

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

CURRENT TEXT IN THE CHERRYWOOD PLANNING SCHEME (pages 46-47):

“4.2.10 Car Parking Standards

Specific Objective:

PI 21 It is an objective that car parking within the Planning Scheme be controlled so as to determine car use and promote sustainable travel modes. For residential development, this objective will be balanced with ensuring adequate car parking facilities are provided to meet car ownership needs in order to avoid any overspill car parking or adverse impacts on the public realm.

Reduced car usage can only be achieved over time with the development of the network of public transport routes and services. Car parking policies have to reflect this evolving/ expanding public transport network. This will be achieved by the use of temporary car parks that will be removed as development progresses and the public transport network improves.

Where multi use / public car parks are proposed, the management regime will be subject to the agreement of the local authority.

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 have become increasingly popular in urban environments and have the potential to reduce car ownership levels. In this regard, technological changes are contributing to a change in personal car ownership 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 strong central 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.

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 of pop-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.

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 served by 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 in line with 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 Ministerial Guidelines “Sustainable Urban Housing: Design Standards for New Apartments, March 2018”, (DHPLG).

Table 4.4: Minimum Residential car parking standards

Town Centre	0.9 space per unit
Village Centres	0.9 space per unit
Res 1, 2, 3 and 4	0.9 space per 1 bed unit.
	1.2 spaces per 2 bed unit / house
	1.4 spaces per 3 or more bed unit.
	2.0 spaces per 3 or more bed house
All Residential Units/Houses	Minimum 0.01 Car Share space per unit

NOTE: 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.

A lower standard 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.

For Build-To-Rent (BTR) developments, the relevant Government guidance is set out in Specific Planning Policy Requirement 8 (SPPR 8) of the ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’, 2018 (or as subsequently amended). In the case of Cherrywood, it is considered that there is limited capacity for further reduction of the above car parking standards for BTR, having regard to the fact that these standards already take cognisance of the ambitious modal split targets for sustainable transport modes; proximity to public transport services; and the potential for car sharing. Accordingly, car parking provision for BTR developments shall as a default minimal match the car parking standards for Res 1,2, 3 and 4 as set out in Table 4.4 and the standards for studios set out above.

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. The traditional layout with private car parking in the front garden will not be an option for the majority of homes in these areas so well considered undercroft car parking, grouped parking, off- site parking, etc should all be considered at the design stage.”

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