



## **Car Parking Strategy**

Proposed Strategic Housing Development at Belcamp, Dublin 17

April 2022

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### Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

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<b>Issue</b>	<b>Date</b>	<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
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### Comments

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# 1. Introduction

## 1.1 Background of Report

This Car Parking Strategy has been prepared by Waterman Moylan as part of the documentation in support of proposed Strategic Housing Development (SHD) planning submission in Belcamp, Dublin 17.

This report assesses the car parking requirements for the proposed development, setting out the rationale for the proposed car parking quantum. It also sets out the proposed car parking management strategy for the proposed development.

## 1.2 Site Location and Description

The Belcamp lands are located centrally in the Dublin North Fringe area, north of the Northern Cross Route, R139, to the east of the IDA lands zoned HT, and to the west of the Malahide Road (R107). The total site area is c.67.2 hectares.

The subject site is bounded to the north and to the west by agricultural lands, to the south by the R139 Regional Road and to the east by an existing mixed-use development, by Phase 1 of the Belcamp development, which is currently under construction by the Applicant, and by the Malahide Road (R107).

The Mayne River flows from west to east through the site. The northern portion of the subject site is within Fingal County Council's jurisdiction, while the southern portion of the site is within Dublin City Council's jurisdiction, with the Mayne River forming the border between the two Local Authorities.

The site location is shown in the Figure below:

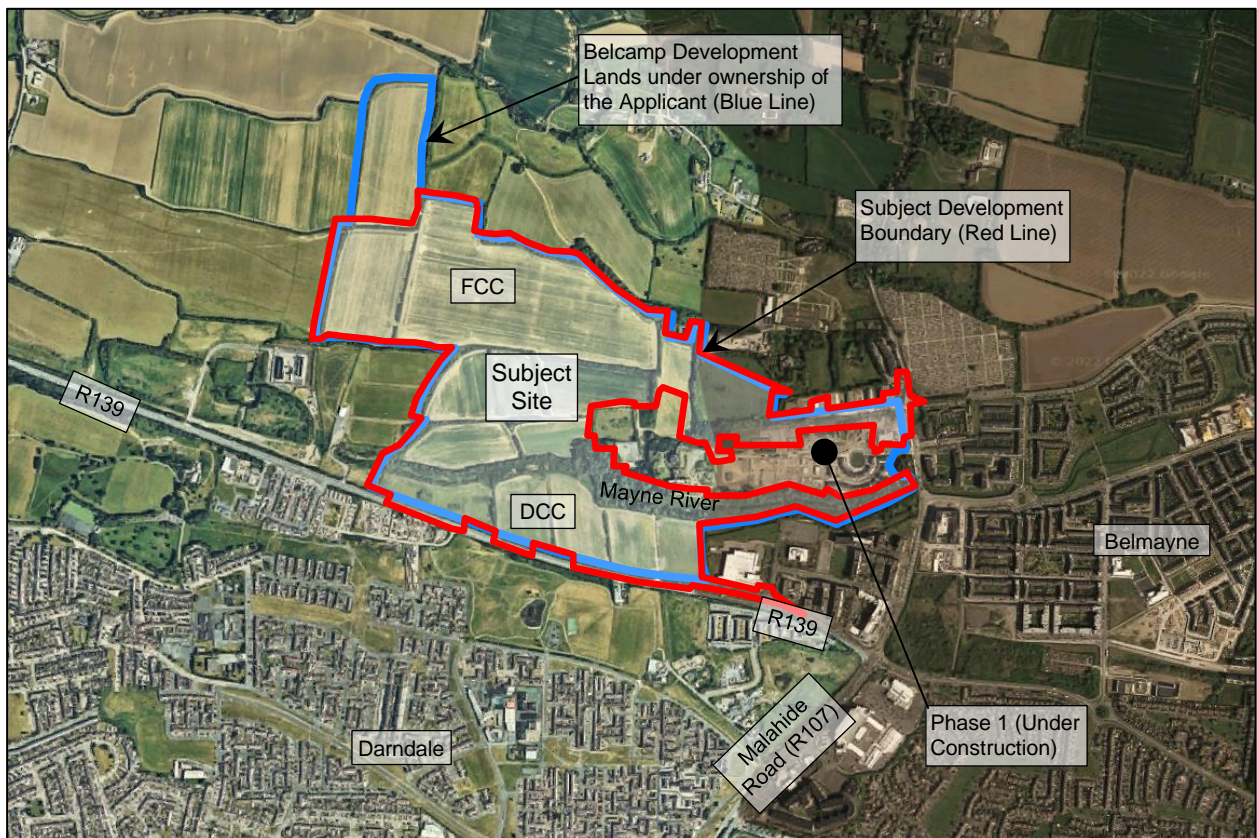


Figure 1 | Site Location (Source: Google Maps)

### 1.3 Wider Development Area

The subject site is part of a larger proposed multi-phased development which includes lands to the east of the site, which are also under the ownership of the Applicant. Phase 1A of the Belcamp development was approved and is currently under construction under Planning Reference F15A/0609. Phase 1B of the development, immediately north of the Phase 1 lands and south of the Crosswaithe development (which is under construction by others under Planning Reference F18A/0092 and is to be named Belcamp Manor), has received a Decision to Grant permission under Planning Reference F21A/0401. Planning submissions have been made for Phase 1C under Reg. Ref. F22A/0136, located immediately north of the old Belcamp College building complex. Proposals to conserve the existing walled garden and provide for amenities within the enclosure are included as part of Phase 1C.

In addition to the development of the Applicant's Belcamp lands, there is development proposed and underway by others in the vicinity of the site, including development of the Belmayne – Belcamp Lane Masterplan area, located to the south and to the east of the subject lands.

### 1.4 Proposed Development

The proposed development comprises a total of 473 houses, 274 duplexes and 1,780 apartment units in 18 no. blocks, all on a c.67.2 Ha site. All of the proposed houses/duplexes are in the northern portion of the site, within the Fingal County Council administrative area, and a further 550 apartment units are proposed in this portion of the site, with 1,230 apartment units proposed in the southern portion of the site, within the Dublin City Council administrative area. The schedule of accommodation is set out in Table 1 below:

Description		1-Bed	2-Bed	3-Bed	4-Bed	Total Residential	Commercial Space
Dublin City Council	Block 1	94	139	40	-	273	-
	Block 2	71	73	16	-	160	-
	Block 3	96	176	25	-	297	925.8m <sup>2</sup> Retail/Café and Childcare
	Block 4	70	178	37	-	285	-
	Block 5	37	51	8	-	96	-
	Block 6	19	80	20	-	119	-
	<b>DCC Subtotal</b>	<b>387</b>	<b>697</b>	<b>146</b>	<b>0</b>	<b>1,230</b>	<b>925.8m<sup>2</sup></b>
Fingal County Council	Houses	-	16	385	72	473	-
	Duplexes	24	40	210	-	274	-
	Block A	8	15	-	-	23	-
	Block B	8	15	-	-	23	-
	Block C	7	20	-	-	27	-
	Block D	22	15	5	-	42	1,020.5m <sup>2</sup> Pub/Restaurant & Retail
	Block F	44	56	3	-	103	1,162.0m <sup>2</sup> Café/Bar/Restaurant & Retail
	Block G	29	36	-	-	65	140.0m <sup>2</sup> Retail
	Block H	20	26	-	-	46	-
	Block J	16	24	-	-	40	472.0m <sup>2</sup> Retail
	Block L	20	26	-	-	46	-
Block M	24	32	-	-	56	-	

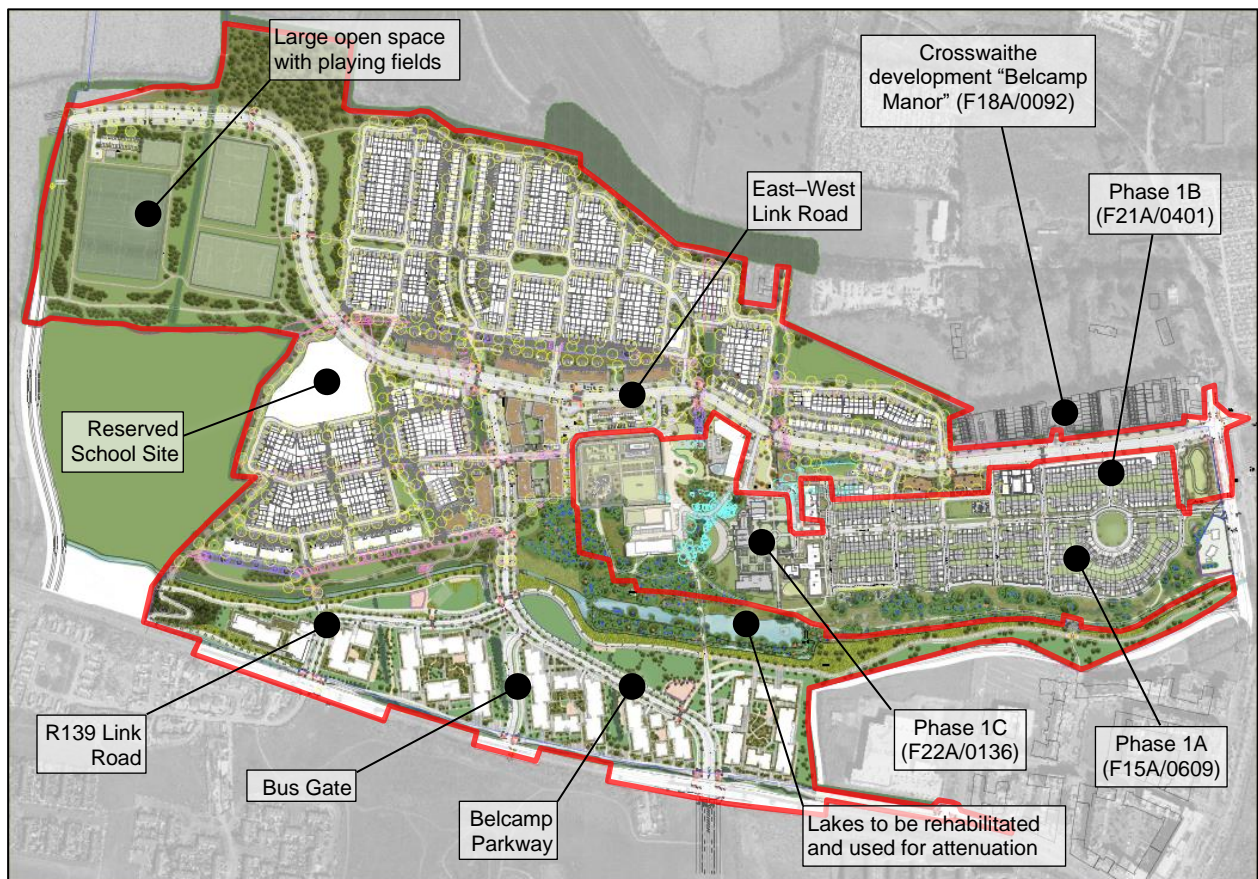


Description	1-Bed	2-Bed	3-Bed	4-Bed	Total Residential	Commercial Space
Block N	26	25	5	-	56	-
Block P	5	18	-	-	23	-
Crèche	-	-	-	-	-	606.7m <sup>2</sup> Childcare
Clubhouse	-	-	-	-	-	97.0m <sup>2</sup> Changing Rooms
<b>FCC Subtotal</b>	<b>253</b>	<b>364</b>	<b>608</b>	<b>72</b>	<b>1,297</b>	<b>3,498.2m<sup>2</sup></b>
<b>TOTAL</b>	<b>640</b>	<b>1,061</b>	<b>754</b>	<b>72</b>	<b>2,527</b>	<b>4,424.0m<sup>2</sup></b>

**Table 1 | Schedule of Accommodation**

The eastern portion of the site, between the Mayne River to the north and existing development to the south, is proposed to be used as a greenway. It will serve as a connection for pedestrians and cyclists between the subject site and the Malahide Road (R107).

There is a large open space proposed at the north-west of the site, in addition to several smaller open spaces throughout the development.



**Figure 2 | Proposed Site and Context**

## 2. Car Parking Standards

### 2.1 Fingal County Council

#### 2.1.1 Fingal Development Plan 2017-2023

The Fingal Development Plan 2017-2023 has been consulted in developing the car parking strategy for the proposed development. Car parking standards are set out in Table 12.8 of the Fingal Development Plan 2017-2023, and the relevant parking standards are extracted below:

Land Use Category	Parking Standard	No. of Units (FCC Lands Only)	Parking Requirement	Max/ Norm?
House - urban/suburban 1 or 2 bedrooms	1-2	16	16-32	Norm
House - urban/suburban 3 or more bedrooms	2	457	914.0	Norm
Apartment, townhouse 1 bedroom	1, plus 1 visitor space per 5 units	253	303.6	Norm
Apartment, townhouse 2 bedrooms	1.5, plus 1 visitor space per 5 units	348	591.6	Norm
Apartment, townhouse 3+ bedrooms	2, plus 1 visitor space per 5 units	223	490.6	Norm
Pre-school facilities/crèche	0.5 per classroom	6 no. classrooms	3.0	Max
Restaurant/Pub/Café	1 per 15m <sup>2</sup>	479.0m <sup>2</sup>	31.9	Norm
Retail	1 per 20m <sup>2</sup>	2,315.5m <sup>2</sup>	115.8	Max
<b>Total</b>	-	-	<b>2,466.5</b>	-

**Table 2 | Fingal Development Plan 2017-2023 Parking Standards**

#### 2.1.2 Draft Fingal Development Plan 2023-2029

A draft development plan for Fingal County has been made publicly available to view as part of a public consultation period. While this plan has not yet been adopted, the car parking standards set out within it have been assessed to establish the general intention for the future of Fingal.

Car parking standards are set out in Table 14.19 of the Draft Fingal Development Plan 2023-2029. The parking standards are divided into two zones, with the Zone 1 requirements applicable to any developments within 800m of a high-quality bus service, or 1600m of an existing or planned Luas/DART/Metro Rail station or in lands zoned Major Town Centre, while Zone 2 requirements are applicable to all other areas. The entirety of the subject site falls within 800m of a high-quality bus service, namely the orbital N8 route which is to travel along the proposed East–West Link Road, continuing along the R139.

The relevant parking standards from the Draft Development Plan are tabulated below:

Land Use Category	Zone 1 Maximum Parking	No. of Units (FCC Lands Only)	Parking Requirement	Max/ Norm?
Residential (1–2 Bedrooms)	0.5 per unit	617 no.	308.5	Max
Residential (3+ Bedrooms)	1.0 per unit	680 no.	680.0	Max
Pre-school facilities/crèche	0.5 per classroom	6 no. classrooms	3.0	Max
Restaurant/Pub/Café	Not Specified	479.0m <sup>2</sup>	TBD	-
Retail	1 per 20m <sup>2</sup>	2,315.5m <sup>2</sup>	115.8	Max
<b>Total</b>	-	-	<b>1,107.3</b>	-

**Table 3 | Draft Fingal Development Plan 2023-2029 Parking Standards**

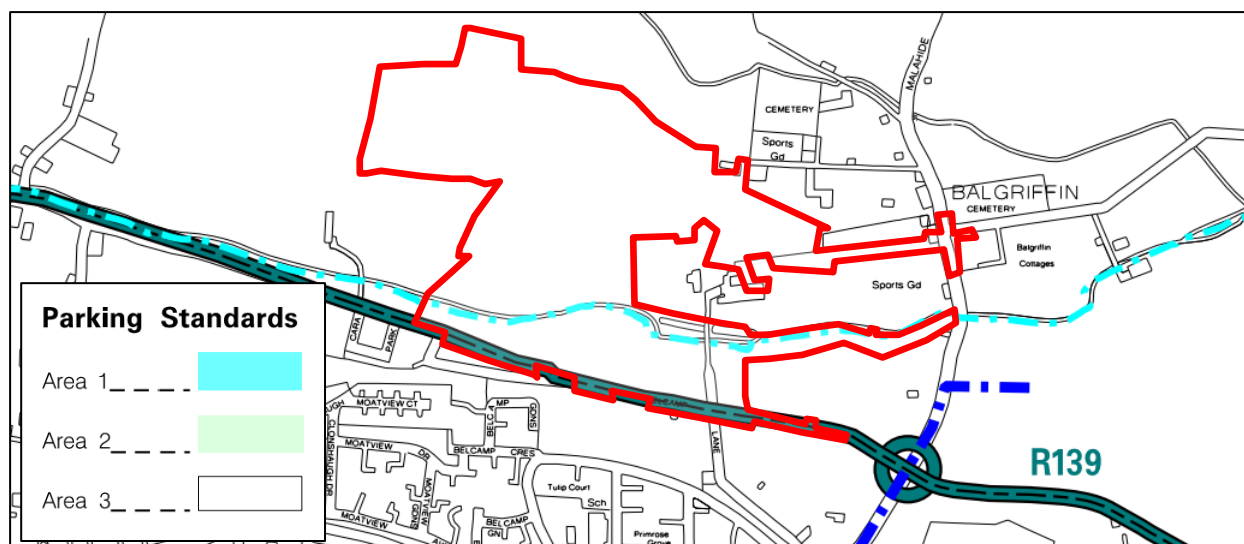
The plan notes that a reduced car parking provision may be acceptable where the Council is satisfied that good public transport links are already available or planned and/or a Management Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.

Comparing the current Fingal Development Plan 2017-2023 parking standards with the proposed parking standards set out in the draft Fingal Development Plan 2023-2029, it is clear that there is to be a significant shift away from reliance on private car usage. For the residential portion of the development within FCC, the current development plan suggests that 2,467 parking spaces is the appropriate norm, whereas the new draft development plan dictates that 1,107 residential spaces is the maximum allowable for the same number of residential units.

## 2.2 Dublin City Council

### 2.2.1 Dublin City Development Plan 2016-2022

The Dublin City Development Plan 2016-2022 has been consulted in developing the car parking strategy for the proposed development. The Dublin City Council area is divided into three areas for the purpose of parking control, as shown on Map J of the plan and extracted in the Figure below:



**Figure 3 | Extract of DCC Zoning Map J: Strategic Transport and Parking Areas**

The subject site falls within Parking Zone 3. The car parking standards for various land uses are set out in Table 16.1 of the Dublin City Development Plan 2016-2022, and the relevant parking standards are extracted below:

Land Use Category	Parking Standard	No. of Units (DCC Lands Only)	Parking Requirement	Max/ Norm?
Residential (Houses, Apartments and Duplexes)	1.5 per unit	1,230	1,845.0	Max
Pre-school facilities/crèche	1.0 per classroom	6 no. classrooms	6.0	Max
Café	1 per 150m <sup>2</sup> Seating	417.8m <sup>2</sup>	3	Max
Retail	1 per 75m <sup>2</sup> GFA	417.8m <sup>2</sup>	6	Max
<b>Total</b>	-	-	<b>1,857</b>	-

**Table 4 | Dublin City Development Plan 2016-2022 Parking Standards**

Note that the commercial spaces may be used for retail or as a café, or likely a mix of both. The larger car parking standard has conservatively been taken.

The plan notes that parking is an integral element of overall land-use and transportation policy within the city.

## 2.2.2 Draft Dublin City Development Plan 2022-2028

A draft development plan for Dublin City has been made publicly available to view as part of a public consultation period. While this plan has not yet been adopted, the car parking standards set out within it have been assessed to establish the general intention for the future of Dublin City. It is also noted that this plan will be adopted by DCC prior to commencement of the proposed development.

Car parking standards are set out in Appendix 5, Section 4, Table 2 of the Draft Dublin City Development Plan 2022-2028. The parking standards are divided into three zones:

- Parking Zone 1 is generally within the Canal Cordon and within North Circular Road, in recognition of active travel infrastructure and opportunities and where major public transport corridors intersect.
- Parking Zone 2 occurs alongside key public transport corridors.
- The remainder of the City falls under Parking Zone 3.

The subject site is outside the Canal Cordon and North Circular Road, but given that the entirety of the subject site falls within 800m of a high-quality bus service, it is alongside key public transport corridors. Therefore, Parking Zone 2 standards have been reviewed, with the relevant parking standards from the Draft Development Plan tabulated below:

Land Use Category	Zone 2 Maximum Parking	No. of Units (DCC Lands Only)	Parking Requirement	Max/ Norm?
Houses, Apartments and Duplexes	1 per unit	1,230 no.	1,230.0	Max
Pre-school facilities/crèche	1 per 100m <sup>2</sup> GFA	508.0m <sup>2</sup>	5	Max
Café	1 per 150m <sup>2</sup> Seating	417.8m <sup>2</sup>	3	Max
Retail	1 per 275m <sup>2</sup> GFA	417.8m <sup>2</sup>	2	Max
<b>Total</b>	-	-	<b>1,238</b>	-

**Table 5 | Draft Dublin City Development Plan 2022-2028 Parking Standards**

The plan states that it is Dublin City Council's policy for car parking in residential and mixed-use developments 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, to encourage new ways of addressing the transport needs of residents (such as car clubs and mobility hubs) in order to reduce the requirement for car parking, and to safeguard the residential parking component in mixed-use developments.

Comparing the current Dublin City Development Plan 2016-2022 parking standards with the proposed parking standards set out in the draft Dublin City Development Plan 2022-2028, it is clear that there is to be a significant shift away from reliance on private car usage. For the residential portion of the development within Dublin City Council, the current development plan suggests that 1,857 parking spaces is the maximum allowable, whereas the new draft development plan dictates that 1,238 residential spaces is the maximum allowable for the same number of residential units.

### 2.3 Sustainable Urban Housing: Design Standards for New Apartments

The Department of Housing, Local Government and Heritage published the document “Sustainable Urban Housing: Design Standards for New Apartments” in December 2020. This document states that planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard for intermediate urban locations, particularly for housing schemes with more than 45 dwellings per hectare, and that in larger-scale and higher-density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.

In order to apply and justify the use of a reduced car parking ratio, a particular emphasis should be given to providing a high standard of pedestrian and cyclist facilities. The Design Standards for New Apartments document states that planning authorities must ensure new development proposals in central urban and public transport accessible locations, which feature appropriate reductions in car parking provision, are at the same time comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors. This document recommends a general minimum standard of 1 cycle storage space per bedroom with a visitor parking standard of 1 space per 2 residential units.

### 2.4 Review of Similar SHD Schemes

In developing the car parking strategy for the proposed development, the parking provision for other similar SHD schemes in the greater Dublin area have been reviewed. Tabulated below are the car parking provisions for various other approved SHD schemes:

Ref. No	Scheme	Units	Parking	Ratio
300520	Blakes Stillorgan	282 units	143 Spaces	0.51
301909	Belgard Gardens, Tallaght	428 units	129 Spaces	0.30
303435	Dulux Factory, Davitt Road	265 units	109 Spaces	0.41
305176	Stillorgan Leisureplex	232 units	95 Spaces	0.41
305345	The Grange, Brewery Road	287 units	100 Spaces	0.35
305725	Fourth Avenue, Cookstown	245 units	79 Spaces	0.32
306167	Rathoath Road, Pelletstown	435 units	196 Spaces	0.45
306506	Gort Muire, Dundrum	730 units	296 Spaces	0.41
306705	Gallaher Factory, Greenhills Road	502 units	202 Spaces	0.40
306987	Swiss Cottage, Swords Road, Santry	112 units (BTR)	36 Spaces	0.32
307011	Omni Park, Swords Road, Santry	324 units	152 Spaces	0.47
307092	Palmerstown Retail Park, Palmerstown	250 units (BTR)	125 Spaces	0.50

Table 6 | Parking Provision at Similar SHD Schemes

## 2.5 Conclusions

There is a clear mandate both nationally and from the Local Authorities to minimise car parking and to instead provide facilities for other sustainable forms of transport. Both Fingal County Council and Dublin City Council have published draft Development Plans that feature significant reductions in car parking allowance compared to their current plans.

The national guidance published by The Department of Housing, Local Government and Heritage also accords with this strategy, stating that the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.

Waterman Moylan engaged with Breen Doris from the Active Travel section of FCC, who stated that FCC welcome the design team's approach to specifically avoid a car dominated environment, with the introduction of a Transport Hub at Belcamp Town Square that links buses (proposed N8 route to Clongriffin Dart Station) to bicycle links (with E-bike charging stations, bicycle stands and cycle routes converging).

## 3. Alternative Modes of Transport to Private Car

### 3.1 Promotion of Active Travel

The Belcamp Lands will be developed specifically to avoid a car dominated environment and to optimise pedestrian and cyclist links. In order to achieve this, the design team has placed significant emphasis on providing high-quality, extensive pedestrian and cyclist facilities.

This strategy is in accordance with the Design Manual for Urban Roads and Streets (DMURS), which prioritises, in order of importance, pedestrians, cyclists and public transport, with private cars the least important. Refer also to the DMURS Report and Statement of Design Consistency, which accompanies this submission under separate cover, for further discussion of specific design features that have been incorporated within the proposed scheme with the objective of delivering a design that is in compliance with DMURS.

Waterman Moylan engaged with Breen Doris from the Active Travel section of FCC, who stated that FCC welcome the design team's approach to specifically avoid a car dominated environment.

#### 3.1.1 Proposed Pedestrian Infrastructure

The proposed development will include a network of footpaths throughout the site and connecting with the surrounding infrastructure providing efficient, high-quality routes along desire lines to destinations within and surrounding the development area.

An active frontage along routes within the development is achieved with frequent entrances and openings that ensure the street is overlooked and that generate pedestrian activity as people come and go from buildings. High quality pedestrian linkages will be provided to connect to Malahide Road (R107), the Mayne River, City Junction and to the R139, linking the development with the existing Clarehall Junction shopping and commercial area and to the future Belmayne Square.

Particular attention will be paid at detail design stage to the quality of the pedestrian routes and to the facilities at pedestrian destinations. These destinations include the Belcamp Town Square, the Walled Garden, Belcamp Square, local school and crèche facilities, connections to the public bus network, the green route along the Mayne River and the route along the R139 to Clarehall Junction.

Junctions will be designed with raised pedestrian tables/crossings at main pedestrian desire lines, allowing pedestrians to cross at grade. In addition to pedestrian and toucan facilities at signal-controlled junctions, on-call pedestrian signals will be provided at key desire lines.

#### 3.1.2 Proposed Cycle Infrastructure

The proposed development will include dedicated cycle facilities, including an off-road cycle track along the East–West Link Road and along the R139, separated from the vehicular carriageway by a verge. The proposed junction upgrade at the site entrance from Malahide Road includes new cycle stopping areas and new cycle lanes along the Malahide Road.

High quality cycle linkages will be provided to connect to Malahide Road (R107), the Mayne River, City Junction and to the R139 linking the development the existing Clarehall Junction shopping and commercial area and to the future Belmayne Square.

Particular attention will be paid at detail design stage to the quality of the cycle routes and to the facilities at cycle destinations. These destinations include the Belcamp Town Square, the Walled Garden, Belcamp Square, local school and crèche facilities, connections to the public bus network, the green route along the Mayne River and the route along the R139 to Clarehall Junction.

E-Bike charging stations and bicycle racks are to be provided at the transport hub (refer also to Section 3.4 below), to encourage active travel to the town square.

As noted in Section 2.3, above, the Department of Housing, Local Government and Heritage document “Sustainable Urban Housing: Design Standards for New Apartments” states that in order to apply and justify the use of a reduced car parking ratio, new developments must be comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors. This document recommends a general minimum standard of 1 cycle storage space per bedroom with a visitor parking standard of 1 space per 2 residential units.

The required bicycle parking and the proposed bicycle parking are set out in the Table below:

Description		No. of Units	No. of Bedspaces	Total Requirement	No. of Bicycle Spaces Proposed			
					Residential	Visitor	Total	
Dublin City Council	Apartments	Block 1	273	492	629	618	26	644
		Block 2	160	265	345	345	14	359
		Block 3	297	523	672	640	42	682
		Block 4	285	537	680	752	46	798
		Block 5	96	163	211	240	24	264
		Block 6	119	239	299	290	20	310
		Additional Visitor	-	-	-	-	5	5
		Crèche	6 Classrooms	-	-	-	3	3
		Block 3 Café/Retail	418m <sup>2</sup>	-	-	-	19	19
<b>DCC Subtotal</b>		<b>1,230</b>	<b>2,219</b>	<b>2,834</b>	<b>2,885</b>	<b>199</b>	<b>3,084</b>	
Fingal County Council	Duplexes	Block 1.1	18	38	47	38	9	47
		Block 1.2	18	38	47	38	9	47
		Block 1.3	18	38	47	38	9	47
		Block 1.4	18	38	47	38	9	47
		Block 1.5	18	38	47	38	9	47
		Block 2.1	8	24	28	24	8	32
		Block 2.2	16	48	56	48	16	64
		Block 2.3	16	48	56	48	16	64
		Block 2.4	8	24	28	24	8	32
		Block 2.5	12	36	42	36	12	48
		Block 2.6	16	48	56	48	16	64
		Block 3.1	12	36	42	36	12	48
		Block 3.2	12	36	42	36	12	48
		Block 3.3	12	32	38	40	12	52
		Block 3.4	12	32	38	32	12	44
		Block 3.5	12	36	42	36	12	48
		Block 3.6	16	48	56	48	16	64
		Block 3.7	16	48	56	48	16	64
		Block 3.8	8	24	28	24	8	32
	Block 3.9	8	24	28	24	8	32	
	Apartments	Block A	23	38	50	38	12	50
		Block B	23	38	50	38	12	50
		Block C	27	47	61	47	14	61
		Block D	42	67	88	71	22	93
		Block F	103	165	217	165	52	217
		Block G	65	101	134	102	36	138



Description	No. of Units	No. of Bedspaces	Total Requirement	No. of Bicycle Spaces Proposed		
				Residential	Visitor	Total
Block H	46	72	95	88	24	112
Block J	40	64	84	84	24	108
Block L	46	72	95	88	24	112
Block M	56	88	116	88	28	116
Block N	56	91	119	96	34	130
Block P	23	41	53	41	12	53
Town Square Environs	-	-	-	-	24	24
Public Racks at Block F/G	-	-	-	-	20	20
Clubhouse	-	-	-	-	50	50
<b>FCC Subtotal</b>	<b>824</b>	<b>1,618</b>	<b>2,030</b>	<b>1,688</b>	<b>617</b>	<b>2,305</b>
<b>Total</b>	<b>2,054</b>	<b>3,837</b>	<b>4,864</b>	<b>4,573</b>	<b>816</b>	<b>5,389</b>

**Table 7 | Cycle Parking Standards & Proposed Cycle Parking**

At Blocks 1 to 6, visitor parking is provided under podium/basement as well as on the street. At each block entrance, it is proposed to introduce 10 no. visitor cycle parking spaces in the form of Sheffield-style stands. These will provide convenient parking for short-stay visitors. In addition to the provision of residential and visitor cycle parking, additional public bicycle parking is provided at key locations including 50 spaces at the clubhouse serving the open space at the west of the site, 24 spaces in the Town Square environs and 20 spaces between Blocks F and G.

As set out in the Table above, it is proposed to provide ample cycle parking over and above the requirements set out in the Design Standards for New Apartments.

### 3.2 Public Transport Facilities

Given that the proposed strategy is to specifically avoid a car dominated environment, it is important to ensure that the development is well served by public transport with suitable frequency and capacity to cater to the needs of residents and visitors to the development.

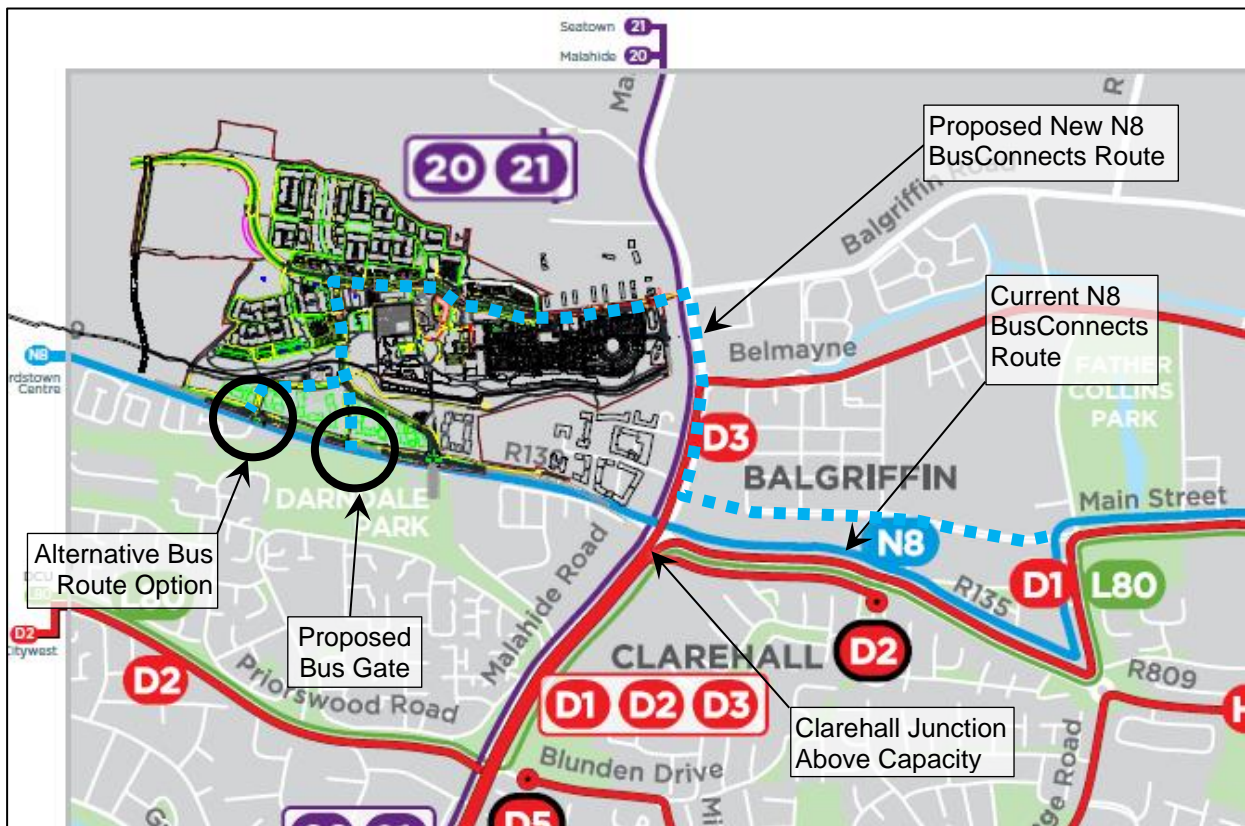
For a full assessment of the existing frequency and capacity of the public transport network, please refer to the accompanying Traffic and Transport Assessment report.

Waterman Moylan met with representatives from the NTA, FCC and DCC in March 2022 to discuss the transport requirements of the proposed Belcamp SHD development. The current N8 BusConnects route departs from Clongriffin train station, continuing along Main Street before turning south onto the Hole in the Wall Road and then continuing west along the R139. At the meeting, the NTA advised that they require the N8 BusConnects Route to be altered to run through the subject development along the East–West Link Road (EWLR) into Belcamp town square and then, preferably, directly south onto the R139.

The proposed road layout was adjusted following this meeting, to ensure that the requirements of the NTA are met. The East–West Link Road is envisaged as a core bus route, and accordingly, this road is designed to comply with the principles of a Core Bus Corridor, including dedicated bus lanes, new bus stops, and segregated cycle lanes.

The revised N8 route will benefit from a newly proposed bus gate, indicated in the Figure below, providing a bus-only route onto the R139, with signal control on demand. During the meeting with the NTA, FCC and DCC, the NTA noted that they would welcome the use of bus gates and traffic management strategies to prioritise public transport ahead of cars and to ensure that buses do not get stuck in traffic.

The current N8 BusConnects route and the proposed altered route are shown in the Figure below:



**Figure 4 | Current N8 Route and Proposed N8 Route through Belcamp**

This proposed altered route would avoid the Clarehall junction between R107 and R139, which is currently above capacity and suffers from long queues and delays. The Bus Gate also avoids any traffic, given that it provides bus-only access, and on-demand signal controls will ensure efficient wait times before turning onto the R139.

For further information on the proposed bus facilities, refer also to Section 2.2 of the DMURS Statement of Design consistency, which accompanies this submission under separate cover.

The altered N8 bus route will serve a large population in Belcamp, providing service between Clongriffin Train Station and Blanchardstown via Dublin Airport. The estimated journey time from the site to Clongriffin Train Station will be between 10 and 15 minutes, with train service providing connections to Malahide, Howth, and Dublin City Centre.

It is further noted that operational improvements will help to incentivise residents to use public transport. In particular, the new TFI ticket pricing structure offers major benefits in promoting sustainable travel. The TFI 90-Minute Fare gives TFI Leap Card customers the option to transfer between most DART, Commuter Rail, Dublin Bus, Luas and Go-Ahead Ireland services in the Dublin area at no additional cost for 90 minutes. To avail of the TFI 90 Minute Fare, customers simply use travel credit on their TFI Leap Card. Previously, each stage of the journey would have to be paid for separately. This is particularly relevant to the subject site, with the proposed N8 BusConnects route providing direct access to the Clongriffin Rail/Dart Station. The new ticket pricing structure will allow Belcamp residents to travel by bus to Clongriffin and then by train on one fare.

### **3.3 Car Share Facilities**

It is proposed to introduce several Car Share spaces throughout the scheme, particularly at Belcamp Town Square in the centre of the development.

These car share spaces form part of the strategy to reduce reliance on private car usage, since car sharing is a less car intensive means of urban transport compared to car ownership. Research has found that car sharing can reduce car ownership at an estimated rate of one rental car replacing 15 owned vehicles. Neighbourhood car sharing encourages members to walk, cycle or utilise public transport for most trips, with car use reserved only for necessary journeys where other travel modes are impractical.

Public transport use, bicycling, and walking increase among car share members, with a significant decline in annual vehicle kilometres travelled.

Gerard Gannon Properties have engaged with GoCar, one of the leading car share services in Ireland, to provide car share vehicles at the development. GoCar have provided a letter of intent for the development, which is included in Appendix A. The intention is for GoCar to introduce additional vehicles to the fleet within Belcamp as the development is built out and occupied to meet demand. Provision has been made for up to 30 car-share fleet vehicles. Initially when the first Phase of development starts to become occupied, GoCar will introduce 4 no. vehicles, increasing the number of vehicles to meet demand as the rest of the development is built out and occupied.

### **3.4 Belcamp Town Square Transport Hub**

It is proposed to provide a transport hub at Belcamp Town Square, where most of the commercial units will be centred. This Transport Hub will have new bus stops for the N8 BusConnects route, as discussed with the NTA.

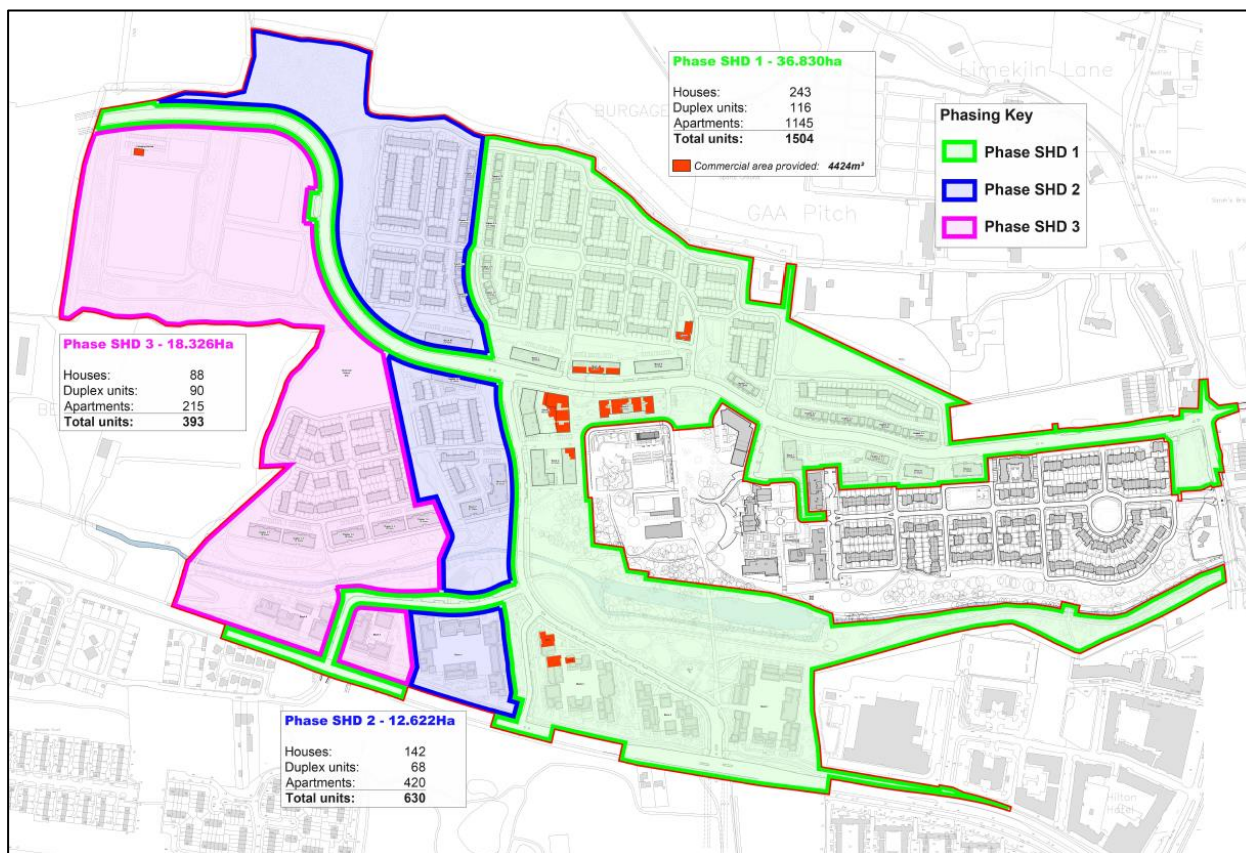
As noted above, E-Bike charging stations and bicycle racks are to be provided at the transport hub, to encourage active travel to the town square. Waterman Moylan have engaged with Fingal County Council's Active Travel section regarding their requirements for E-Bike charging stations, who confirmed that there is no particular preference for any specific E-Bike charging station, but that FCC welcomes the approach in design with regard to the provision of bike parking in the public areas and E-Bike charging.

The Transport Hub will include E-Car charging points and multiple designated car-share fleet parking spaces.

A new bus terminus/turning area is provided along the East–West Link Road, within the open space at the west of the proposed Belcamp Development. This allows for a robust design of bus routes that can come into Belcamp Town Square, turn around and travel back along the same route alignment.

### **3.5 Development Phasing**

The construction programme is intended to be a 10-year programme, and is divided into three main phases, as shown in the Figure below:



**Figure 5 | SHD Phasing Plan**

It is proposed to include the main internal transportation infrastructure as part of the first phase of development, including the EWLR, Belcamp Parkway and the Bus Gate. This will ensure that there is adequate transportation provision in place before the development is occupied.

This will also ensure the Belcamp Phasing will align with the BusConnects Phasing and immediately provide public transport to the Belcamp Development via the N8 service. Refer to Section 5 of the accompanying Engineering Assessment Report for further information.

The proposed construction programme is indicated in the Table below:

<b>Belcamp Programme</b>	<b>Start</b>	<b>Finish</b>
Infrastructure (Main Roads)	Q1/2023	Q1/2025
SHD Phase 1	Q1/2023	Q3/2028
SHD Phase 2	Q3/2028	Q3/2030
SHD Phase 3	Q3/2030	Q4/2032

**Table 8 | Belcamp Construction Programme**

## 4. Car Parking Strategy

### 4.1 Rationale

As noted above, there is a clear mandate both nationally and from the Local Authorities to minimise car parking and to instead provide facilities for other sustainable modes of transport.

The proposed development at Belcamp has been specifically designed to cater for alternative modes of transport, with significant active travel infrastructure for pedestrians and cyclists, with dedicated bus lanes and a bus gate, with car sharing services to reduce reliance on car ownership and with a central transport hub to allow residents and visitors to travel to Belcamp Town Centre by means other than private car.

Nonetheless, it is recognised that the location of the development will mean there will be some reliance on cars, and this reality has informed this strategy and wider transport strategy.

On these bases, it is proposed to provide a reduced quantum of car parking at the development.

### 4.2 Proposed Car Parking

The proposed car parking at the development is set out in the Table below:

		Description	No. of Units	No. of Spaces	Location	Ratio
Dublin City Council	Apartments	Block 1	273	128	Under Podium	0.5
		Block 2	160	48	On-Street/Under Podiu	0.3
		Block 3	297	76	On-Street/Under Podium	0.3
		Block 4	285	163	On-Street/Under Podium	0.6
		Block 5	96	52	Under Podium/Basement	0.5
		Block 6	119	23	Under Podium	0.2
		Visitor Spaces	N/A	25	On-Street	-
	Commerci	Crèche	6 Classrooms	3	On-Street	-
		Block 3 Café/Retail	393.4m <sup>2</sup>	13	Under Podium	-
<b>DCC Subtotal</b>			<b>1,230</b>	<b>531</b>	<b>-</b>	<b>0.4</b>
Fingal County Council	Houses	2-Bed	16	16	On-curtilage	1.0
		3-Bed	385	770	On-curtilage	2.0
		4-Bed	72	144	On-curtilage	2.0
	Duplexes	Block 1.1	18	18	Curtilage/Under-Croft	1.0
		Block 1.2	18	18	Curtilage/Under-Croft	1.0
		Block 1.3	18	18	Curtilage/Under-Croft	1.0
		Block 1.4	18	18	Curtilage/Under-Croft	1.0
		Block 1.5	18	18	Curtilage/Under-Croft	1.0
		Block 2.1	8	8	On-Street/Curtilage	1.0
		Block 2.2	16	16	On-curtilage	1.0
		Block 2.3	16	16	On-curtilage	1.0
		Block 2.4	8	8	On-curtilage	1.0
		Block 2.5	12	12	On-curtilage	1.0
		Block 2.6	16	16	On-Street/Curtilage	1.0
Block 3.1	12	12	On-curtilage	1.0		

Description		No. of Units	No. of Spaces	Location	Ratio
Apartments	Block 3.2	12	12	On-curtilage	1.0
	Block 3.3	12	12	On-curtilage	1.0
	Block 3.4	12	12	On-curtilage	1.0
	Block 3.5	12	12	On-curtilage	1.0
	Block 3.6	16	16	On-curtilage	1.0
	Block 3.7	16	16	On-curtilage	1.0
	Block 3.8	8	8	On-curtilage	1.0
	Block 3.9	8	8	On-curtilage	1.0
	Block A	23	16	On-Street/Curtilage	0.7
	Block B	23	16	On-Street/Curtilage	0.7
	Block C	27	18	On-Street/Curtilage	0.7
	Block D	42	12	On-Street	0.3
	Block F	103	91	Under Podium/Basement	0.9
	Block G	65	40	Under Podium	0.6
	Block H	46	32	On-Street/Curtilage/Under-Croft	0.7
	Block J	40	28	Curtilage/Under-Croft	0.7
	Block L	46	32	On-Street/Curtilage/Under-Croft	0.7
	Block M	56	39	Curtilage/Under-Croft	0.7
	Blocks N & P	79	58	On-Street/Curtilage	0.7
Comm- ercial	Crèche	6 Classrooms	7	On-Street	-
	Block F	1,162m <sup>2</sup>	26	Under Podium	-
	Town Square Environs	1,633m <sup>2</sup>	35	On-Street	-
	Clubhouse	97m <sup>2</sup>	40	On-Street	-
<b>FCC Subtotal</b>		<b>1,297</b>	<b>1,694</b>	-	<b>1.2</b>
<b>Total</b>		<b>2,527</b>	<b>2,225</b>	-	<b>0.88</b>

**Table 9 | Proposed Residential Car Parking**

All of the private residential parking spaces throughout the development are to be provided with Electric Vehicle (EV) charging points, with a minimum of 10% of the public/visitor parking spaces to be fitted with charging points from completion of the proposed development and with all ducting and services provided as part of the proposed development to facilitate non-disruptive retrofitting of EV charging points for all of the remaining parking spaces. Provision has been made for accessible parking spaces, with accessible spaces designed in accordance with Part M of the Building Regulations. Accessible spaces are provided at each block to ensure travel distances from the entrance to the parking spaces are minimised. Set-down spaces are provided at the crèches for drop-off and collections.

### 4.3 Parking Management Strategy

Given the reduced quantum of car parking proposed, and given the large number of residential units and commercial spaces proposed, a parking management plan will need to be implemented as part of the development.

The following summarises the proposed parking management strategy measures that will facilitate the use of car parking spaces on-street, off-street and within under-croft car park infrastructure.

It is important to highlight the different land-use of the proposed development, in regards of car parking provision. The car parking utilisation is not constant throughout the day and the car parking usage depends on the driver type, reason for commuting and day of the week.

Studies and analysis have been carried out on similar schemes to understand driver behaviour and to improve the design of car parking spaces:

- Retail provision depends on the hour of the day and on the day of the week. Based on the analysis carried out, the demand increases throughout the day with a peak in the afternoon. Small retail units will be served by the on-street car parking spaces in the vicinity of each unit. As noted above, providing a Transport Hub at Belcamp Town Square, where most of the commercial units are centred, will encourage active travel and public transport use. The on-street usage will facilitate pick-up, drop-off, and collections on a short stay basis in the commercial areas to avoid congestion of the road network.
- Given the high-density residential development and given the future improvements of the transport infrastructure, it is likely that only a portion of the apartments purchased will be sold with a car parking space. The relevant Development Plans and draft Development Plans and as per maximum requirements for the provision of car parking spaces shows 1 space per apartment. It is proposed that a ratio of 0.2-0.7 per apartment could be used across the Fingal County Council and Dublin City Council administrative areas, with an overall average parking ratio of 0.5 for the apartments, 1.0 for the duplexes and 1.98 for the houses.
- Along with the analysis, the 2016 Census data was consulted, which indicates that approximately 31% of residents in the local area travel by car (either as a driver or as a passenger) for their daily commute to school, college, or work. The future improvements of the public transport infrastructure aim to decrease usage and ownership of private vehicles and promote the use of public transport.
- In addition to the above, the residents who own a private vehicle and park on-street, will potentially leave their own spot during the week days to go to work, leaving the car parking space available for other activities (offices/commercial). Parking studies at similar sites have indicated the car parking occupancy by residents is typically less than 25% during weekdays, 50% in the weekends and 70% during bank holidays.

The proposed development will be constructed in the close proximity to the existing Clongriffin to City Centre BusConnects Spine D. The presence of the existing public services, along with the future improvements of the same (refer to the TTA for more details) within the subject area will provide an improved way of commuting for residents.

To facilitate the assignment and management of the car parking spaces, below is a list of management measures that could be taken in account when the proposed development is built out and occupied:

Use	Off-Street Car Parks	On-Street Parking Spaces
Apartments	Fob (given by the Property Management) to facilitate access and egress at barrier.	Permit indicating Block of residence. Permits on-street parking at all times.
Pre-school facilities/crèche	-	Signage indicating for set down and collection at designated times.
Restaurant/Pub/Café	-	On Street pay and display parking.
Retail	Under podium pay parking at Block 3 and Block F	On Street pay and display parking.

**Table 10 | Car Parking Management**

## 4.4 Conclusions

There is a clear mandate both nationally and from the Local Authorities to minimise car parking and to instead provide facilities for other sustainable forms of transport. Both Fingal County Council and Dublin City Council have published draft Development Plans that feature significant reductions in car parking allowance compared to their current plans. The national guidance published by The Department of Housing, Local Government and Heritage also accords with this strategy, stating that the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.

In this regard, significant efforts have been made to encourage active travel modes and public transport through the introduction of high-quality transport infrastructure. Waterman Moylan have liaised with Fingal County Council's Active Travel division, who have stated that they welcome the Belcamp design team's approach to specifically avoid a car dominated environment.

It is considered that the total provision of car parking spaces (2,225), along with the proposed pedestrian and cycle infrastructure, bus networks, connections to rail network, car sharing facilities, bicycle sharing facilities and E-bike charging stations will satisfy the transport needs of the proposed development while also meeting modern standards for sustainable transport.



## **Appendices**

### **A. GoCar Letter of Intent**



Gerard Gannon Properties  
Kinvara House  
52 Northumberland House  
Ballsbridge  
Dublin 4

07/04/2022

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a car sharing service in the proposed Strategic Housing Development (SHD) at Belcamp, Dublin 7. GoCar representatives have discussed the project with representatives of Waterman Moylan, who are the Design engineers for this project and are excited to provide a car sharing service at this location. In the initial phase GoCar would provide four (4) car sharing vehicles but as usage increases GoCar would add vehicles where and when required. While it is the intention for these vehicles to be used primarily by the residents of the development, the vehicles will be open for access to other GoCar members nearby.

The developer has provided several dedicated Car Share spaces with EV charging points at Belcamp Town Square. This Town Square is being designed as a transport hub, with bus and cycle routes converging in the Town Centre and with an E-Bike charging station and bicycle parking racks. This will increase the use of the Car and Bicycle sharing facilities.

We look forward to reviewing additional Car Share locations within the proposed Belcamp housing development and at the higher density development blocks within Fingal County Council and Dublin City Council. We welcome further discussions with the developer and Waterman Moylan for the provision of secured Car Share spaces within the private apartment blocks' parking areas.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 860 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 the 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 2020 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, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

A handwritten signature in black ink, appearing to read "Rob Montgomery".

Rob Montgomery  
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# UK and Ireland Office Locations

