

Cherrywood Strategic Development Zone

Residential Parking Study Addendum

Dún Laoghaire - Rathdown County Council

July 2024

Quality information

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Table of Contents

| | | |
|-------|---|----|
| 1. | Introduction..... | 5 |
| 1.1 | Background | 5 |
| 1.2 | Report Chapters | 6 |
| 2. | Cherrywood SDZ Planning Scheme Amendment No.9 – Residential Car Parking..... | 7 |
| 2.1 | Introduction..... | 7 |
| 2.2 | Residential Parking Study Overview..... | 7 |
| 2.3 | Residential Car Parking Study Recommendations..... | 9 |
| 3. | Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities | 11 |
| 3.1 | Introduction..... | 11 |
| 3.2 | Overview | 11 |
| 3.3 | AECOM Interpretation..... | 12 |
| 3.4 | Potential Impact..... | 13 |
| 4. | Consideration of Cherrywood SDZ Residential Parking Ratios | 14 |
| 4.1 | Introduction..... | 14 |
| 4.2 | Methodology | 14 |
| 4.3 | Residential Parking Ratios | 14 |
| 4.3.1 | SDZ Development Area Ratios..... | 16 |
| 4.3.2 | Zoned Land Overall Development Ratio..... | 18 |
| 4.4 | Conclusions | 19 |
| 5. | Summary and Conclusions | 20 |
| 5.1 | Summary..... | 20 |
| 5.2 | Conclusions | 20 |
| 5.3 | Next Steps..... | 21 |
| | Appendix A Proposed Residential Parking Standards – Cherrywood SDZ | 22 |
| | Appendix B Parking Ratio Calculations | 23 |

Figures

| | | |
|------------|--|----|
| Figure 1.1 | Cherrywood Primary Land Uses..... | 5 |
| Figure 1.2 | Cherrywood SDZ Sustainable Travel Targets..... | 6 |
| Figure 2.1 | Cherrywood SDZ Development Areas | 17 |

Tables

| | | |
|-----------|---|----|
| Table 2.1 | SPPR 3 Accessible, Intermediate, and Peripheral Location Description..... | 12 |
| Table 2.2 | Cherrywood Residential Planning Applications..... | 15 |
| Table 2.3 | SDZ Overall Development Ratio | 16 |
| Table 2.4 | SDZ Development Area Residential Parking Ratios | 17 |
| Table 2.5 | Anticipated Zoned Land Housing Typology..... | 18 |
| Table 2.6 | Anticipated Zoned Land Development Parking Ratios | 19 |

1. Introduction

Dún Laoghaire-Rathdown County Council (DLRCC) has commissioned AECOM to develop an addendum to the recently completed residential parking standards review within Cherrywood Strategic Development Zone (SDZ). The purpose of the addendum is to take cognisance of the recently published Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024).

The recently published guidelines outline maximum parking ratios permitted per residential unit dependent on location and levels of accessibility. As such, this addendum considers the potential impacts of the updated guidelines on the proposed recommendations outlined in the residential parking study, which is currently awaiting a decision from An Bord Pleanála.

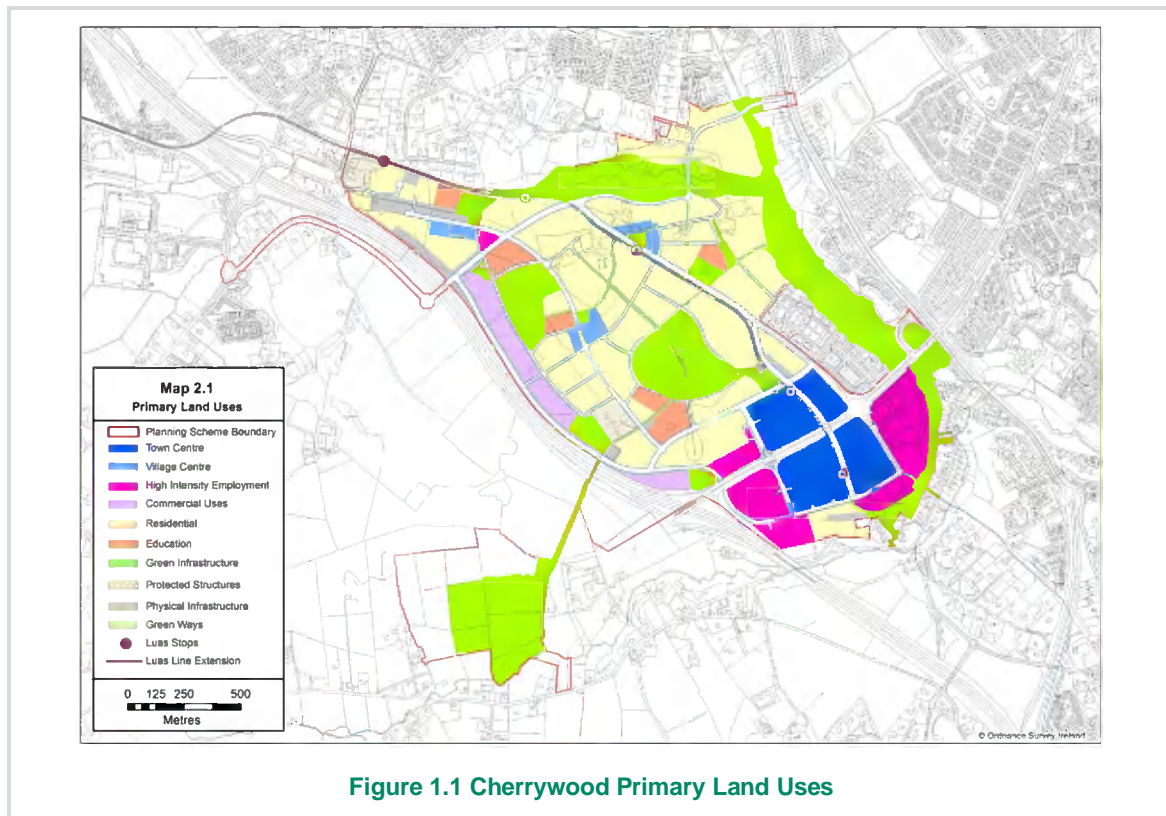
1.1 Background

Cherrywood was designated as an SDZ in May 2010 by Government Order on behalf of DLRCC. The SDZ contains around 360ha of development lands located around 16km south-east from Dublin City Centre. The lands are generally bounded to the south by the M50, to the east by the M11/N11 and to the north by the Brennanstown Road.

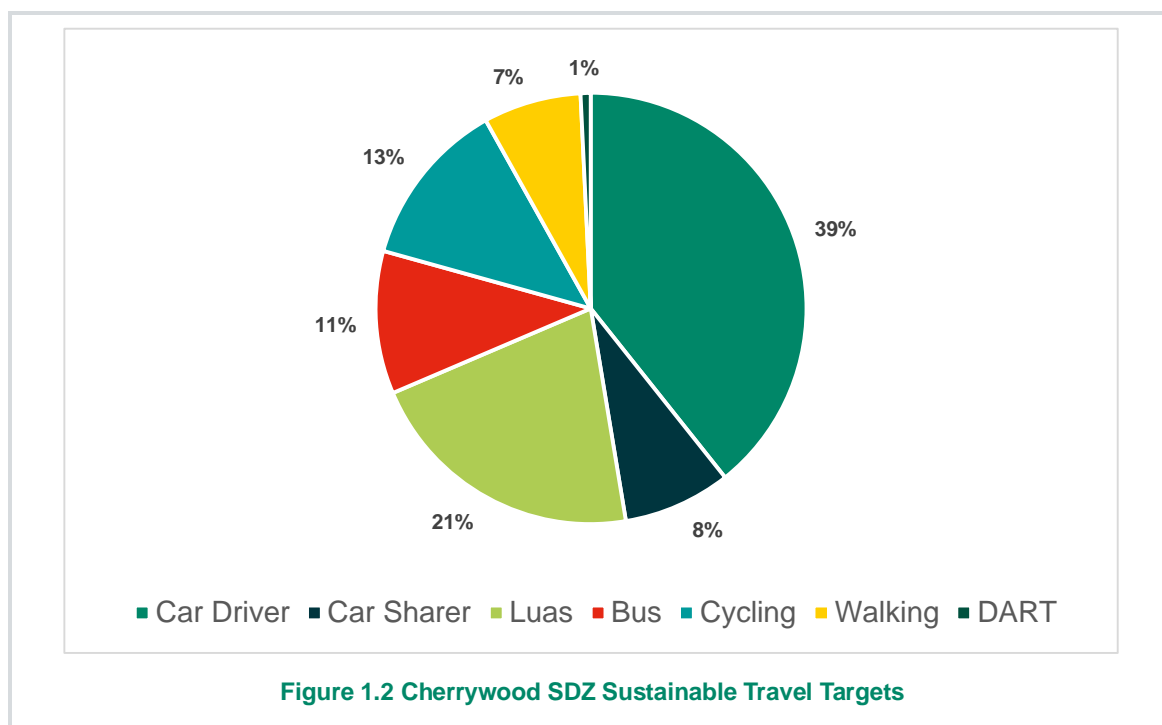
The Cherrywood SDZ is comprised of eight development areas and has been designed in such a manner that development cannot proceed in the absence of identified educational, open space and transportation infrastructure.

Figure 1.1 shows the primary land uses identified for the SDZ including:

- Town & Village Centres
- High Intensity Employment
- Commercial Uses
- Residential
- Education



There is a determination to deliver Cherrywood in a sustainable way as reflected by the ambitious mode share targets set for the SDZ as a whole. The mode share targets are outlined in Figure 1.2 and set a target of 53% for travel by sustainable modes.



1.2 Report Chapters

This report is comprised of the following chapters:

- Chapter 2 provides an overview of the residential car parking review study completed in 2023 including the key recommendations proposed.
- Chapter 3 details an overview of the recently published Sustainable Residential Development and Compact Settlements Guidelines including AECOM’s interpretation of the policy and consideration of its impact on the residential car parking study’s recommendations.
- Chapter 4 considers the residential parking ratios determined from submitted planning applications within the SDZ including ratios for each SDZ development area, zoned lands and the SDZ as a whole.
- Chapter 5 presents a summary of the addendum, details the conclusions and outlines possible next steps in relation to the proposed Residential Car Parking Review Amendment submission to An Bord Pleanála.

2. Cherrywood SDZ Planning Scheme Amendment No.9 – Residential Car Parking

2.1 Introduction

In 2022, AECOM were commissioned by DLRCC to provide technical advice relating to parking within the Cherrywood SDZ Planning Scheme area. Development is ongoing at Cherrywood and the level of required parking provision is a key consideration as development continues.

The purpose of the study was to undertake a review of the residential parking standards applicable within the SDZ and consider whether they were still appropriate in light of the shift in over-arching policy, climate action ambitions, changing travel behaviours and the determination to deliver Cherrywood in a sustainable way.

2.2 Residential Parking Study Overview

The residential parking study was considered across eight key themes as outlined below.

- Policy Context
- County Development Plan Review
- Best Practice
- Planning Decisions
- Car Ownership
- Travel Trends
- Covid-19 Pandemic
- Cost of Living Crisis

Each theme was researched and reviewed in order to determine whether rationale existed to justify a reduction in residential parking standards within the SDZ.

The key findings and determined rationale are summarised below.

Policy Context

The policy review considered seven key national, regional and local policies including:

- Project Ireland 2040.
- Regional Spatial and Economic Strategy (RSES) – Eastern and Midland Region (EMR).
- Government of Ireland Climate Action Plan 2021.
- DLRCC Climate Change Action Plan 2021.
- National Transport Authority (NTA) Greater Dublin Area (GDA) Transport Strategy 2022-2042.
- Smarter Travel – A Sustainable Transport future: A New Transport Policy for Ireland 2009-2020.
- National Sustainable Mobility Policy.

It was determined that the reviewed national, regional and local policy presented a strong rationale to further reduce residential car parking standards, however, it was considered that any proposed reduction should be underpinned by additional sustainable infrastructure in order to provide realistic options for residents.

The overarching policy set the scene that decreasing private car use and increasing sustainable mode share would be vital in order to achieve net zero climate targets.

The NTA GDA Transport Strategy directly linked the need for demand management and encouraging travel by sustainable modes including in residential areas, outlining that the lowest levels of parking provision should be set in areas with high sustainable mode accessibility such as Cherrywood. Parking provision should also take into account the availability of amenities, reflect options open to new development areas in order to design sustainably and to recognise the difference in central and less central areas i.e. trip distance. All of which can be directly associated with Cherrywood SDZ.

County Development Plan (CDP) Review

A review of relevant CDPs was undertaken including:

- DLRCC CDP, 2022-2028,
- Dublin City Development Plan, 2022-2028,
- Fingal CDP, 2023-2029,
- South Dublin CDP, 2022-2028,
- Sandyford Urban Framework Plan
- Cherrywood SDZ Planning Scheme, 2014, as amended.

The review concluded that Cherrywood residential parking standards were:

- Generally higher than Fingal, South Dublin and Sandyford in relation to 1 bed apartments / units.
- Generally higher than Fingal, DLRCC, Dublin City and Sandyford for 2 bed houses.
- Higher than all other CDPs considered for 3+ bed houses.

Therefore it was determined that a strong rationale existed to reduce parking standards relating to all housing typologies as Cherrywood standards are generally higher in comparison to other CDPs.

Best Practice Review

To complement the CDP review, a best practice parking standards review was also undertaken including consideration of other RoI, UK, other SDZs and European examples.

The best practice review concluded that Cherrywood parking standards were generally lower than other RoI and UK examples and generally lower than other SDZs considered in the review.

Review of European examples showed that generally standards were significantly less than 1 space per unit and widely adopted, however provision was therefore unallocated and often provided in central parking garages at a cost to residents.

Overall, on the basis of the above, it was considered that a mixed rationale existed for a reduction in parking standards as the adopted DLR CDP outlines that the Council is open to innovative parking solutions for residential development i.e. multi-storey car parks / peripheral locations with attractive linkages.

Planning Decisions

An analysis of extant residential planning applications with which the final decision rested with An Bord Pleanála was undertaken in order to determine if residential applications were being approved with lower rates than the current standards.

The analysis showed that An Bord Pleanála approved rates were around 36% (weighted average) lower than those recommended by DLRCC i.e. 0.54 vs 0.85 for one bed apartments, therefore supporting a further reduction in parking standards. It also provided strong rationale for consideration of flexibility in relation to parking standards.

Car Ownership (2016 data)

Historical car ownership data was analysed up to 2016 i.e. latest data available from the Central Statistics Office (CSO). The data showed that both DLRCC and Cherrywood experienced a marginal decline in average number of cars per household. However, in Cherrywood the total number of cars remained consistent between 2011 and 2016 whilst the number of households with one car increased by 2.2% p.a. and the number of no car households decreased by 3.9% p.a. during the same period.

Since the date of the historical data i.e. 2016, there has also been a significant shift in policy following the net zero commitments and the focus on sustainability and behavioural change. Therefore, the consideration of historical of car ownership data provided mixed rationale for a reduction in parking standards when considered with current overarching policy.

Travel Trends 2021

The Department of Transport Strategic Research and Analysis Division published the Travel Trends 2021 paper which provided an overview of Ireland's transport sector. Eurostat (2019) data showed that the level of car ownership in Ireland was lower than other European states, however, the total number of licensed vehicles had risen in 2020 and the number of new vehicles licensed had increased by 2.2% in 2021.

The review of published travel trends in Ireland therefore provided a mixed rationale for a reduction in parking standards. In that whilst private car ownership was lower in Ireland when compared to other European states, the total number of licensed vehicles was increasing and had been systematically doing so since 2017.

Covid Research

A review of available research was based on car usage and ownership due to unavailability of research on the impact of covid on parking.

Research indicated that in response to the pandemic, 3 out of 20 households with two cars reduced down to one car, however, conflicting research showed that 10% of households that did not have a car pre-pandemic got access to one or more cars during the pandemic.

Research also showed that public transport mode share was significantly impacted by the pandemic with bus usage not fully recovering to pre-pandemic levels.

It was considered that there were high levels of uncertainty on whether the impacts of the pandemic would lead to long-term change. Therefore, the research, when considered with the shift in overarching policy, provided a mixed rationale for a reduction in parking standards.

Cost-of-Living Crisis

The consideration of the cost-of-living crisis provided a mixed rationale for a reduction in parking standards due to the levels of uncertainty in public response.

Car usage may decrease in order to save on fuel costs; however, this may not necessarily translate into a decrease in car ownership. Even if drivers were aiming to reduce or replace vehicles, parking would still be required.

Summary

Overall, it was considered that a strong rationale for a reduction in residential car parking standards existed based on the policy context, review of comparable CDPs, and recent planning decisions. A mixed rationale was also determined based on the best practice review, car ownership data, review of 2021 Travel Trends, and research into the cost-of-living crisis and Covid-19 pandemic.

2.3 Residential Car Parking Study Recommendations

The residential parking study concluded that there was reasonable rationale for reducing parking standards across all housing typologies in order to align with the strong themes and measures outlined in over-arching regional policy, recent planning decisions, and other DLRCC policies.

It was considered that a reduction in parking standards within Cherrywood would result in reduced car demand in order to align with the mode share targets for the SDZ, which in turn would improve operation of the adjacent road network, facilitating improved cycling and bus progression through the local network.

DLRCC submitted the proposed Residential Car Parking Amendment (No. 9) to An Bord Pleanála with who the matter now rests with as the competent authority for determination, with an indicative date for the case to be decided in 2024.

The proposed revised residential parking standards are summarised below and outlined in Appendix A. It should be noted that the revised standards are considered as maximum standards.

- **Studio Units** (applicable in Town Centre, Village Centres and Res 1) – the current policy allows a lower standard in the range of 50-70% of the rate applied to 1-bed units. This policy is to be retained and therefore will result in a parking standard range between 0.15 and 0.25 spaces per unit.
- **Town Centre** – currently 0.9 spaces per unit, revised standard of 0.5 unallocated spaces per unit.
- **Village Centres** – currently 0.9 spaces per unit, revised standard of 0.5 unallocated spaces per unit.
- **Res 1, 2, 3 & 4**
 - 1 bed units – currently 0.9 spaces per unit, revised standard of 0.5 unallocated spaces per unit and 0.25 unallocated spaces per studio unit.
 - 2 bed units – currently 1.2 spaces per unit, revised standard of 0.75 unallocated spaces per unit.
 - 2 bed houses – currently 1.2 spaces per house, revised standard of 1.0 allocated i.e. in-curtilage space per house.
 - 3+ bed units – currently 1.4 spaces per unit, revised standard of 1.25 spaces per unit.
 - 3+ bed houses – currently 2.0 spaces per house, revised standard of 1.5 spaces per house.

The study also concluded that a number of complementary measures would be required to ensure that Cherrywood residents were provided with realistic alternative to the private car including:

- **Developer Commitment to Supporting Sustainable Travel Demand** – In order to provide realistic sustainable options for residents, developers to address measures such as proximity to public transport, requirement for bespoke public transport services or mobility interventions, dual use parking, etc.
- **Management of Unallocated and Visitor Parking** – Developers to appoint a management company to manage and enforce areas of unallocated parking for both resident and visitor use.
- **Parking Space Re-purposing** – Basement parking to still be provided by developers with a view to repurposing in the future, after a review of how spaces are used by residents. Surface parking should only be provided within building footprints and allow for potential future repurposing.
- **Further Reduction to Proposed Maximum Standards on the basis of Exceptional Circumstances** – Further reduction to the stated maximum standards may only be considered in exceptional circumstances where it is proven to be of benefit to the SDZ or wider strategic initiatives. Any further reductions would be subject to consultation with the NTA and TII.
- **Retrospective Planning** – Developers may apply for retrospective planning to account for the revised parking standards – revised plans to be assessed by DLRCC
- **Future Further Reductions** – DLRCC to systematically review parking standards to ensure alignment with over-arching policy and to determine suitability as sustainable infrastructure and public transport provision is delivered in Cherrywood.
- **Flexibility Criteria** – Not recommended in order to allow monitoring and management of revised parking standards.
- **Park & Ride** – Proposed town centre Park & Ride to be considered for re-purposing as a mobility hub whilst any future Park & Ride to be carefully considered so as not to encourage parking by residents overnight.
- **Smart Parking** – Complementary smart parking solutions to be determined in detail in the Forward Planning Infrastructure (FPI) Urban Regeneration Development Fund Smart Parking Study.

3. Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities

3.1 Introduction

In January 2024, the Department of Housing, Local Government and Heritage published the 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities'².

The guidelines set out national planning 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.

The guidelines also expand on higher-level policies of the National Planning Framework, setting policy and guidance in relation to the growth priorities for settlements, residential density, urban design and placemaking, and introduce development standards for housing.

3.2 Overview

Chapter 5 of the document sets out the required development standards for housing which focuses on the design of housing units and the associated relationship with immediate surroundings. One of the core principles of the Guidelines is to support new homes that provide a high standard of amenity whilst also achieving sustainable and lower carbon developments.

There is a need for change in order to address significant population growth and changing demographics in Ireland as well as to align with the National Planning Framework's priorities for compact growth.

The guidelines outline the requirement of a flexible approach to the application of residential development standards across all housing types, with focus on:

- Separation Distances.
- Private Open Space for Houses.
- Public Open Space.
- Car Parking.
- Bicycle Parking and Storage.
- Operation and Management of the Development.
- Daylight.

Section 5.3.4 of the guidelines relates to residential car parking in terms of quantum, form and location. The guidelines acknowledge that the availability of car parking has a critical impact on travel choices for all journeys including local trips. Due to ongoing investment in active travel and public transport across all urban areas, access to everyday needs by sustainable modes is increasing.

Therefore in order to align to the National Sustainable Mobility Policy 2022 and Climate Action Plan 2023, the guidelines propose to restrict maximum residential parking standards based on location and levels of accessibility to sustainable alternatives as outlined in Specific Planning Policy Requirement 3 (SPPR3).

The location / accessibility criteria as outlined in Table 3.8 of the Guidelines is shown in Table 2.1 overleaf.

The guidelines further state that the National Transport Authority (NTA) Public Transport Accessibility Level (PTAL) should be used to determine public transport accessibility at settlement levels in order to support development applications.

² <https://www.gov.ie/en/publication/aaea6-sustainable-residential-development-and-compact-settlements-guidelines-for-planning-authorities/>

Table 2.1 SPPR 3 Accessible, Intermediate, and Peripheral Location Description

| Location | Description |
|---------------------|---|
| Accessible | 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 | 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 | 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. |

SPPR3 outlines the following revised maximum residential parking standards:

- i) In city centres and urban neighbourhoods of Dublin, Cork, Limerick, Galway, and Waterford City, car parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision shall be **1 no. space per dwelling**.
- ii) In accessible locations, (as outlined in Table 2.1), car parking provision should be substantially reduced. The maximum rate of car parking provision shall be **1.5 no. spaces per dwelling**.
- iii) In intermediate and peripheral locations, (as outlined in Table 2.1), the maximum rate of car parking provision shall be **2 no. spaces per dwelling**.

The guidelines also state that rationale and justification for the number of proposed car parking spaces within an application must be provided in order to satisfy the planning authority that the parking levels are necessary and appropriate, particularly if parking is close to the maximum provision permitted.

Visitor parking spaces are included within the maximum car parking standards. However, the stated maximum standards do not include:

- Bays assigned for use by car clubs
- Designated short stay on-street Electric Vehicle (EV) charging stations
- Accessible parking spaces.

3.3 AECOM Interpretation

It is considered that Cherrywood SDZ is an urban neighbourhood of Dublin and is therefore subject to compliance with Clause (i) of SPPR3.

AECOM's interpretation of Clause (i) of SPPR3 includes that whilst the maximum parking provision should be considered as 1 space per dwelling, individual dwelling types may have a car parking ratio above 1 space per dwelling on the basis that the maximum parking ratio for the overall development area does not exceed 1 space per dwelling collectively. DAPT have concurred with AECOM's interpretation of Clause (i) of SPPR3.

3.4 Potential Impact

As outlined in section 2.3 of this addendum, the Cherrywood SDZ residential parking study recommended that residential car parking standards were reduced across all housing typologies.

Whilst the revised maximum parking standards were proposed as 1 space or less in relation to smaller units i.e. 2 bed and below, the study recommended that larger housing types outside of the town and village centres required maximum parking standards above 1 space per dwelling specifically:

- 3+ bed units – maximum rate of 1.25 spaces per unit.
- 3+ bed houses – maximum rate of 1.5 spaces per house.

On the basis of the above, the recommendations from the Cherrywood SDZ Parking Study in relation to smaller units comply with the revised guidelines. However, the revised guidelines have the potential to impact the recommendations relating to larger units, particularly if parking ratios for the SDZ as a whole exceed the maximum ratio of 1 space per dwelling as outlined in Clause (i) of SPPR3.

Therefore analysis of permitted and envisaged parking ratios within the SDZ has been undertaken as outlined in Chapter 4.

4. Consideration of Cherrywood SDZ Residential Parking Ratios

4.1 Introduction

In order to determine whether the recommendations from the Cherrywood residential parking study remain valid in light of the latest Sustainable Residential Development and Compact Settlement Guidelines, analysis was undertaken of approved planning applications for residential development within the SDZ. The purpose of the analysis was to ascertain whether the parking ratio for the SDZ as a whole exceeded 1 space per dwelling.

4.2 Methodology

DLRCC provided AECOM with a list of approved planning applications that include residential elements within the SDZ.

In relation to each application, the number of dwellings per housing type was interrogated, and the relevant proposed parking standard as recommended in the residential parking study (section 2.3 of this report) was applied in order to calculate the parking ratio per application.

The accessibility parking exemption in the SPPR3 was also considered and therefore 4% of the calculated parking spaces has been excluded within the analysis.

Car parking ratios have also been calculated for the development as a whole, the eight development areas within the SDZ, and for the anticipated housing typology mix for the zoned lands as per provided DLRCC information.

4.3 Residential Parking Ratios

A total of 29 planning applications have been considered in terms of parking ratios as shown in Table 2.2.2. Table 2.2 outlines the total number of dwelling per application and the associated calculated parking ratio, a full breakdown including housing typologies per application is shown in Appendix B.

As shown in Table 2.2, the majority of the applications show a calculated parking ratio below 1 space per dwelling, however there are six applications with a calculated parking ratio that exceeds the recommended maximum 1 space per dwelling as outlined in the Compact Settlement Guidelines including:

- DZ23A/0005 - RES DA 1 Lehaunstown
- DZ21A/1085 - RES DA 7 Macnebury
- DZ19A/0597 - RES DA 8 Tully
- DZ22A/0623 & DZ23A/0455 - RES DA 8 Tully
- DZ22A/0729 - RES DA 8 Tully
- DZ20A/0399 - RES DA 8 Tully

Table 2.2 Cherrywood Residential Planning Applications

| Planning Application Ref | Total No. of Parking Spaces excl. 4% accessible spaces | Total No. of Dwellings | Calculated Parking Ratio |
|---|--|------------------------|--------------------------|
| DZ23A/0005 - RES DA 1 Lehaunstown | 96 | 89 | 1.08 |
| DZ21A/0334 & DZ23A/0468 - RES DA 1 Lehaunstown* | 339 | 492 | 0.69 |
| DZ19A/0863 - RES DA 5 Druids Glen | 290 | 342 | 0.85 |
| DZ21A/0414 - RES DA 4 Domville | 89 | 100 | 0.89 |
| DZ17A/0714 & DZ21A/0806 - RES DA 4 Domville* | 195 | 301 | 0.65 |
| DZ21A/0932 - RES DA 2 Cherrywood | 86 | 146 | 0.59 |
| DZ17A/0862 - Town Centre 1, 2 and 4 | 609 | 1269 | 0.48 |
| DZ23A/0423 - Town Centre 1 | 1 | 2 | 0.48 |
| DZ19A/0148 - Town Centre 1, 2 and 4 | 23 | 47 | 0.48 |
| DZ23A/0573 - Town Centre 4 | 2 | 4 | 0.48 |
| DZ22A/0591 - Town Centre 3 | 201 | 418 | 0.48 |
| DZ22A/0681 - RES DA 6 Brides Glen | 47 | 70 | 0.67 |
| DZ22A/1025 - RES DA 6 Brides Glen | 49 | 58 | 0.84 |
| DZ22A/0133 - RES DA 2 Cherrywood | 156 | 162 | 0.96 |
| DZ22A/1021 - RES DA 7 Macnebury | 188 | 274 | 0.69 |
| DZ21A/1085 - RES DA 7 Macnebury | 76 | 66 | 1.16 |
| DZ20A/0552 - RES DA 8 Tully | 168 | 168 | 1.00 |
| DZ19A/0597 - RES DA 8 Tully | 190 | 179 | 1.06 |
| DZ21A/1042 - RES DA 8 Tully | 116 | 122 | 0.95 |
| DZ22A/0623 & DZ23A/0455 - RES DA 8 Tully* | 53 | 44 | 1.20 |
| DZ22A/0729 - RES DA 8 Tully | 59 | 55 | 1.07 |
| DZ22A/0770 - RES DA 8 Tully | 52 | 71 | 0.73 |
| DZ23A/0106 - RES DA 8 Tully | 71 | 148 | 0.48 |
| DZ23A/0028 - RES DA 8 Tully | 43 | 56 | 0.76 |
| DZ21A/0664 - RES DA 8 Tully | 28 | 47 | 0.62 |
| DZ20A/0399 - RES DA 8 Tully | 153 | 136 | 1.13 |

*Combined as application includes associated amendments

Table 2.3 considers the calculated parking ratio for the SDZ as a whole, excluding the 4% accessible spaces provision, the calculated parking ratio is below the maximum 1 space per dwelling i.e. 0.69 and therefore it is considered that Cherrywood SDZ is in compliance with the revised guidelines.

Table 2.3 SDZ Overall Development Ratio

| SDZ Overall Development | Total No. of Parking Spaces excl. 4% Accessible Spaces | Total No. of Dwellings | Parking Ratio excl. 4% Accessible Spaces |
|-------------------------|--|------------------------|--|
| | 3380 | 4866 | 0.69 |

4.3.1 SDZ Development Area Ratios

The Cherrywood SDZ is comprised of eight development areas as summarised below and shown in Figure 2.1.

- Development Area 1 Lehaunstown
- Development Area 2 Cherrywood (includes town centre)
- Development Area 3 Priorsland
- Development Area 4 Domville
- Development Area 5 Druids Glen
- Development Area 6 Brides Glen
- Development Area 7 Macnebury
- Development Area 8 Tully

Maximum parking ratios have been calculated for each distinct development area within the SDZ based on the proposed residential parking standards recommended in the residential parking study as shown in Table 2.4.

It should be noted that some planning applications detail amendments to previously granted applications. These are represented in Table 2.4 where multiple planning application numbers are grouped, and one parking ratio was calculated based on the total amended dwelling totals.

As shown in Table 2.4, the calculated parking ratios per development area are below the maximum 1 space per dwelling as outlined in the Sustainable Residential Development and Compact Settlement Guidelines, with the highest ratio noted within the Tully development area at 0.91 spaces per dwelling.

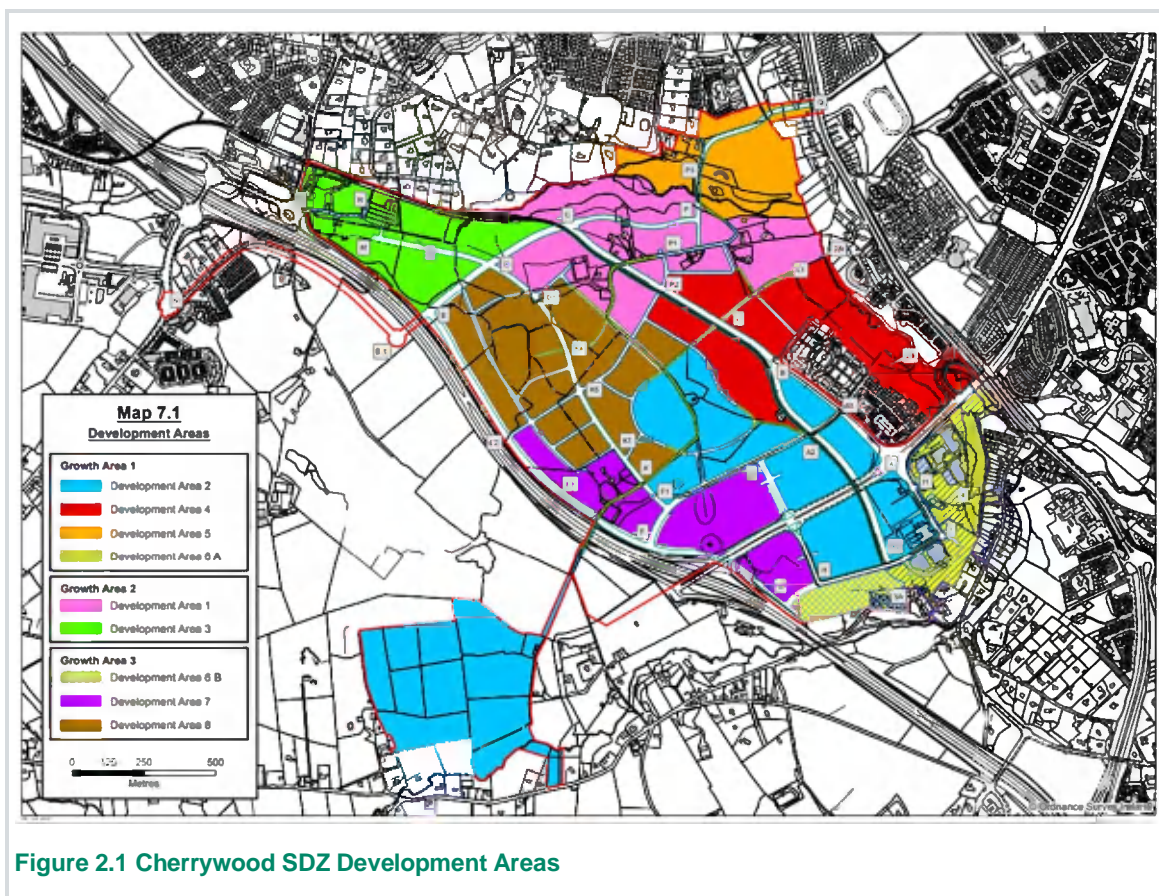


Figure 2.1 Cherrywood SDZ Development Areas

Table 2.4 SDZ Development Area Residential Parking Ratios

| Area | Planning Application Ref. | Parking Ratio excl. 4% accessible spaces |
|---------------------------|--|--|
| 1 Lehaunstown | DZ23A/0005 | 1.08 |
| | DZ21A/0334, DZ23A/0468 | 0.69 |
| Overall Area Ratio | | 0.75 |
| 2 Cherrywood | DZ17A/0862, DZ23A/0423, DZ19A/0148, DZ23A/0573 | 0.48 |
| | DZ22A/0591 | 0.48 |
| | DZ21A/0932 | 0.59 |
| | DZ22A/0133 | 0.96 |
| Overall Area Ratio | | 0.53 |
| 3 Priorsland | No applications for residential development to be considered | |
| 4 Domville | DZ21A/0414 | 0.89 |
| | DZ17A/0714, DZ21A/0806 | 0.65 |
| Overall Area Ratio | | 0.71 |
| 5 Druids Glen | DZ19A/0863 | 0.85 |
| Overall Area Ratio | | 0.85 |

| Area | Planning Application Ref. | Parking Ratio excl. 4% accessible spaces |
|---------------------------|---------------------------|--|
| 6 Brides Glen | DZ22A/0681 | 0.67 |
| | DZ22A/1025 | 0.84 |
| Overall Area Ratio | | 0.74 |
| 7 Macnebury | DZ22A/1021 | 0.69 |
| | DZ21A/1085 | 1.16 |
| Overall Area Ratio | | 0.78 |
| 8 Tully | DZ20A/0552 | 1.00 |
| | DZ19A/0597 | 1.06 |
| | DZ21A/1042 | 0.95 |
| | DZ22A/0623, DZ23A/0455 | 1.20 |
| | DZ22A/0729 | 1.07 |
| | DZ22A/0770 | 0.73 |
| | DZ23A/0106 | 0.48 |
| | DZ23A/0028 | 0.76 |
| | DZ21A/0664 | 0.62 |
| | DZ20A/0399 | 1.13 |
| Overall Area Ratio | | 0.91 |

4.3.2 Zoned Land Overall Development Ratio

DLRCC provided AECOM with the envisaged housing typology mix for the zoned land not yet developed within the Village Centre and RES 1- 4 in Cherrywood, as shown in Table 2.5.

It is anticipated that the zoned lands within Cherrywood could yield around 3,127 dwellings comprised largely of 2-bed units i.e. around 41%.

Table 2.5 Anticipated Zoned Land Housing Typology

| SDZ Zone | Studio / 1 bed unit | 2 bed unit | 3 bed unit | 2 bed house | 3+ bed house | Total |
|-------------------|---------------------|-------------|------------|-------------|--------------|-------------|
| Village Centre | 91 | 97 | 9 | 0 | 0 | 197 |
| Res 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Res 2 | 298 | 682 | 357 | 58 | 439 | 1834 |
| Res 3 | 301 | 420 | 127 | 0 | 102 | 950 |
| Res 4 | 67 | 79 | 0 | 0 | 0 | 146 |
| Total | 757 | 1278 | 493 | 58 | 541 | 3127 |
| Percentage | 24% | 41% | 16% | 2% | 17% | 100% |

The parking standards as recommended in the residential park study have been applied to the housing mix outlined in Table 2.5 in order to determine the associated parking ratio for zoned land as outlined in Table 2.6. The calculated parking ratios are shown to be under the maximum 1 space per dwelling for each zoned area as outlined in the updated guidelines and the overall calculated parking ratio related to zoned land within the SDZ is noted as 0.89.

Table 2.6 Anticipated Zoned Land Development Parking Ratios

| SDZ Zone | Parking Ratio |
|---------------------------|---------------------------------|
| Village Centre | 0.5 |
| Res 1 | No further development proposed |
| Res 2 | 0.99 |
| Res 3 | 0.82 |
| Res 4 | 0.64 |
| Overall Zoned Land | 0.89 |

*It should be noted that there currently two undeveloped residential plots located in Res 1 i.e. DA5 Druid's Glen.

4.4 Conclusions

Analysis of approved planning applications and consideration of zoned lands in relation to the proposed parking standards recommended in the residential parking study has concluded the following:

- The resultant calculated parking ratios determined for each standalone approved planning application show that the majority of residential development in Cherrywood would operate with parking ratios below 1 space per dwelling based on the proposed parking standards recommended within the residential parking study.
- Consideration of the SDZ as a whole shows that calculated parking ratios would be below the maximum 1 space per dwelling overall i.e. 0.69 spaces per dwelling; and as such comply with the revised Compact Settlement Guidelines.
- Calculated parking ratios were also determined for each of the eight development areas within the SDZ. The analysis shows that the calculated parking ratios would be below the maximum 1 space per dwelling overall; and as such comply with the revised Compact Settlement Guidelines.
- Analysis of zoned lands within the SDZ based on anticipated housing typologies shows that the calculated parking ratios would be below the maximum 1 space per dwelling overall, i.e. 0.89 spaces per dwelling and as such comply with the revised Compact Settlement Guidelines.

5. Summary and Conclusions

5.1 Summary

In summary:

- The purpose of this Addendum is to consider the impact of the revised Sustainable Residential Development and Compact Settlement Guidelines as published in January 2024 on the proposed recommendations of the Residential Car Parking Study developed for Cherrywood SDZ Planning Scheme in 2023.
- The guidelines propose to restrict maximum residential parking standards based on location and levels of accessibility to sustainable alternatives as outlined in Specific Planning Policy Requirement 3 (SPPR3).
- It is considered that Cherrywood SDZ is an urban neighbourhood of Dublin and is therefore subject to compliance with Clause (i) of SPPR3 i.e. maximum parking rate of 1 space per dwelling.
- AECOM's interpretation of Clause (i) of SPPR3 includes that whilst the maximum parking provision should be considered as 1 space per dwelling, individual dwelling types may have a car parking ratio above 1 space per dwelling on the basis that the maximum parking ratio for the overall development area does not exceed 1 space per dwelling collectively. DAPT have concurred with AECOM's interpretation of Clause (i) of SPPR3.
- The Cherrywood SDZ Residential Parking Study recommended that residential parking standards were reduced across all housing typologies. Whilst the revised maximum parking standards were proposed as 1 space or less in relation to smaller units i.e. 2 bed and below, the study recommended that larger housing types outside of the town and village centres required maximum parking standards above 1 space per dwelling specifically:
 - 3+ bed units – maximum rate of 1.25 spaces per unit.
 - 3+ bed houses – maximum rate of 1.5 spaces per house.
- Therefore analysis was undertaken to determine parking ratios within the SDZ based on the proposed standards recommended in the Residential Parking Study and included consideration of approved planning applications, residential development areas and zoned lands within the SDZ.
- The analysis concluded the following:
 - Calculated parking ratios determined for each standalone approved planning application show that the majority of residential development in Cherrywood would operate with parking ratios less than 1 space per dwelling.
 - Consideration of the SDZ as a whole shows that calculated parking ratios would be below the maximum 1 space per dwelling overall i.e. 0.69 spaces per dwelling.
 - Calculated parking ratios were also determined for each of the eight development areas within the SDZ. The analysis shows that the calculated parking ratios would be below the maximum 1 space per dwelling overall.
 - Analysis of zoned lands within the SDZ based on anticipated housing typologies shows that the calculated parking ratios would be below the maximum 1 space per dwelling overall i.e. 0.89 spaces per dwelling.

5.2 Conclusions

It is concluded that if approved by An Bord Pleanála, the proposed maximum parking standards as recommended in the proposed Cherrywood Residential Car Parking Review Amendment (No. 9) of the Cherrywood SDZ Planning Scheme, 2014, as amended, would result in the SDZ as a whole including zoned lands yet to be developed, operating with parking ratios that comply with the revised Sustainable Residential Development and Compact Settlement Guidelines i.e. maximum 1 space per dwelling.

The calculated parking ratios detailed within this addendum show that the SDZ including zoned lands would operate well within the maximum standard outlined in the revised guidelines i.e. parking ratios ranging between 0.53 and 0.91 spaces per dwelling across all development areas and zoned lands.

5.3 Next Steps

The Cherrywood Residential Car Parking Review Study was completed in 2023 and DLRCC submitted the proposed Residential Car Parking Amendment (No. 9) to An Bord Pleanála with who the matter now rests with as the competent authority for determination, with an indicative date for the case to be decided in 2024.

Therefore, in order to take cognisance of the adopted Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities, it is considered that this Addendum presents a supplementary technical paper for submission to An Bord Pleanála following the decision on the Residential Car Parking Review Amendment (No.9).

This Addendum should be considered in tandem with the Residential Parking Study to account for changes in policy following completion of the study and to provide reassurance that the recommendations adhere to current policy and guidelines for further discussion with regard to strategy.

Appendix A Proposed Residential Parking Standards – Cherrywood SDZ

| Development Type | Original Cherrywood Parking Standards | Current Cherrywood Parking Standards | Proposed Maximum Parking Standards | Conditions | Rationale |
|-------------------|---|--------------------------------------|--|----------------------------------|---|
| Town Centre | 1 space per unit | 0.9 spaces per unit | 0.5 spaces per unit | Unallocated and charged | There is a precedent with ABP having approved one bed parking ratios at this level. |
| Village Centres | 1 space per unit | 0.9 spaces per unit | 0.5 spaces per unit | Unallocated and charged | Evidently 0.5 of a space cannot be allocated to a unit. Also requires a usage charge in order to further dissuade car ownership and ensure correct usage of adjacent allocated spaces for larger units. |
| Res 1, 2, 3 &4 | 1 space per 1 bed unit | 0.9 spaces per 1 bed unit | 0.5 spaces per 1 bed unit | Unallocated and charged | |
| | 1.25 / 1.5 spaces per 2 bed unit | 1.2 spaces per 2 bed unit | 0.75 space per 2 bed unit | Unallocated and charged | All 2-bed units within Cherrywood will either be apartments or duplexes. Evidently 0.75 of a space cannot be allocated to a unit. Also requires a usage charge in order to further dissuade car ownership and ensure correct usage of adjacent allocated spaces for >2 bed units. |
| | 1.25 / 1.5 spaces per 2 bed unit | 1.2 spaces per 2 bed house | 1.0 space per 2 bed house³ | Allocated space, no usage charge | Considered that housing types indicate a family household and therefore require allocated, in-curtilage spaces. |
| | 1.5 / 2.0 spaces per 3 or more bed unit | 1.4 spaces per 3 or more bed unit | 1.25 spaces per 3 or more bed unit | Allocated space, no usage charge | Considered that larger housing types indicate a family household and therefore require allocated spaces. |
| | - | 2.0 spaces per house with 3+ beds | 1.5 spaces per house with 3+ beds | Allocated space, no usage charge | CDP review showed that current Cherrywood standard is high and GDA Strategy advises that a maximum of 1.5 spaces per unit is reasonable based on Cherrywood's locality. |
| Studio Units | - | 50-70% reduction in 1-bed unit rate | 50-70% reduction in 1-bed unit rate Maximum rate of 0.25 spaces per studio with further flexibility up to a 70% reduction (0.15 spaces per studio) | Unallocated and charged | Current reduction for studio units retained on the basis that provision is made for car sharing facilities and operators under a strong central management regime. |
| Shared Car Spaces | - | Minimum of 0.01 spaces per unit | Minimum of 0.02 spaces per unit | Minimum standard | Minimum requirement |

³ Previously the 2 bed rate was the same for units and houses. This has now been split out in the Proposed Standards to differentiate between typologies.

Appendix B Parking Ratio Calculations

| Calculated Car Park Spaces based on Proposed Maximum Standards | | | | | | | | | | | | | | | | |
|--|---------------------------|------------|-------|--------|-------|---------|-------|-------|----------|-------|-------|-----------|-------|--|-----------------|-------------------------------------|
| Planning Application Number | Location | Apartments | | | | Housing | | | Duplexes | | | Triplexes | | Total Spaces without 4% disabled provision | Total Dwellings | Ratio without 4% disabled provision |
| | | Studios | 1 bed | 2 bed | 3 bed | 2 bed | 3 bed | 4 bed | 1 bed | 2 bed | 3 bed | 2 bed | 3 bed | | | |
| DZ23A/0005 | RES DA 1 Lehaunstown | 0 | 0 | 17.25 | 28.75 | 0 | 30 | 23.75 | 0 | 0 | 0 | 0 | 0 | 95.76 | 89 | 1.08 |
| DZ21A/0334 | RES DA 1 Lehaunstown | 0.25 | 81.5 | 177.75 | 32.5 | 0 | 0 | 0 | 0 | 20.25 | 30 | 0 | 12.5 | 340.56 | 488 | |
| DZ23A/0468 | RES DA 1 Lehaunstown | 0 | 3.5 | 3.75 | 3.75 | 0 | 0 | 0 | 0 | -2.25 | -10 | 0 | 0 | -1.2 | 4 | |
| | | 0.25 | 85 | 181.5 | 36.25 | 0 | 0 | 0 | 0 | 18 | 20 | 0 | 12.5 | 339.36 | 492 | 0.69 |
| DZ19A/0863 | RES DA 5 Druids Glen | 0 | 7.5 | 130.5 | 0 | 0 | 0 | 81.25 | 0 | 10.5 | 17.5 | 30 | 25 | 290.16 | 342 | 0.85 |
| DZ21A/0414 | RES DA 4 Domville | 0 | 12 | 21.75 | 5 | 0 | 40 | 13.75 | 0 | 0 | 0 | 0 | 0 | 88.8 | 100 | 0.89 |
| DZ17A/0714 | RES DA 4 Domville | 0.75 | 40 | 113.25 | 8.75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156.24 | 241 | |
| DZ21A/0806 | RES DA 4 Domville | 0 | 9.5 | 30.75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38.64 | 60 | |
| | | 0.75 | 49.5 | 144 | 8.75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194.88 | 301 | 0.65 |
| DZ21A/0932 | RES DA 2 Cherrywood | 2.5 | 28.5 | 59.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86.64 | 146 | 0.59 |
| DZ17A/0862 | Town Centre TC1, TC2, TC4 | 64.5 | 125 | 349.5 | 95.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 609.12 | 1269 | |
| DZ23A/0423 | TC1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.96 | 2 | |
| DZ19A/0148 | Town Centre TC1, TC2, TC4 | 9.5 | 16.5 | 10 | -12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.56 | 47 | |
| DZ23A/0573 | TC4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.92 | 4 | |
| | | 74 | 142.5 | 361.5 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 634.56 | 1322 | 0.48 |
| DZ22A/0591 | TC3 | 62 | 48 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200.64 | 418 | 0.48 |
| DZ22A/0681 | RES DA 6 Brides Glen | 0 | 17 | 20.25 | 11.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46.56 | 70 | 0.67 |
| DZ22A/1025 | RES DA 6 Brides Glen | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 15 | 27.5 | 0 | 0 | 48.48 | 58 | 0.84 |
| DZ22A/0133 | RES DA 2 Cherrywood | 0 | 15.5 | 18.75 | 1.25 | 19 | 0 | 37.5 | 0 | 0 | 0 | 0 | 70 | 155.52 | 162 | 0.96 |
| DZ22A/1021 | RES DA 7 Macnebury | 8.5 | 40.5 | 77.25 | 15 | 0 | 0 | 20 | 0 | 0 | 35 | 0 | 0 | 188.4 | 274 | 0.69 |
| DZ21A/1085 | RES DA 7 Macnebury | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 77.5 | 0 | 0 | 76.32 | 66 | 1.16 |
| DZ20A/0552 | RES DA 8 Tully | 0 | 8 | 13.5 | 2.5 | 11 | 55 | 40 | 0.5 | 16.5 | 27.5 | 0 | 0 | 167.52 | 168 | 1.00 |
| DZ19A/0597 | RES DA 8 Tully | 0 | 4.5 | 13.5 | 0 | 0 | 66.25 | 73.75 | 0 | 15 | 25 | 0 | 0 | 190.08 | 179 | 1.06 |
| DZ21A/1042 | RES DA 8 Tully | 0 | 13 | 16.5 | 0 | 5 | 16.25 | 20 | 0 | 0 | 50 | 0 | 0 | 115.92 | 122 | 0.95 |
| DZ22A/0623 | RES DA 8 Tully | 0 | 0 | 0 | 0 | 0 | 28.75 | 26.25 | 0 | 0 | 0 | 0 | 0 | 52.8 | 44 | |
| DZ23A/0455 | RES DA 8 Tully | 0 | 0 | 0 | 0 | 0 | 6.25 | -6.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 0 | 0 | 0 | 0 | 0 | 35 | 20 | 0 | 0 | 0 | 0 | 0 | 52.8 | 44 | 1.20 |
| DZ22A/0729 | RES DA 8 Tully | 0 | 0 | 0 | 0 | 9 | 10 | 5 | 0 | 7.5 | 30 | 0 | 0 | 59.04 | 55 | 1.07 |
| DZ22A/0770 | RES DA 8 Tully | 0 | 11.5 | 19.5 | 11.25 | 0 | 0 | 0 | 0.5 | 5.25 | 6.25 | 0 | 0 | 52.08 | 71 | 0.73 |
| DZ23A/0106 | RES DA 8 Tully | 12.5 | 25.5 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71.04 | 148 | 0.48 |
| DZ23A/0028 | RES DA 8 Tully | 0 | 8 | 10.5 | 0 | 0 | 0 | 0 | 0 | 9.75 | 16.25 | 0 | 0 | 42.72 | 56 | 0.76 |
| DZ21A/0664 | RES DA 8 Tully | 0 | 9.5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29.28 | 47 | 0.62 |
| DZ20A/0399 | RES DA 8 Tully | 0 | 0 | 0 | 0 | 9 | 62.5 | 26.25 | 0 | 12 | 50 | 0 | 0 | 153.36 | 136 | 1.13 |

Totals **3379.92** **4866** **0.69**

Proposed Maximum Standards

| Development Type | Spaces per | Proposed Maximum Standards |
|-------------------|--------------------|----------------------------|
| Town Centre | unit | 0.5 |
| Village Centre | unit | 0.5 |
| Res 1, 2, 3 & 4 | Studio | 0.25 |
| | 1 bed unit | 0.5 |
| | 2 bed unit | 0.75 |
| | 3+ bed unit | 1.25 |
| | 2 bed house | 1 |
| | 3+ bed house | 1.5 |
| Shared Car Spaces | (minimum per unit) | 0.02 |

Maximum rate of 0.25 spaces per studio with further flexibility up to a 70% (0.15 spaces per studio)

