

2024 Proposed Amendment No. 10 to Cherrywood Planning Scheme – Section 4.2.10 (Non-residential)

PROPOSED AMENDED TEXT FOR CHERRYWOOD PLANNING SCHEME, 2014, AS AMENDED, INCLUDING:

As submitted to An Bord Pleanála on 29th November 2024

Text to be deleted shown as ~~strikethrough~~

New text shown in red.

Non-Residential Car Parking

There is a need to achieve a balance between historic over supply and observed demand for parking at non-residential land use types on a wider scale and Cherrywood SDZ aims to lead the way in encouraging the use of sustainable modes of transport for all trip types.

Sustainability is a key theme in the over-arching national, regional and local policies which includes a modal shift through infrastructure, service improvements, demand management, and behavioural change measures. It is also identified that future development should be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes.

There is a strong rationale to restrict non-residential car parking standards on the basis of climate change targets and the shift towards sustainable transport and behavioural change.

Under the Dún Laoghaire-Rathdown County Development Plan, 2022-2028, the majority of Cherrywood is located within Car Parking Zone 2. This classification sets out car parking standards for non-residential zonings. These are in keeping with the goals and objectives for Cherrywood in the majority of cases. Exceptions, including Employment uses and Retail, have been highlighted below.

High-Intensity Employment Uses

The Dún Laoghaire-Rathdown County Development Plan, ~~2010-2016~~ **2022-2028** has maximum parking standards for ~~high-intensity~~ **employment uses** that are appropriate on a countywide basis. ~~In Cherrywood new neighbourhoods and a new Town Centre are being proposed in what is primarily green field property with no overhang of car parking that was permitted when the hierarchy of modal share was more private vehicular dominated. Therefore, Cherrywood~~ **However,** specific standards are required for higher density employment **uses in Cherrywood**. In addition to the ratio of spaces to floor area, the car parking locations **in the Planning Scheme area** are to be used ~~in the Planning Scheme~~ to enhance the urban form, support the mixed use nature of the district centre, and reinforce the modal share targets.

Parking provision for Employment land uses is generally provided on a large scale and as such, tightened standards can provide the push measure for employees and customers to consider sustainable modes. As a result of this, the car parking standards for Employment uses will differ from those provided in the broader Dún Laoghaire Rathdown County Development Plan and are shown below in Table 4.5.

On-site car parking will be permitted in accordance with the County Development Plan 2010-2016 maximum car parking standard for offices along public transport corridors. i.e. 1 space to 100sqm gfa of new office space. In addition, within the area of the Cherrywood Planning Scheme, off-site car parking consisting of temporary surface car parking and permanent multi-storey car parking will be permitted in accordance with Table 4.5. The temporary car parking will allow for the ratio of parking spaces to employees to be managed downwards over time in line with improvements to public transport. The permanent multi-storey car park will enable a turnover of spaces more in keeping with the mixed-use nature of the area.

Table 4.5: Maximum Parking Standards for High-Intensity Office and Industry Employment Uses

Office	1 space per 140 sqm gross floor area
Industry	1 space per 280 sqm gross floor area

	Existing	Proposed Development - m ²					
Floorspace	65,000	65,000 to 100,000	100,000	150,000	200,000	250,000	300,000
Employees (est.)	3,250	5,000	7,500	10,000	12,500	15,000	17,500
On-site parking (Cumulative)	1,100	1,450	1,950	2,450	2,950	3,450	3,950
Multistorey (Cumulative)			600	600	1,200	1,200	1,800
Temporary Surface (Cumulative) - Flexible	700	1,050	1,200	1,200	600	600	
Total Cumulative parking	1,800	2,500	3,750	4,250	4,750	5,250	5,750
Parking space to employee ratio - incl. temp. spaces	55%	50%	50%	43%	38%	35%	33%
Parking space to employee ratio - excl. temp. spaces	34%	29%	34%	31%	33%	31%	33%

Note this table estimates the current car parking provision (2012)

Retail

As retail is primarily located within mixed use areas, it is appropriate that retail parking be provided within the built form in village or of the Town Centre or Village Centres car parks either underground or multi-storey rather than in individual car parks associated with each retail unit. Where surface car parking is proposed it will be required to demonstrate that this is not to the detriment of the vitality of the area, the public realm, pedestrian linkages, urban form and achieving the potential scale of development identified within the Development Area, see Chapter 6.

Current retail trip generation analysis indicates that a significant portion of retail trip demand is not considered to be new on the transportation network, as such trips either pass by on the way to another destination or specifically divert to

the retail land use. Therefore, the typical short stay nature of retail parking often results in the same parking space being utilised several times throughout the day, with a higher turnover of spaces achieved.

The Retail use car parking requirements are set out below.

Table 4.6: Maximum retail car parking standards for Retail Uses

Retail – Food	1 space per 20sqm gross floor area
Retail – Comparison	1 space per 50sqm gross floor area
Retail – Shopping Centres & Stores	1 space per 50sqm gross leasable area

Retail- Food	1 space per 35 sqm gross floor area
Retail- Non Food	1 space per 85 sqm gross floor area

The standards in Tables 4.5 and 4.6 are considered as maximum standards that will optimise the balance between supply and demand in Cherrywood. No further reduction shall be permitted unless there is a specific development requirement for a lower number of spaces than outlined by the maximum standards, where for instance there are demonstrable benefits for the SDZ or wider strategic initiatives such as provision of large-scale mobility hubs. This will ensure that appropriate monitoring is undertaken in order to manage the impacts of the Planning Scheme standards, in tandem with the delivery of active travel infrastructure and public transport services.

Employment or Retail use development proposals that seek to provide either a reduced car parking provision to that defined under Table 4.5 or Table 4.6, or additional car parking provision that exceeds the maximum standards as defined under Table 4.5 or Table 4.6, will be expected to outline a supporting rationale for such proposals. This rationale shall include robust evidence and consideration of impacts, as well as complementary sustainable transport measures, that may be required to support a reduced/increased Employment or Retail use car parking provision. In this regard, applicants should contact the Planning Authority via the pre-planning process to discuss evidence-based assessments that would support such proposals, which may also necessitate consultation with the NTA and TII if considered as strategically important, as outlined in Chapter 7 of the Planning Scheme. Following this process, subsequent planning applications will be determined by the Planning Authority on a case-by-case basis.

As Employment use development is delivered, temporary surface Employment use car parking in Cherrywood shall be removed over time through monitoring of the continued need for and the usage of same. Proposals to decommission temporary surface Employment use car parking shall be expected to either incorporate these temporary spaces into permanent Employment use car parking provision (within existing or proposed Employment use development) in line with Table 4.5 standards; repurpose existing temporary parking areas to facilitate sustainable mode infrastructure; implement dual use parking; or revert to the land use as defined in the Planning Scheme. Planning applications of this nature will be determined by the Planning Authority.

Primary and Post Primary Schools

Cherrywood is laid out as a number of neighbourhoods. The pedestrian/ cycle network and urban form is such as to encourage and make attractive walking and cycling to school. An adequate number of school sites are being provided within the Plan Area to offer the choice of attending a local school. Schools are also easily accessed by public transport thereby providing accessibility for staff.

Parking provision within school sites should be less than 1 per classroom. The sites identified for schools cannot accommodate significant outdoor surface parking therefore the provision and location of car parking shall be agreed between the Department of Education and Skills and the Local Authority at pre application stage.

Park and Ride

~~The Green Luas line terminates at Bride's Glen. Due to the proximity of the N11 and M50 the stops at Carrickmines, Cherrywood, and Bride's Glen are accessible by car from a broad catchment.~~

~~An underground Park and Ride at Carrickmines was permitted as part of the rail order for the extension of the Luas line from Sandyford to Cherrywood.~~

~~Due to a number of factors this has not been built. A temporary surface car park is in operation at the Carrickmines stop. The plan envisages this temporary surface car park being replaced by a multi-storey park and ride as this area is developed.~~

~~A temporary surface car park has also been permitted close to the Bride's Glen Luas stop. This temporary park and ride was considered appropriate due to the limited development to date in Cherrywood. Any long term provision of park and ride proximate to the Town Centre will be dependent on the proposal according with the NTA Strategic Transport Plan for the Greater Dublin Area.~~

~~The siting of any such proposal should be such as not to undermine the pedestrian environment, particularly in the Town Centre. It should also be located with good pedestrian links to the Luas stop. It may be appropriate to provide this type of parking in a mixed use car park and to control the Park and Ride aspect of the usage by the method of charging / ticketing.~~

4.2.11 Bicycle / Motorcycle Parking Standards

Specific Objective:

PI 22 Development in the Planning Scheme shall adhere to the guidance and standards for cycle parking and associated cycling facilities for new developments set out in the current 'Dún Laoghaire-Rathdown County Council **Cycling Policy Standards for Cycle Parking and associated Cycling Facilities for New Developments**' (June 2010 **January 2018** or as updated).

The **Dún Laoghaire-Rathdown County Council's** Cycling Policy sets out the minimum cycle parking requirements for short (e.g. visitor cycle parking) and long term use for various types of development (including residential). It also sets out the appropriate quantum of showers and lockers, and incentives required to promote cycling in workplaces.

With reference to the current 'Dún Laoghaire-Rathdown County Council Standards for Cycle Parking and associated Cycling Facilities for New Developments' (January 2018 or as updated), cycle parking provision for residential, employment and retail land uses in Cherrywood shall exceed minimum requirements as a measure to cater for future demand and to complement tightened car parking standards for Cherrywood as outlined in Tables 4.4, 4.5 and 4.6. Cycle Parking proposals will be determined by the Planning Authority on a case-by-case basis.

Dedicated Motorcycle parking spaces shall be provided at a minimum of four or more spaces per 100 car parking spaces. The general principles, indicative layouts and requirements for welfare facilities set out for Cycling parking in the Dún Laoghaire-Rathdown County Council Cycling Policy shall also apply to motor cycle parking.