These are outlined in Table 1-2 below.

Land Use Description	No. of Units / GFA	DCC Parking Standards (Zone 2)	
		Long Stay	Short Stay
Apartment	556	1 space per bedroom	1 space per 2 no. apartments
House	6	1 space per unit	1 space per bedroom
Creche	375m ²	1 space per 5 staff	1 space per 10 children
Community	1,698m ²	1 per 5 staff	1 per 100sqm
Café/Restaurant	179m ²	1 per 5 staff	1 per 10 seats

Table 1-2: DCC Cycle Parking Standards

2 MANAGEMENT OF ON-SITE PARKING FACILITIES

2.1 INTRODUCTION

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.

It is intended that the proposed development will be ‘Car-Lite’. Consequently, all marketing material for the development will make it clear that the Sandford Road Development operates a ‘Car-Lite’ approach to parking.

Accordingly, apart from the 6 No. courtyard house spaces, 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, crèche, café/restaurant etc), and
- Visitors to the residential, cultural and commercial activities on site (deliveries, taxi etc.).

2.2 VEHICULAR SITE ACCESS STRATEGY

The subject site will benefit from one principal vehicle access location which will be provided on the R117 Milltown Road on the southeastern boundary of the site and an additional access on the R117 Sandford Road on the northeastern boundary of the site, which will principally be used for deliveries, emergencies and taxis with a small element of mobility impaired parking and thus will have very minimal traffic movements.

Considering the large scale of this residential-led mixed-use development, it was deemed appropriate to provide two vehicular access junctions. These two access junctions will increase permeability for pedestrians and cyclists as well as reducing traffic issues of queuing and delay within the development.

Milltown Road Site Access

A new site access junction is proposed on the R117 Milltown Road to service the proposed development. A signalised toucan crossing has also been designed adjacent to the site access.

The Milltown Road access will act as the primary vehicular site access which leads to the basement car park and to the courtyard houses units along the western boundary. This site access will accommodate general vehicular traffic accessing and egressing from the subject site, with the exception of delivery vehicles, taxis and set/down pick up for Block A1.

The basement vehicular ramp access will connect with the internal street network via a priority junction immediately east of the Milltown Road site access thereby decreasing the volume of traffic using the internal street network and creating an environment that is highly accessible, safe and attractive for pedestrians rather than being dominated by vehicular movements.

A number of surface level car parking spaces are accessible via the Milltown Road site access; 16 no. of these car parking spaces are located within a shared surface area to the west of the site to service residents of Block E of the development (6 no. courtyard houses) and 8 no. car parking spaces (including 1 mobility impaired space) are located adjacent to Tabor House.

Of the car parking spaces located adjacent to Tabor House, 2 no. spaces will be designated for creche use and 1 no space will be for community / commercial use.

Sandford Road Site Access

The Sandford Road access is a secondary access in terms of vehicular movement connecting to the proposed northern plaza area (no vehicular access will be facilitated through the plaza). The access will prioritize the movement of pedestrians and cyclists and will provide a key link between Sandford Road and the development for sustainable modes.

It is anticipated that the Sandford access will be of limited use for deliveries to Block A1, taxi/visitor drop off, deliveries and emergency access. A small number of mobility impaired car parking spaces will be accessible via the Sandford Road access. Controlled bollards will prevent vehicles from accessing the plaza area and the central courtyard.

The Sandford Road access will perform a significant role in conveying pedestrians and cyclists to and from the site. As such, it is proposed to upgrade the controlled crossing point across Sandford Road to a toucan crossing as part of the development proposals. A dedicated two-way cyclist ramp will be accessible from the Sandford Road access, leading cyclists to the cycle parking areas within the development basement car park.

Both site accesses and the internal road layout allow for fire tender access and maneuverability throughout the plaza areas of the subject site. There shall be no through route for general or service vehicles between the Sandford Road and Milltown Road accesses.

Detailed site access junction drawings for both site accesses are presented within this planning application package within the proposed roads layout, an extract of which is shown in Figure 2.1 below. Refer to DBFL Drawing No. 190226-X-04-Z00-DTM-DR-DBFL-CE-1201.

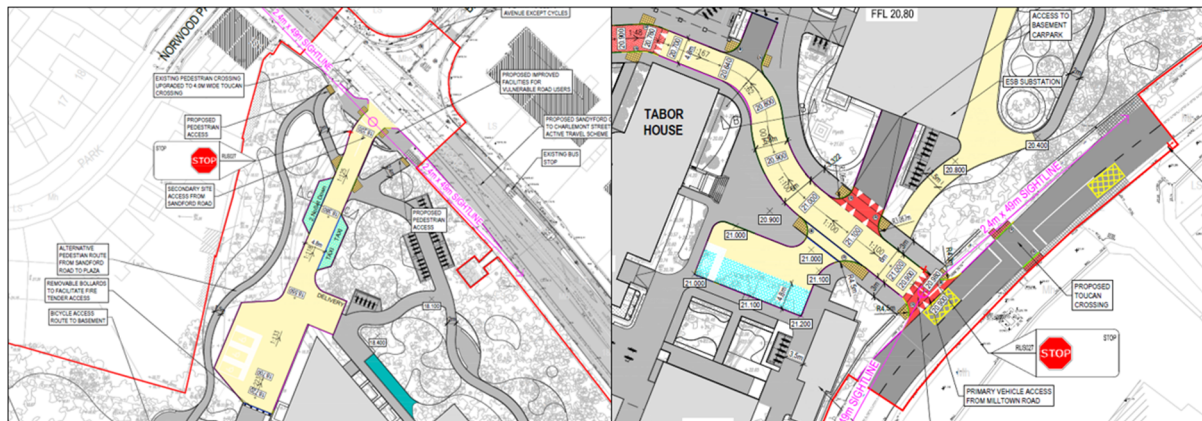


Figure 2-1: Extract of Subject Site Road Layout (Left: Sandford Road, Right: Milltown Road)

Taxi/Delivery Vehicles

A small number of taxi and set-down/collection vehicle spaces have been assigned within the development, as shown in Figure 2.2 below. The set-down/collection spaces will be available for use by delivery vehicles with those accessible via Sandford Road serving only Block A1. The set-down spaces accessible via Milltown Road will serve the remainder of the development due to their proximity to the Block B reception, Blocks C and D as well as Tabor House and commercial units.

Signage at each 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.



Figure 2-2: Taxi/Set-down Spaces at Subject Site

Service Vehicles

Figure 2.3 below shows the swept path analysis and access route for ESB service vehicles to the subject site's ESB sub stations (Ref. DBFL Drawing 190226-X-04-Z00-DTM-DR-DBFL-CE-1209).

All servicing requirements can be accommodated via the principal site access on Milltown Road. Two ESB sub stations are located in the vicinity of the site access, thereby requiring minimal vehicle movements to reach them, with another ESB sub station located in Block C of the development and another ESB station located nearby to the Block B reception area.



Figure 2-3: Service Vehicle Access Route

Figure 2.4 below shows the fire tender access route throughout the subject site which connects the Sandford Road and Milltown Road accesses and permeates into the shared surface area as

well as the internal development courtyard. The swept path analysis for the fire tender route has been shown on DBFL Drawing 190226-X-04-Z00-DTM-DR-DBFL-CE-1205. The controlled bollards blocking the through route between the two accesses 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.



Figure 2-4: Fire Tender Access Route

Refuse Vehicles

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 DCC.

Residential bin holding areas have been designated within the basement car park and at surface level, immediately south of the Milltown Road site access to facilitate servicing of the proposed development. All wastes will be collected on at least a weekly basis.

The residential waste rooms are located in the development's basement level. A total of 6 No. waste rooms are provided throughout the basement, adjacent to the site cores. The residential waste room locations have been selected to minimise the required distances the tenants must travel from the building cores. In addition to the basement waste rooms, 1 No. residential waste room is located on the ground level of the development (Figure 2.5).

Waste generated by the development creche and other commercial units will be disposed of in the nearby waste rooms, adjacent to the Milltown Road site access.



Figure 2-5: Surface Level Residential Waste Collection Areas

Signage as well as development personnel will indicate the permissible routes throughout the site for refuse vehicles. A swept path analysis for the refuse vehicle route through the site has been provided in DBFL Drawing 190226-X-04-Z00-DTM-DR-DBFL-CE-1206. Access can be granted on a 'controlled' basis to the basement car park for servicing of the residential elements of the development.

2.3 BASEMENT CAR PARK ACCESS

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.

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.

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.

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

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 except for the 6 No. courtyard houses.

Nevertheless, all residents of the proposed development 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.

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.

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 Beechwood LUAS stop c. 1km from the subject site and a bus stop immediately opposite the site on the Sandford Road serving several frequent bus routes.

This relatively short rental period (which can be continued as a rolling contract) and the limited number of spaces will ensure that apartment 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.

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.

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.

A development Parking Officer will be appointed as part of the Parking Management Strategy in order to enforce the aforementioned measures.

Car Sharing

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 5 no. surface level and 5 no. basement level parking spaces are shown in Figure 2.6 below.

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; all 5 GoCar spaces will be at surface level. A Letter of Intent from GoCar has been provided to support this planning application and is included within Appendix A.

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.

Road markings will indicate the dedicated car share spaces at surface and basement level. Adherence to the appropriate use of the car share spaces will be enforced by the development Parking Officer.

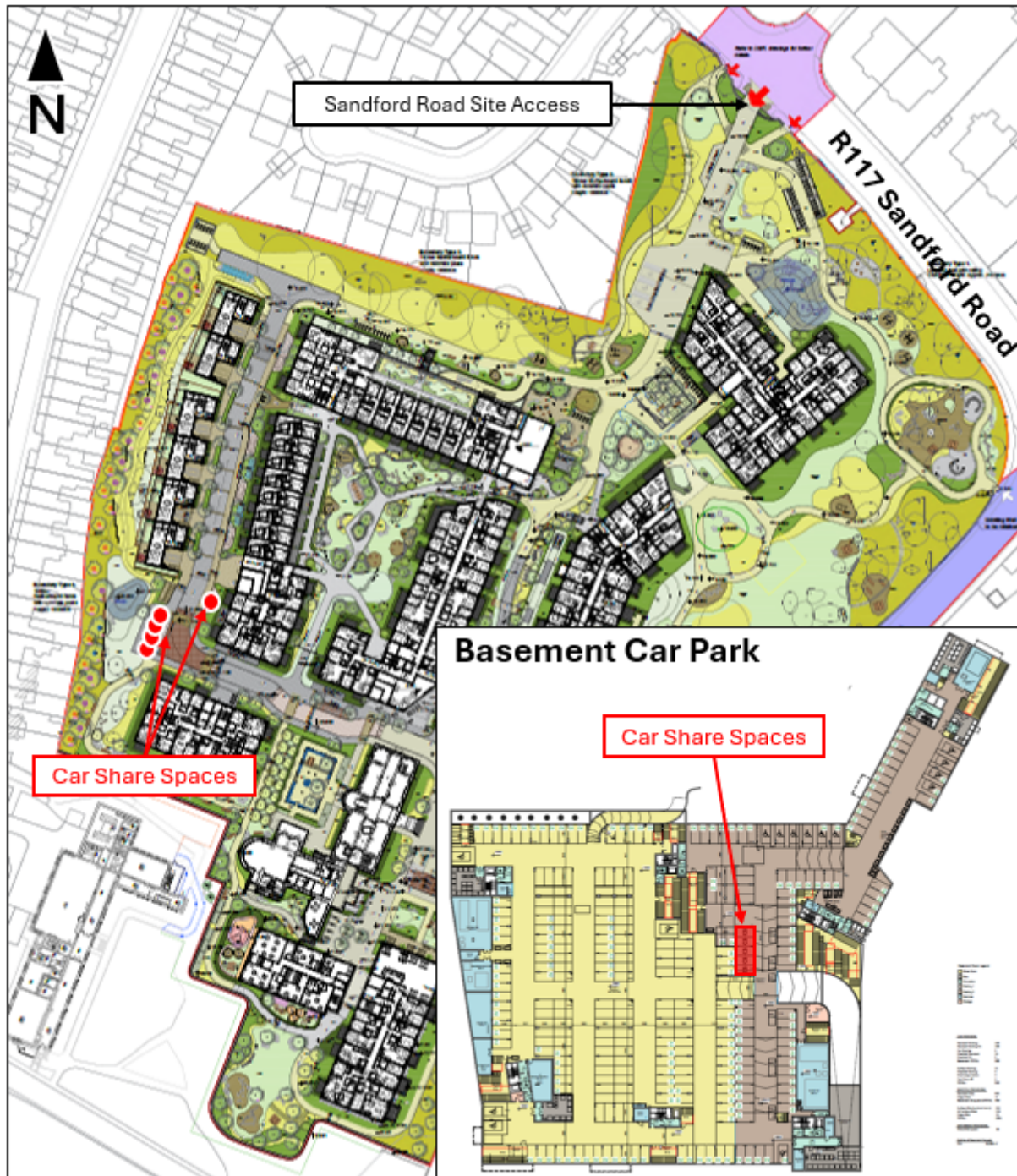


Figure 2-6: Car Share Parking Spaces at Subject Site

3 VEHICLE PARKING

3.1 PARKING OVERVIEW

The development vehicle parking proposals include the provision of a total 319 no. car parking spaces (including 2 no. taxi parking spaces) of which 288 will be provided within the basement car park and 31 no. spaces (including 2 no. taxi spaces) will be at surface level.

Car Parking Provision

The provision of a total of 319 no. car parking spaces on-site have been allocated as follows (Table 3.1): -

- The 556 no. apartment units and 6 no. courtyard houses have been allocated a car parking ratio of 0.546 spaces per unit (excluding creche, community, commercial, taxi and set-down spaces). This provision is in accordance with the DHPLG Sustainable Residential Development and Compact Settlements Guidelines as referenced in Section 1 of this report.
- 2 no. Creche parking spaces at surface level (complying with DCC maximum standard of 5 no. car parking spaces);
- 1 no. Café/Restaurant and Community parking space at surface level;
- 19 no. Mobility Impaired Parking spaces (>5% of total parking spaces);
- 22 no. Motorcycle spaces (>4% of total parking spaces);
- 173 no. spaces for electric vehicles with charging points (50% of total parking spaces), 5 of which are mobility impaired spaces;
- 10 no. car share parking spaces (5 no. GoCar spaces and 5 no. development managed car share);
- 4 no. drop-off/collection parking spaces; and
- 2 no. taxi parking spaces.

Land Use Description	No. of Units / GFA	Development Parking Provision			
		No. Spaces	Combined	Surface Level Parking	Basement Car Parking
House / Apartment	562	279		11	268
Mobility Impaired	-	19	19	4	15
Creche	375m ²	2	3	2	-
Community	1,698m ²	1		1	-
Café/ Restaurant	179m ²			-	
Car Share	-	10 (5 GoCar + 5 Development Car Share)	10	5	5
Collection/ Drop-Off		4	8	4	-
Short – term visitor		2		2	-
Taxi		2		2	-
Total		319		31	288
Total Car Parking Ratio* = 0.546 Spaces/Unit					

*Ratio excludes drop-off, taxi and creche spaces

Table 3-1: Car Parking Provision & Allocation

Car Parking Ratio	
Residential Car Parking Ratio including Car Share and Mobility Impaired Spaces*	0.546 Spaces/Unit
Residential Car Parking Ratio excluding Car Share and Mobility Impaired Spaces* (as per Compact Settlement Guidelines)	0.496 Spaces/Unit

Table 3-2: Car Parking Ratio

Milltown Road Site Access

The Milltown Road access will act as the primary vehicular site access which leads to the basement car park, the shared surface area to the west of the site and the car parking adjacent to Tabor

House. This site access will accommodate general vehicular traffic accessing and egressing from the subject site, with the exception of delivery vehicles, taxis and set/down pick up for Block A1 which will be served by the Sandford Road access.

The following car parking spaces are accessible via the Milltown Road access (Figure 3.1):

- **288** no. Basement Car Parking Spaces including;
 - 15 no. mobility impaired spaces;
 - 5 no. car sharing spaces (development managed spaces);
 - 173 no. electric vehicle charging spaces (5 of which are mobility impaired spaces);
- **8** no. Tabor House Car Parking Spaces;
 - 2 no. creche spaces;
 - 2 no. visitor spaces;
 - 2 no. set-down spaces;
 - 1 no. café/community space;
 - 1 no. mobility impaired space;
- **16** no. Shared Surface Area Parking Spaces including;
 - 5 no. GoCar spaces;
 - 5 no. visitor spaces; and
 - 6 no. residential spaces (Block E).



Figure 3-1: Vehicle Parking Areas Accessible via Milltown Road

Tabor House Car Parking Spaces

The 3 no. designated car parking spaces immediately north of Block F would accommodate the low car parking demand generated by the creche and community areas. 2 no. spaces will be allocated to the creche while the remaining 1 no. designated space will be allocated to the

community and café/restaurant. This provision is deemed sufficient to accommodate the parking demands and is compliant with the DCC maximum of 12 no. spaces for the café/restaurant, creche and community uses. It is anticipated that the various land uses will have varying peak hours which further supports that the parking provision is sufficient.

An internal trip generation exercise has been conducted to estimate the number of vehicle trips the development crèche, cafe and community uses could generate. It was demonstrated that the creche would create a maximum of 7 two-way vehicle trips, the community areas would create a maximum of 6 two-way vehicle trips and café/restaurant would create a maximum of 2 two-way trips in the worst-case peak scenario. The majority of these trips would be attributed to drop-off / collection parking, rather than long-term parking.

Café/restaurant employees are expected to use sustainable modes of transport (walking, cycling and public transport). The available crèche spaces will be available for use by any parents for drop-off / collection parking.

The 2 no. drop-off spaces provided at Tabor House are anticipated to serve delivery vehicles to the site. The management of the 2 no. short term spaces at Tabor House spaces and their use will be managed by the development’s management company as outlined in Section 2.

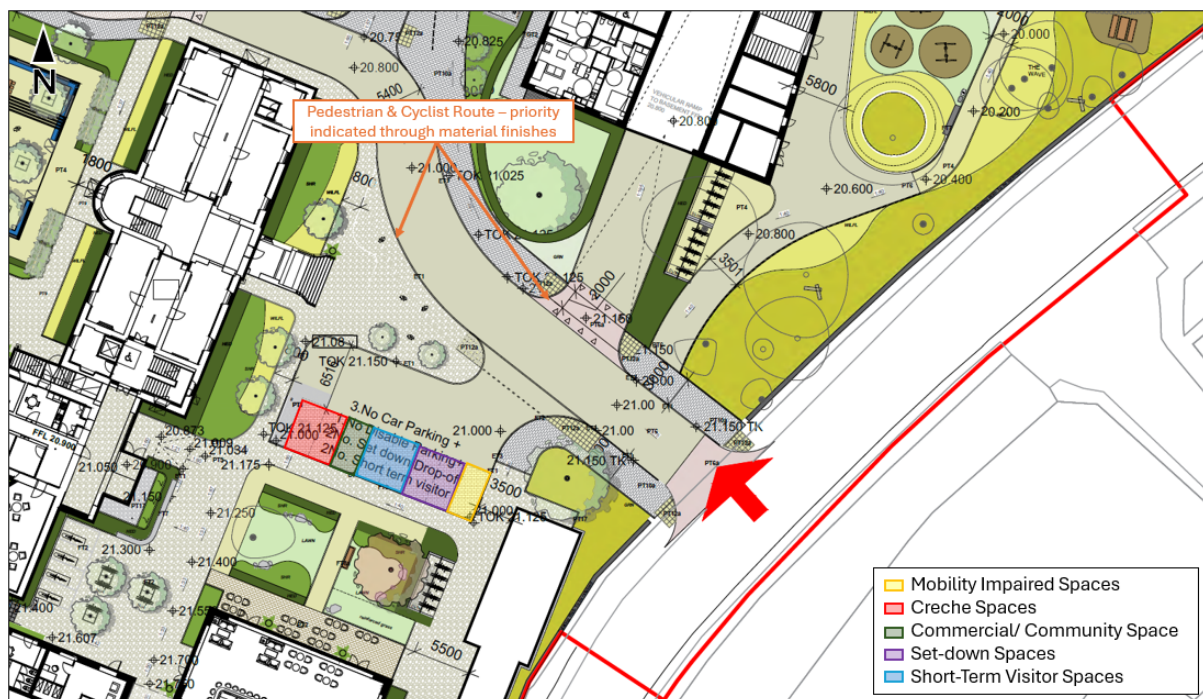


Figure 3-2: Tabor House Parking Area

Shared Surface Car Parking Spaces

The proposed shared surface (Figure 3.3), accessible via Milltown Road, contains residential parking for Block E of the development, which contains 6 no. courtyard houses. As such this area will only be accessed by vehicles belonging to residents of these houses and vehicles servicing this part of the development.

A ratio of 1 car parking space to every residential house has been provided for these units, resulting in 6 no. spaces for Block E. An additional 5 no. GoCar spaces have been provided and 5 no. visitor spaces, giving a total of 16 no. car parking spaces in the shared space.

The 5 no. visitor spaces, not dedicated to particular residential units, will be available to rent using short-term permits to residents of the development for any visitors they anticipate. Parking permits for the short-term residential visitor spaces will be managed by the development management company; this is further explained in Section 2.4 of this report.

Residents of Block E will avail of residential parking permits to allow them use of their dedicated parking spaces within the curtilage of the house units. The 5 no. GoCar spaces will be demarcated using road markings to ensure only the car share vehicles use these spaces.

There is a loading bay located on the shared surface area which is in close proximity to the café/restaurant and commercial uses as shown in Figure 3-3 below.

The correct use of these shared surface area spaces by permit-holding residents will be managed by the development's management company.



Figure 3-3: Shared Surface Area

Basement Car Park

The basement car park will be accessible via the Milltown Road site access through a two-way vehicular ramp. The basement vehicular ramp access will connect with the internal street network via a priority junction immediately east of the Milltown Road site access thereby decreasing the volume of traffic using the internal street network.

Figure 3.4 below shows the layout of the basement car park and the location of the designated mobility impaired spaces (15), car share spaces (5), electric vehicle charging spaces (173) within the layout of the car park providing a total of 288 no. spaces.

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.

There is a bike lift located near the vehicular ramp as shown in Figure 3-4 below.

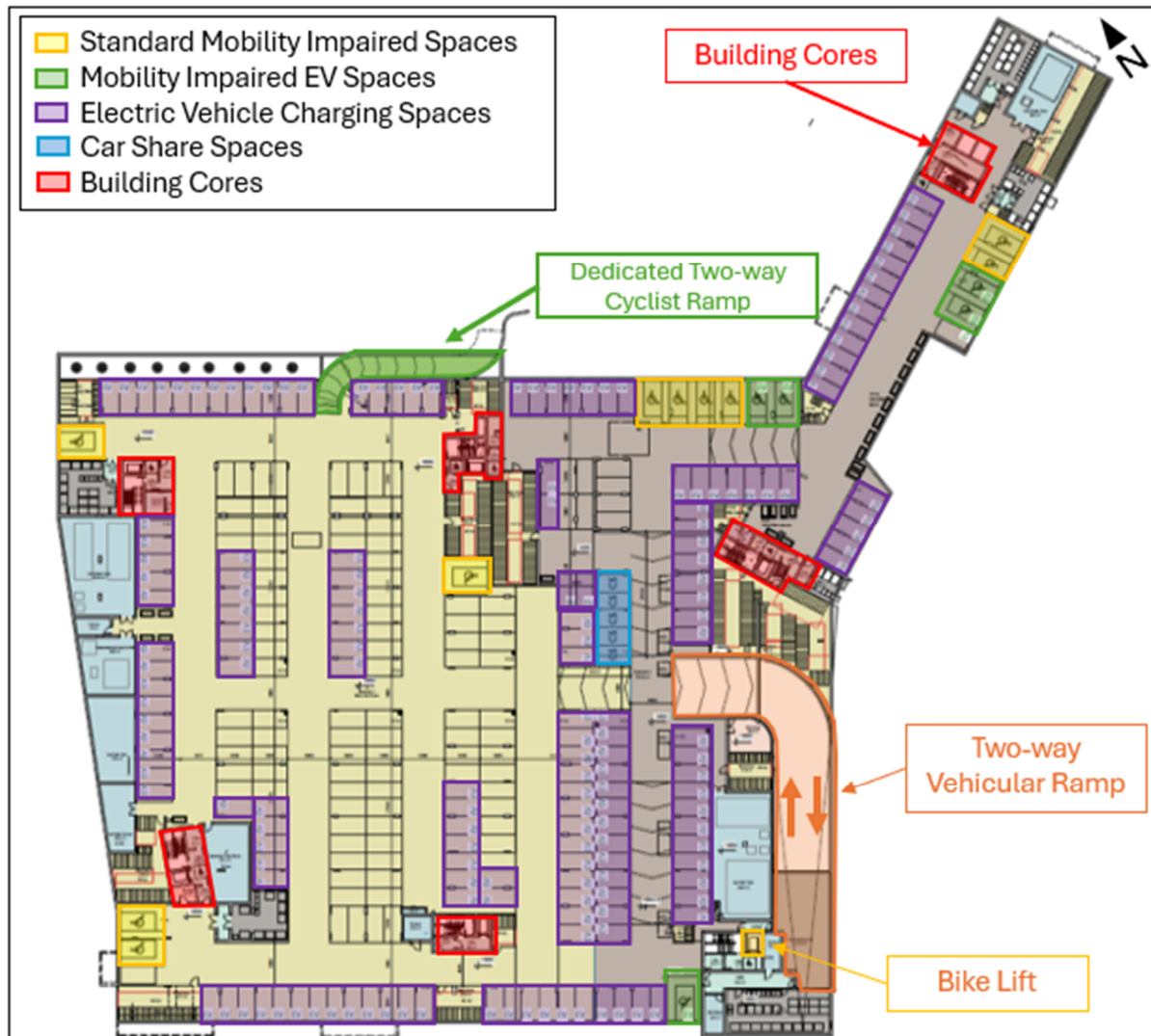


Figure 3-4: Basement Car Park Layout

Sandford Road Site Access

The Sandford Road site access will be of limited use for deliveries to Block A1, taxi/visitor drop off, deliveries and emergency access in addition to a small element of mobility impaired parking and thus will have very minimal traffic movements. As shown in Figure 3.5 below 7 no. car parking spaces will be accessible via this access:

- 3 no. mobility impaired spaces;
- 2 no. taxi spaces; and
- 2 no. set-down/collection spaces.

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

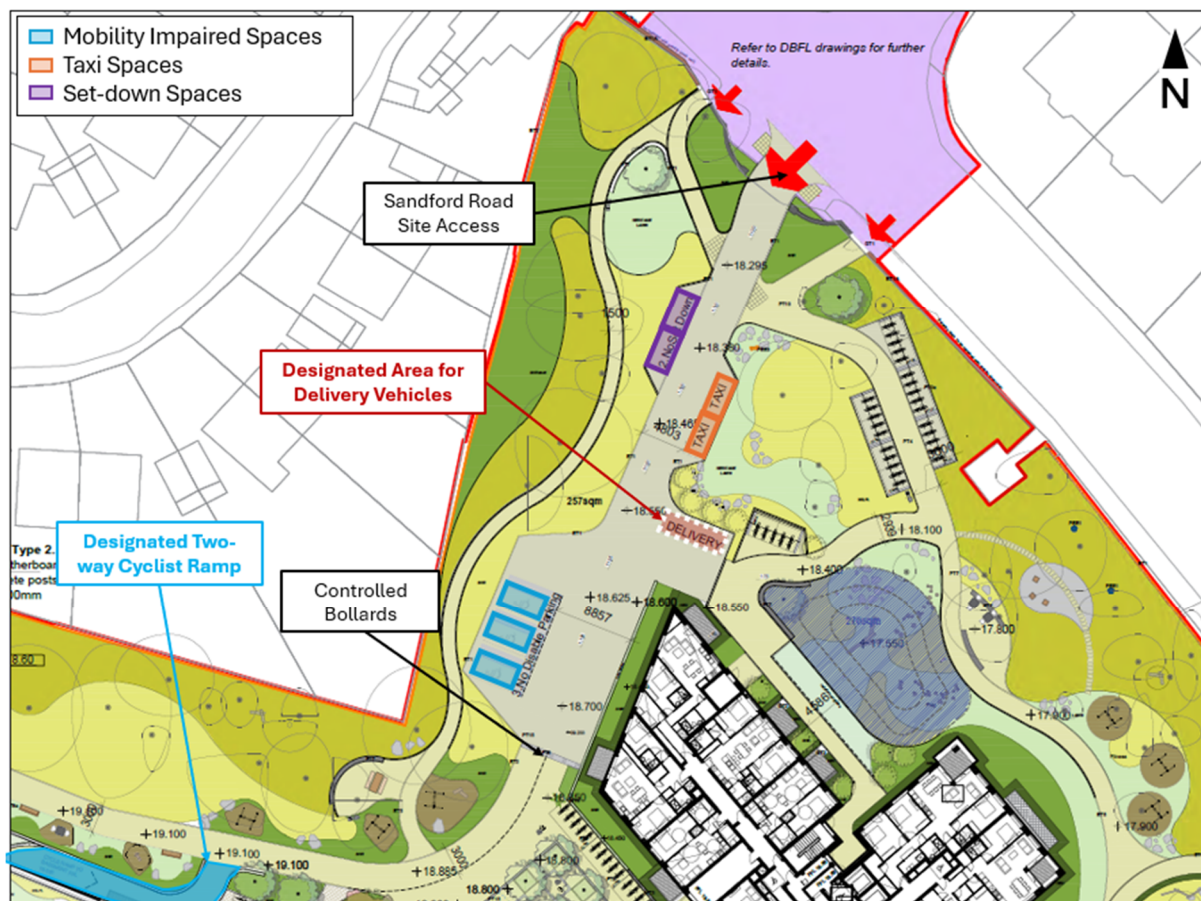


Figure 3-5: Sandford Road Site Access

Car Share Parking Spaces (GoCar)

The building management company will engage with a car club operator (such as GoCar). As Figure 3.6 shows, there are already several GoCar bases in the immediate vicinity of the Sandford Road development. The nearest base relative to the development is located on the R824 Eglinton Road. Further provision of an additional 5 no. bases within the proposed development (Appendix A) site will benefit residents of the Sandford Road development in addition to enhancing access and availability of car sharing vehicles. All 5 no. GoCar spaces will be located at surface 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.

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.

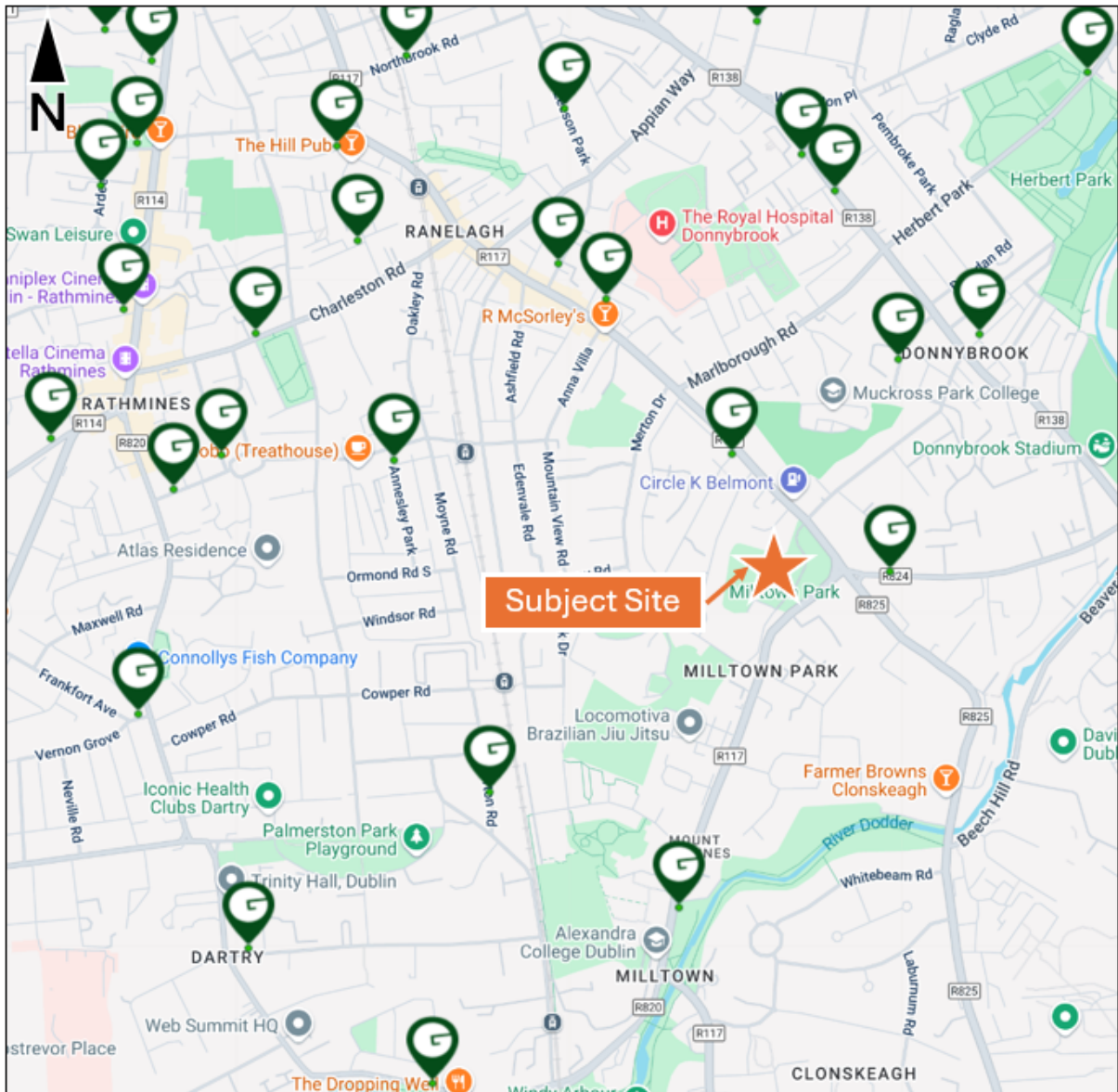


Figure 3-6: Existing GoCar On-Street Locations

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.

GoCar is Ireland's leading car sharing service with over 1,100 cars and vans across 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.

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

The appropriate level of motorcycle parking provision for the proposed development will also be provided in accordance with Dublin City Council Development Plan requirements. The Development Plan states:-

'New developments shall include provision for motorcycle parking in designated, signposted areas at a rate of 4% of the number of car parking spaces provided.'

The subject development site provides 22 no. motorcycle parking spaces within the development basement (Figure 3.7) and therefore complies with the Development Plan requirements.

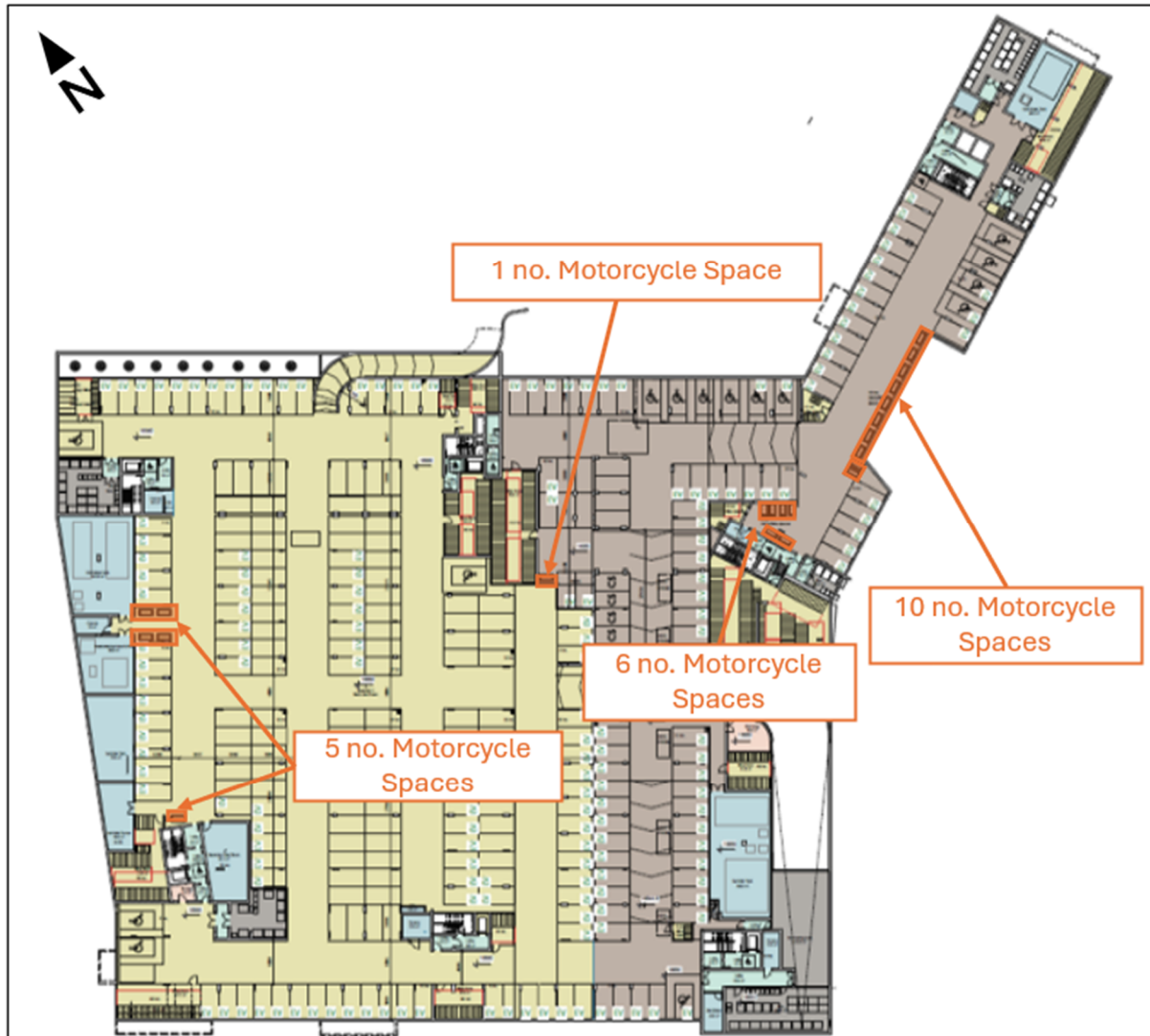


Figure 3-7: Motorcycle Parking Spaces at Subject Site

4 CAR PARKING PROVISION FOR APARTMENTS

The parking provision for the 556 no. apartment units within the development has been allocated at a reduced parking rate of 0.546 spaces per unit. This is based on the standards provided within the Sustainable Residential Development and Compact Settlements Guidelines. This is based on good site location as well as the availability of travel alternatives such as public transport (the subject site is within 1km of the Beechwood LUAS stop), bus stops, walking and cycle links, and as such the quantum of vehicle parking provided on site *'should be substantially reduced.'* as an *"Accessible"* site according to the SPPR 3 – Car Parking (i) the Guidelines.

With the objective of establishing whether this parking ratio (approximately 0.546/unit) would be appropriate to accommodate the likely demand generated for car parking at the subject Sandford Road development, DBFL have reviewed the following data sources; -

- Review of 2022 Census Data – Car Ownership trends;
- Review of 2022 Census Data – Existing Modal Split trends;
- Review of 2022 Census Data – Property Ownership Trend; and
- Review of National Transport Authority– National Household Survey 2024.

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.

4.1 CAR OWNERSHIP & USAGE

In order to determine an appropriate parking provision for the subject development the current demand for car parking within the surrounding area of the proposed development site was researched using the 2022 CSO data and in particular the level of current car ownership. The 2022 CSO small area map has been reviewed. Apartment blocks within seven small areas similar to the proposed development were assessed, as detailed in the map in Figure 4.2. These Small Areas represent similar attributes to the proposed apartment units in terms of being located within an urban environment, similar distance from the City Centre as well as having good availability of Dublin Bus routes and their proximity to the Green Line LUAS.

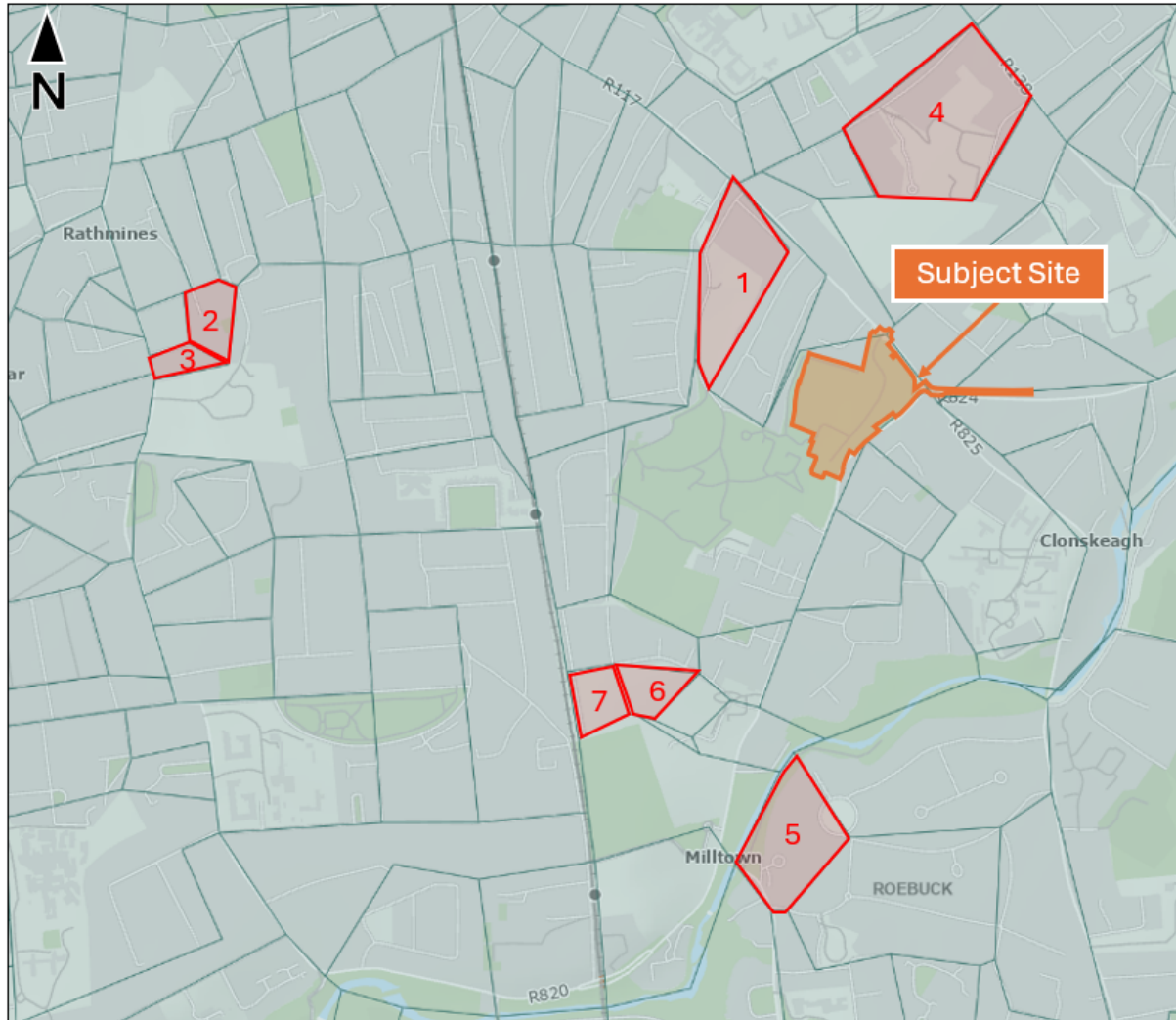


Figure 4-1: 2022 CSO Small Areas containing apartments near the site

A total of 606 units were included in this assessment. The CSO data for Apartments who do not own a car in this area is presented in Table 4.1 below.

Small Area	No. Apts	No. Houses	No. Households with No Car	% of Households with No Car	Equivalent Rate of Parking Ownership (Space/Unit)
1	92	11	51	50%	0.50
2	60	21	26	32%	0.68
3	58	7	27	42%	0.58
4	158	32	55	29%	0.71
5	82	5	10	11%	0.89
6	85	0	20	24%	0.76
7	71	13	22	26%	0.74
Average					0.70

Table 4-1: 2022 CSO Car Ownership Data

Table 4.1 highlights that the level of households that do not own a car within the particular census small area varies between a low 11% in Area 5 to a higher 50% in Area 1. The overall average level of car parking ownership within these locations is 0.70 spaces per unit. It is noted that these apartments are typically based on past development standards that adhered to the 1 car space per unit for apartment blocks and also based on a different commercial model with parking spaces designated to units as part of the sale agreement.

It should also be considered that whilst many households own a car, they may not avail of their car for commuting purposes and may use their vehicle infrequently. Using a vehicle for commuting purposes could also be hindered by a commuter’s destination, for example, does their place of work have restricted car parking allocation in force. Therefore, in order to assess the level of daily use for commuters who drive their vehicle to work, the 2022 CSO data was again reviewed for the modal split for people travelling to Work, School or College. This was assessed for the same 7 small areas as previously discussed. The results of this assessment are detailed in Table 4.2 below.

Small Area	No. Commuters	% Households with No Car	No. Commuters that Drive	% Commuters that Drive
1	147	50%	27	18%
2	141	32%	29	21%
3	105	42%	18	17%
4	287	29%	52	18%
5	131	11%	34	26%
6	134	24%	35	26%
7	155	26%	40	26%
Average				22%

Table 4-2: 2022 CSO Data – Percentage of Commuters that use their Vehicle

Table 4.2 above, outlines that although car ownership within these locations is at an average 70%, the percentage of commuters that use their vehicle to drive to work, college or school is lower at an average of 22% over all areas assessed. This highlights that although commuters may own vehicles within these areas, a high proportion of them avail of other, more sustainable, modes of

travel for commuting purposes. The proposed development is located adjacent to the Sandford Road and Milltown Road with close proximity to good public transport routes and stops, with the Beechwood LUAS stop being 1km from the subject site.

The level of car ownership (0.70) with reduced car usage for commuting (0.22) within the CSO small areas indicates that the development proposal of parking provision 0.546 per residential unit is reasonable.

4.2 MODAL SPLIT FOR SMALL AREAS

The same seven Census Small Areas were assessed to identify the modal split within the subject area. The assessment reveals that walking is the predominant mode of transport with a 24% modal share. Driving is the second most prominent mode of transport with a modal share of 19% and 3% for car drivers and car passengers respectively. Cycling has a modal share of 11%. All commuting journeys made by Luas and Bus within the assessed areas, forms modal share of 12% and 6% respectively. Figure 4-2 below depicts the modal split within the area.

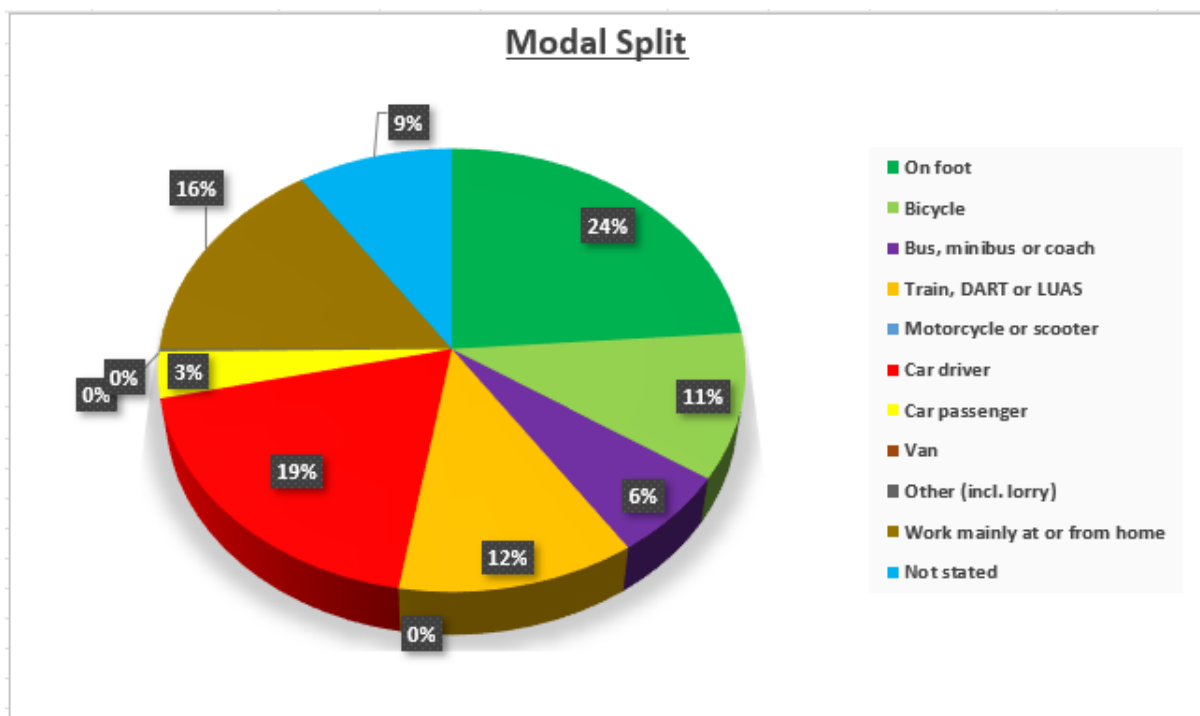


Figure 4-2: Existing Modal Split (Source: CSO)

In summary, existing levels of car ownership and usage would indicate a trend towards the use of sustainable travel modes by residents of apartment developments in the Dublin area. It is imperative that viable travel alternatives are provided and encouraged. This will have the impact

of reducing demand for use of the private vehicle and subsequent requirements for car parking. To this end a Mobility Management Plan has been produced for the development and should be read in conjunction with this report.

4.3 PROPERTY OWNERSHIP TREND

The Central Statistics Office (CSO) data was reviewed to establish home ownership by age group. Figure 4.5 below is CSO “Figure 3.3 Permanent private households by nature of occupancy and single year of age of the reference person, 2022” which illustrates the changing tenure status according to the age of the head of household in 2022.

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 43 in 2022. This home ownership trend has coincided with a significant increase in the young age population who are in rented accommodation in 2022. 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).

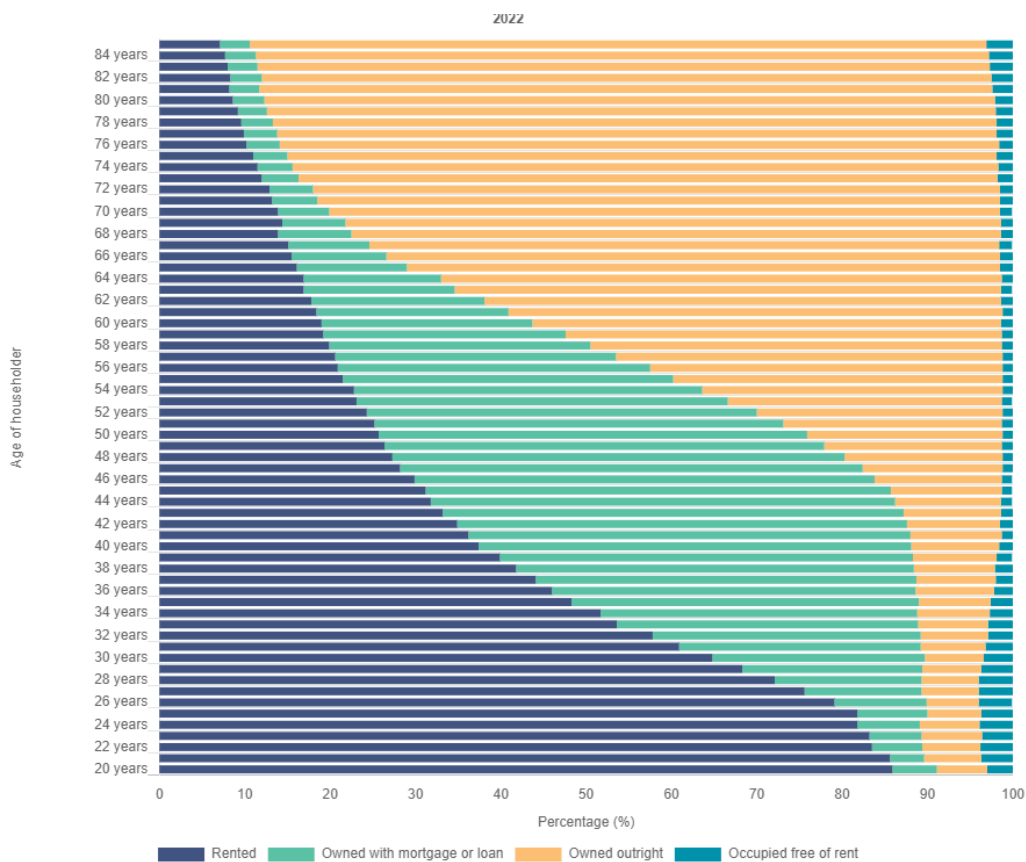


Figure 4-3: Tenure Status by Age of Householder, 2022 (Source: CSO Ireland)

4.4 NATIONAL HOUSEHOLD SURVEY 2024

The National Transport Authority (NTA) has undertaken National Household Travel Survey (2024) 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. This intensive study reveals that within the Dublin City region, there is an upsurge in bus use for the 15-24-year age group which indicates that this is a more popular mode of transport for this age group with approximately 11% modal share. Walking is also popular mode of transport for the same age group with approximately 29% modal share. The study also reveals that travel by car is about 0.48 for the 15-24- year age gap and 0.55 for the 25-34-year age group.

	4-14 yrs	15-24 yrs	25-34 yrs	35-44 yrs	45-54 yrs	55-64 yrs	65+ yrs
Car	64	48	55	63	69	72	66
Walk	26	29	31	25	19	16	24
Bus/Coach	3	11	6	3	3	3	6
Cycle	6	6	3	4	3	3	1
Train/DART/Luas	*	3	3	2	2	1	2
Truck/van	1	1	1	2	3	3	*
Other	*	2	1	1	2	2	1

Figure 4-4: Mode of Transport by Age-GDA (National Household Travel Survey 2024)

Similarly, the proposed parking of 0.546 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 0.546 per residential unit parking proposal. The Parking Strategy included within this planning package includes more detail to further justify the proposed development car parking ratio and provision.

5 CYCLE PARKING

5.1 CYCLE PARKING PROVISION

In order to determine the appropriate level of cycle parking provision for the proposed development reference shall be made to both (i) Dublin County Council (DCC) requirements; and (ii) the Department of Housing, Planning and Local Government (DHPLG) Sustainable Residential Development and Compact Settlements Guidelines.

The DCC cycle parking standards are detailed in Table 5.1 below: -

Land Use Description	DCC Parking Requirements		DHPLG Requirements	
	Long Stay	Short Stay	Long Stay	Short Stay
Apartments	1 space per bedroom	1 space per 2 no. apartments	1 space per bedroom	"visitor cycle parking should be provided"
Houses	1 per unit	1 per 5 dwellings	1 space per bedroom	"visitor cycle parking should be provided"
Creche	1 per 5 staff	1 per 10 children	N/A	N/A
Community	1 per 5 staff	1 per 100sqm		
Café/ Restaurant	1 per 5 staff	1 per 10 seats		

Table 5-1: Cycle Parking Requirements

In total, there are 556 residential apartment units being proposed, 6 no. courtyard houses, one 375m² crèche, café/restaurant and community area. Table 5.2 below outlines the requirement for the development for cycle parking spaces based on the DCC cycle parking standards.

Land Use Description	No. Units (Beds)/ GFA	DCC Parking Requirements		DHPLG Requirements		Development Cycle Parking Provision	
		Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
Apartments	556	909	276	909	"to be provided"	1,305	
Houses	6	6	1	18	"to be provided"		
Creche	375m ²	4	6	-		38	
Community	1,698m ²	1	19				
Café/ Restaurant	179m ²	2	1				
Total		1,225		927 + visitors		1,343	

Table 5-2: Cycle Parking Requirements Provision

With reference to Table 5.2 above, the development is required to provide 1,192 no. cycle spaces for the residential units of the development and 33 no. cycle parking spaces for the five-classroom crèche (75 children) and commercial areas. This equates to a total cycle parking provision requirement of 1,225 cycle parking spaces in accordance with the DCC Development standards.

As noted, there are a total of 562 residential units. Of these, there are 70 no. studios, 176 no. 1-bedroom apartments, 267 no. 2-bedroom apartments, 43 no. 3-bedroom apartments and 6 no. 3-bedroom courtyard houses. Therefore, in accordance with the DHPLG guidelines, there is a requirement to provide a total of 927 residential cycle spaces as well as visitor cycle parking spaces for the residential units.

The development proposes 0.7/unit visitor parking (384 spaces) and 1.7/unit Long term (959 spaces) to be provided in secure lockup area within the development. Long stay cycle parking spaces are provided at a quantum just exceeding the number of bedrooms at the development as per the DHPLG requirements. 38 cycle spaces will be provided for crèche employees, commercial uses and visitors complying with DCC standards. Of the total cycle parking provision, 18 no. spaces will be cargo bicycle spaces provided throughout the site layout (6 no. at basement level and 12 no. at surface level).

This equates to a total of 1,343 cycle parking spaces which surpasses the DHPLG guidelines thereby providing extensive active travel opportunities for not only future residents of the development but also any staff and visitors to the Sandford Road 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.

In reference to Table 5-2, it can be established that the proposed on-site bicycle parking provision of 1,343 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 DCC Development Plan by 118 spaces (9.6% excess). This increased level of cycle parking is intended to further facilitate a positive modal shift away from a dependency on car travel.

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*

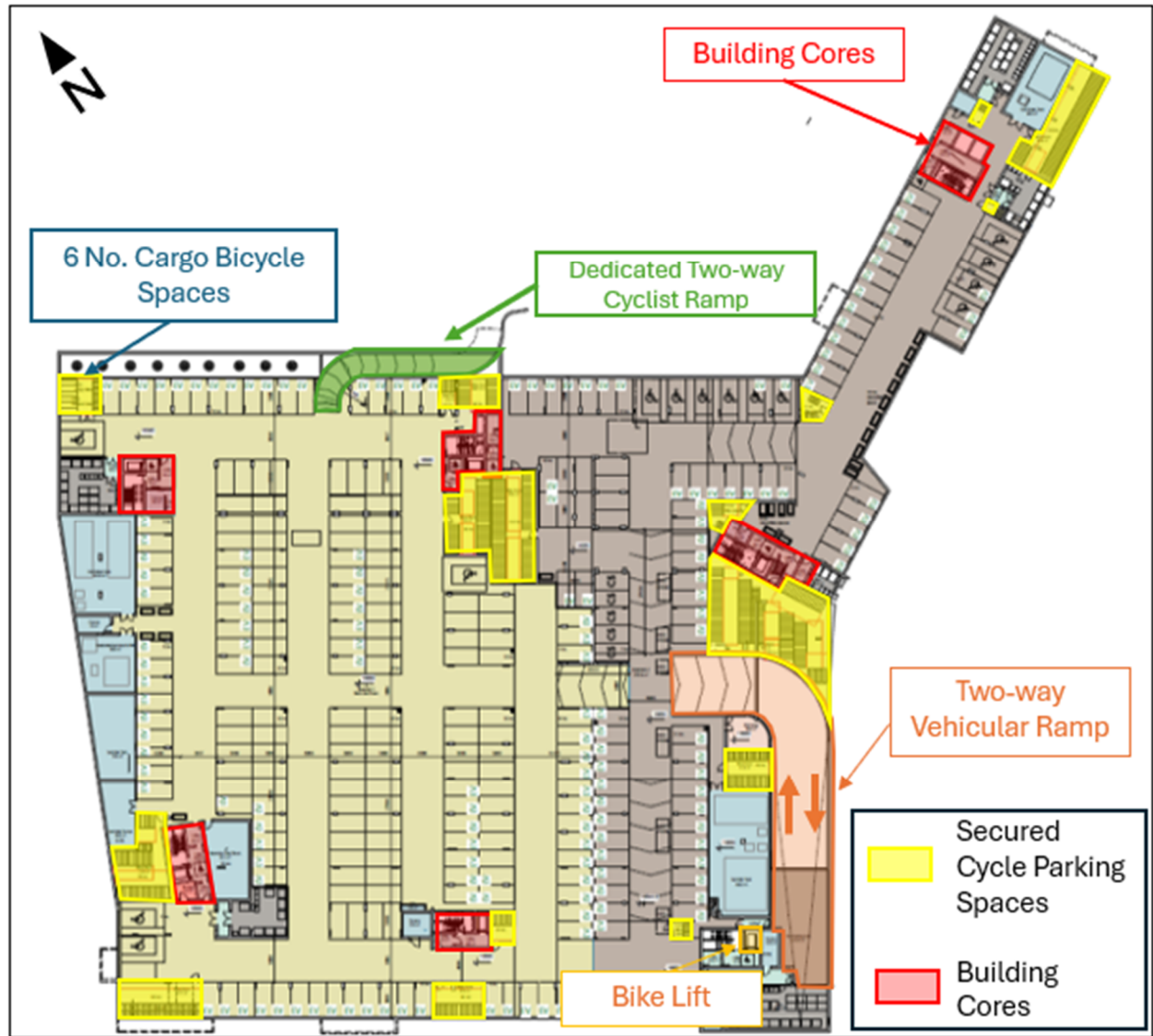


Figure 5-2: Bicycle Parking Layout within Basement

6 INITIATIVES FOR SUSTAINABLE TRAVEL

6.1 OVERVIEW

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 dedicated cargo cycle spaces).

Parking Management Strategy

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.

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

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.

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

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 Green Line LUAS and the bus services on the R117 Sandford Road and the R138 Stillorgan Road.

Increased Cycle Parking

Increasing cycle parking is an alternative measure when reducing car parking spaces. A total of 1,343 no. bicycle spaces are proposed for this development which includes provision for residents, visitors, creche and commercial use. This provision is in excess of the DCC Development Plan requirement by 9.6% and 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.

Electric bike-sharing operator, Moby, has a number of hubs nearby to the subject site as shown in Figure 6.2 below. The closest Moby hub to the proposed site is only 700m away and can accommodate up to 12 no. bicycles. The scheme uses a phone application to unlock bicycles which do not require custom built docking bays.



Figure 6-1: Moby Hub Locations in Site Vicinity

7 SUMMARY & CONCLUSION

Taking all of the above factors, such as the characteristics of the development, the baseline low levels of car use (0.22) 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 Residential Development and Compact Settlement Guidelines', into account it is considered appropriate that a parking provision of 319 no. car parking spaces (0.546 spaces per unit) for 556 no. apartment units and 6 no. courtyard houses. Of these car parking spaces, 288 will be provided within the basement car park and 31 on the surface. The provision will include 2 crèche parking spaces, 1 café/restaurant and community space, 19 disabled spaces (over 5% of total parking spaces), 5 GoCar spaces and 5 development car sharing spaces. Also, 173 no. e-Car parking spaces will be provided in accordance within the development (50%).

The development provides 1,343 no. bicycle parking spaces on site which is in excess of the DCC 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 the Beechwood LUAS stop within 1km of the subject site.

Appendix A : GoCar Letter of Intent



Sandford Living Limited
Riverside one
Sir John Rogerson's Quay
Dublin 02
26/06/2025

To Whom It May Concern,

This is a letter to confirm that GoCar will look to provide a car sharing service at the proposed address, 5 (five) shared car club vehicles in the proposed residential developments at Sandford Road in Milltown, Dublin 06. GoCar representatives have discussed the project with representatives of DBFL Consulting Engineers and are excited to provide a car sharing service at the proposed location.

GoCar is Ireland's leading car sharing service with over 100,000 members and over 1,100 cars and vans on fleet. Car sharing is a sustainable community service. Each GoCar which is placed in a community has the potential to replace journeys of up to 15 private vehicles. With the addition of Electric Vehicles and Vans to the GoCar fleet it gives members the ability to choose from different vehicles depending on their journey needs.

The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2022 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." 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, near their homes, which will increase usership of the service and in-turn decrease the requirement for car ownership. I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

Sean Cody

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