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1. Introduction

This Technical Note provides an overview of the proposed car parking changes resulting from the amended planning application prepared in response to the Request for Further Information (RFI) from Fingal County Council in relation to the Ballymastone Phase 3 residential development. This Technical Note summarises the car parking provision as presented in the existing planning application and details how this provision has changed as a result of proposed amendments in response to the RFI.

2. Existing Planning Application

2.1. Car Parking Standards

The appropriate level of car parking provision for the proposed development will be provided with reference to Chapter 14 (Table 14.19) of the Fingal Development Plan (2023-2029) as published by Fingal County Council which outlines the maximum car parking standards for the county. Reference was also made to Chapter 5 of the 'Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities' (January 2024).

The Fingal Development Plan car parking standards are split into Zone 1 which allows fewer car parking spaces and Zone 2 which allows a higher number of car parking spaces. Zone 1 relates to developments within 800m of a QBC or high quality bus service, or 1.6km of an existing or planned Luas/DART/Metro/Rail station or within an area covered by a Section 49 Scheme. Zone 2 applies to all other areas.

With regards to the Fingal Development Plan car parking standards, the subject development is between 850m-1,500m from Donabate Railway Station. Accordingly, Zone 1 requirements will be applied to the car parking requirements as it falls within the 1.6km radius of the train station.

Within the 'Sustainable Residential Development and Compact Settlements', it is considered that the majority of the subject development site is located within a 'Peripheral' area, with the western most area falling within a "Metropolitan Town – Centre and Urban Neighbourhood" area as per the definitions of the Compact Settlement Guidelines.

The 'Sustainable Residential Development and Compact Settlements' also state that in regard to the quantum of long stay spaces in Peripheral areas:

"the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling."

While in locations within 1km walking distance of Donabate Railway Station, the maximum rate of car parking provision *"shall be 1 no. space per dwelling"*. There are 8 no. units which fall within the 1km walking distance to the Donabate Train Station. The remainder of the units are outside of this and classed as 'Peripheral'. The 'Sustainable Residential Development and Compact Settlements' also notes the following:

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

Reference has been made to Table 14.19 of the Fingal Development Plan (2023-2029) which outlines the maximum car parking provision sought for new developments within the area governed by FCC and the 'Compact Settlement Guidelines' (as set out in section 3.5) as follows:

Land Use		FCC Development Plan Max. Requirements	Compact Settlement Requirements	
		Long Stay	Peripheral Locations	Urban Neighbourhoods
Apartments / Duplexes	1-2 Beds	0.5/Unit	Maximum rate 2 no. space per dwelling (including visitor parking)	Maximum rate 1 no. space per dwelling
	3 Beds	1/Unit		
Houses	1-2 Beds	0.5/Unit		
	3-3+ Beds	1/Unit		
Creche		0.5 / Classroom	-	-
Community Hall		1 / 100m ²	-	-

Table 1-1: Development Management Car Parking Standards

2.2. Existing Planning Application: Car Parking Provision

Land Use		Quantity of Units	FCC Development Plan	Compact Settlement Guidelines	
				Peripheral Location	Urban Neighbourhood
Houses	2 Beds	81	41	780	8
	3 Beds	134	134		
	4 Beds	12	12		
Apartments	1 Bed	47	24		
	2 Beds	68	34		
	3 Beds	9	9		
Duplexes	1 Bed	2	1		
	2 Beds	24	12		
	3 Beds	21	21		
Creche	Classrooms	4	2	-	-
Community Hall	sqm	100.4	1	-	-
Total			291	788	

Table 1-2: Development Management Car Parking Requirements (Maximum) Existing

As shown in **Table 1-2** above, the maximum number of car parking spaces permitted for the existing planning application quantum under the FCC Development Plan Standards is 291 no. spaces, comprising 288 no. residential spaces and 3 no. creche / community hall spaces. By comparison, the Compact Settlement Guidelines permit a maximum of 788 no. residential spaces.

The existing planning application for the Ballymastone Phase 3 development provides a total of 288 no. car parking spaces for the residential units. Therefore, this level of provision is in accordance with the FCC Development Plan requirements for Zone 1 developments and the car parking management standards as detailed within Table 14.18 of the FCC Development Plan.

2.3. Existing Car Parking Provision

In terms of the existing car parking provision for the Ballymastone Phase 3 development, it is proposed that the 1-bed apartment/duplex units will not be provided with car parking spaces. The 2 bed apartment units will be provided with parking at a ratio of 0.3 spaces per unit. The 2 bed duplex units will be provided parking at a ratio of 0.5 spaces per unit. The 3 bed apartment/duplex units will be provided with parking at a ratio of 1 space per unit.

It is proposed that all 2-bed houses will be provided with 1 no. car park space per unit. It is noted that the FCC Development Plan standards are a maximum of 0.5 spaces for 2-bed units. However,

the redistribution of the parking provision associated with the 1-bed apt/duplex units and 2 bed apartment units to the 2-bed houses means that the overall quantum of car parking is still provided in accordance with the FCC Development Plan requirements. The proposed car parking provision is shown in **Table 1-3** below:

Land Use		No. Units	Proposed Car Parking Ratios	Proposed Car Parking Provision	
				Long Stay	Drop Off
Houses	2 Beds	81	1 space / unit	81	-
	3 Beds	134	1 space / unit	134	-
	4 Beds	12	1 space / unit	12	-
Apartments	1 Bed	47	0 space / unit	0	-
	2 Beds	68	0.3 space / unit	19	-
	3 Beds	9	1.0 space / unit	9	-
Duplexes	1 Bed	2	0 space / unit	0	-
	2 Beds	24	0.5 space / unit	12	-
	3 Beds	21	1 space / unit	21	-
Creche	Classroom	4	1 / classroom	5	5
Community Hall	sqm	100.4	1 / 100m ²	(Staff)	(Drop-off)
Total				293	5

Table 1-3: Proposed Development Car Parking Provision (Existing)

3. Proposed RFI Application Amendments

Proposed changes to the development layout to address the items raised in the RFI by Fingal County Council result in changes to unit mix and the overall quantum of units. This section outlines the resulting changes to car parking.

3.1. Proposed RFI Application: Car Parking Requirements

Land Use		Quantity of Units	FCC Development Plan	Compact Settlement Maximum Requirements	
Houses	2 Beds	85	43	850	8
	3 Beds	135	135		
	4 Beds	11	11		
Apartments	Studio	38	19		
	1 Bed	77	39		
	2 Beds	40	20		
Duplexes	1 Bed	2	1		
	2 Beds	24	12		
	3 Beds	21	21		
Creche	Classrooms	4	2	-	-
Community Hall	sqm	215.8	2	-	-
Total			305	858	

Table 1-4: Development Management Car Parking Requirements (Maximum) Proposed

As shown in **Table 1-4** above, the maximum number of car parking spaces permitted for the proposed amended application under the FCC Development Plan Standards is 305 no. spaces, comprising 301 no. residential spaces and 4 no. creche / community hall spaces. By comparison, the Compact Settlement Guidelines permit a maximum of 858 no. residential spaces.

The proposed amended Phase 3 Ballymastone development provides a total of 296 no. car parking spaces for the residential units. This level of provision is in accordance with the FCC Development Plan requirements for Zone 1 developments and the car parking management standards as detailed within Table 14.18 of the FCC Development Plan.

3.2. Proposed Car Parking Provision

In terms of the proposed car parking provision for the Ballymastone Phase 3 development, it is proposed that the 1-bed apartment and studio units will be provided with parking at a ratio of 0.1

spaces per unit. The 1 bed duplex units will not be provided with car parking spaces. The 2 bed apartment units will be provided with car parking at a ratio of 0.5 spaces per unit. The 2 bed duplex units will be provided parking at a ratio of 0.5 spaces per unit. The 3 bed duplex units will be provided with parking at a ratio of 1 space per unit.

It is proposed that all 2-bed houses will be provided with 1 no. car park space per unit. It is noted that the FCC Development Plan standards are a maximum of 0.5 spaces for 2-bed units. However, the redistribution of the parking provision associated with the 1-bed apt/duplex units and 2 bed apartment units to the 2-bed houses means that the overall quantum of car parking is still provided in accordance with the FCC Development Plan requirements. The proposed car parking provision is shown in **Table 1-5** below:

Land Use		No. Units	Proposed Car Parking Ratios	Proposed Car Parking Provision	
				Long Stay	Drop Off
Houses	2 Beds	85	1 space / unit	85	-
	3 Beds	135	1 space / unit	135	-
	4 Beds	11	1 space / unit	11	-
Apartments	Studio	38	0.1 space / unit	4	-
	1 Bed	77	0.1 space / unit	7	-
	2 Beds	40	0.5 space / unit	20	-
Duplexes	1 Bed	2	0 space / unit	0	-
	2 Beds	24	0.5 space / unit	13	-
	3 Beds	21	1 space / unit	21	-
Creche	Classroom	4	0.5 / classroom	4	5
Community Hall	sqm	215.8	1 / 100m ²	(Staff)	(Drop-off)
Total				300	5

Table 1-5: Proposed Development Car Parking Provision (Proposed)

The revised parking strategy has been prepared in response to the updated unit mix submitted following the Request for Further Information, including the introduction of 38 studio units. A modest adjustment to the parking ratio for 2-bed apartment units (from 0.3 to 0.5 spaces per unit) and for 1-bed apartment units (from 0 to 0.1) is proposed to ensure a balanced and realistic distribution of parking aligned with likely car ownership patterns.

This approach assists in avoiding potential overspill parking and supports the proper functioning of the development, while also facilitating an efficient and coherent site layout. Notwithstanding this adjustment, the overall parking provision remains below the maximum standards set out in the Fingal Development Plan 2023–2029 and is therefore fully compliant with both the Development Plan and Compact Settlement Guidelines.

3.3. Summary of Car Parking Spaces Changes

The 4 no. additional houses will each be provided with 1 no. in curtilage parking space each.

1 no. creche/community hall car parking space will be reassigned to BA09. There will be 1 no. additional car parking space provided which will be assigned to BA09, bringing the total number of spaces assigned to BA09 to 8 no. spaces, as illustrated in **Figure 1-1**.

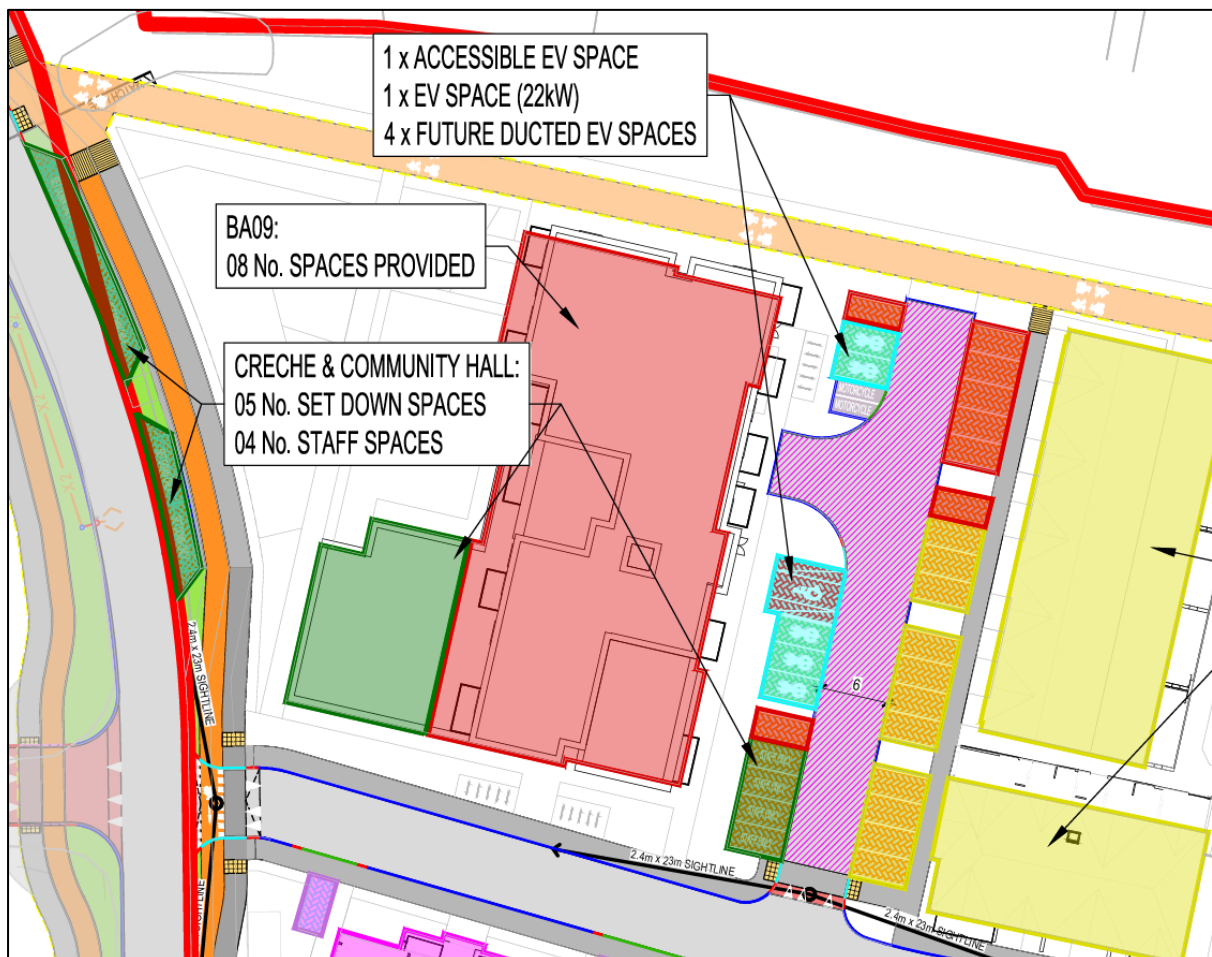


Figure 1-1: BA09 Car Parking Spaces

There will be 1 no. additional car parking space provided which will be assigned to BA08, bringing the total number of spaces assigned to BA08 to 12 no. spaces and BA07 to 11 no. spaces, as

illustrated in **Figure 1-2**. The 4 no. motorcycle spaces have been relocated from the end of the homezone to either side of the entrance to the homezone to enable the additional car parking space.

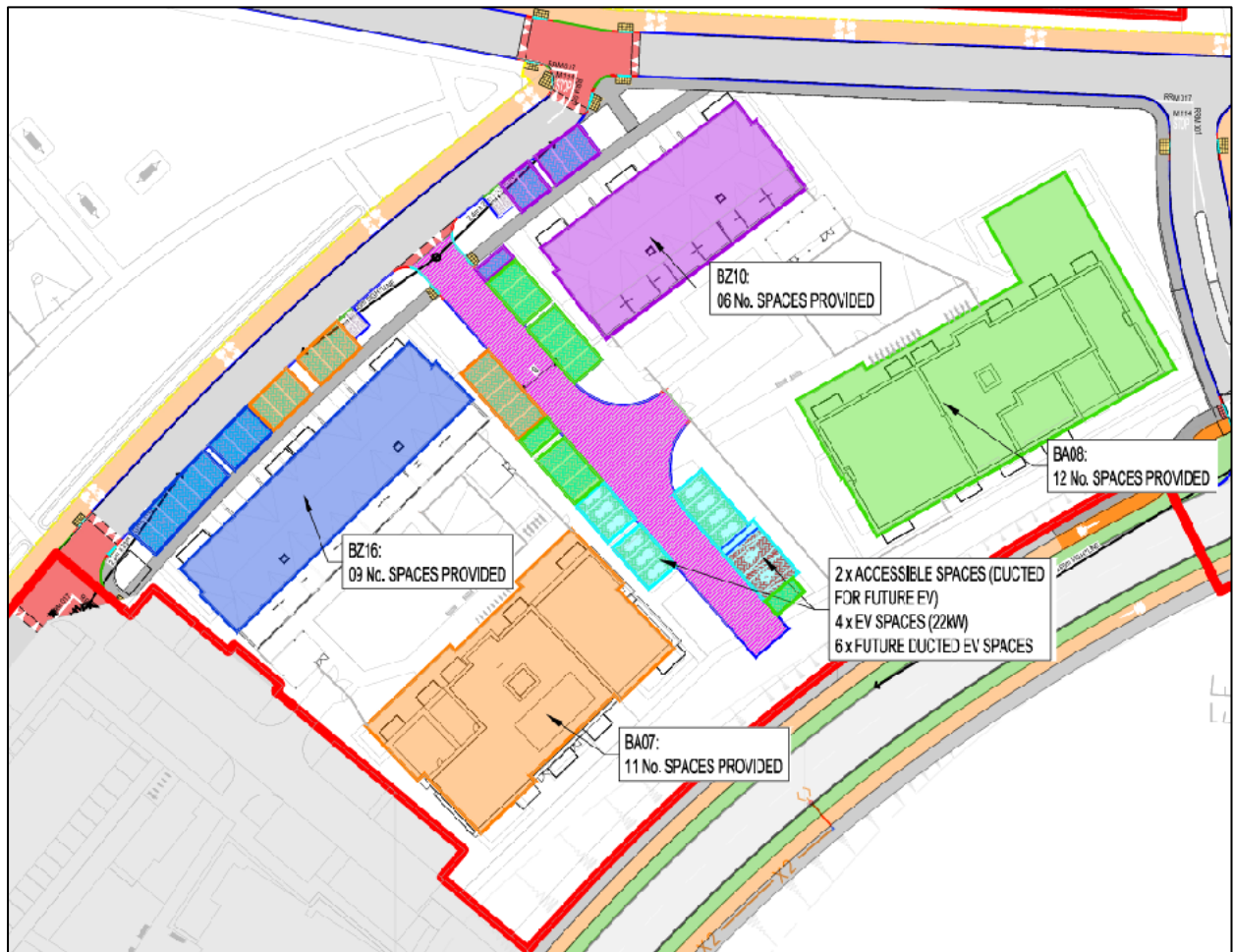


Figure 1-2: BA07 & BA08 Car Parking Spaces

Apartment Block	Apartment Type	Existing Application			Proposed FI Application		
		Total Units	Ratio	Required	Total Units	Ratio	Required
Apartment Block 07	Studio	-	-	-	14	0.1	2
	1 Bed	12	0	0	22	0.1	2
	2 Bed	26	0.3	8	15	0.5	7
	3 Bed	-	-	-	-	-	-
Total				8	Total		11
Apartment Block 08	Studio	-	-	-	13	0.1	2
	1 Bed	9	0	0	32	0.1	3
	2 Bed	35	0.3	10	15	0.5	7
	3 Bed	5	1	5	-	-	-
Total				15	Total		12
Apartment Block 09	Studio	-	-	-	11	0.1	1
	1 Bed	26	0	0	23	0.1	2
	2 Bed	7	0.3	2	10	0.5	5
	3 Bed	4	1	4	-	-	-
Total				6	Total		8

Table 1-6: Breakdown of Car Parking Provision by Apartment Block

Duplex Block	Duplex Type	Existing & Proposed FI Application		
		Total Units	Ratio	Required
Duplex Block BZ04	1 Bed	-	0	0
	2 Bed	5	0.5	3
	3 Bed	5	1	5
Total				8
Duplex Block BZ08	1 Bed	2	0	0
	2 Bed	-	0.5	0
	3 Bed	2	1	2
Total				2
Duplex Block BZ10	1 Bed	-	0	0
	2 Bed	7	0.5	3.5
	3 Bed	2	1	2
Total				6
Duplex Block BZ16	1 Bed	-	0	0
	2 Bed	6	0.5	3
	3 Bed	6	1	6
Total				9
Duplex Blocks BZ25	1 Bed	-	0	0
	2 Bed	6	0.5	3
	3 Bed	6	1	6
Total				9

Table 1-7: Breakdown of Car Parking Provision by Duplex Block

As shown in **Table 1-5**, it is proposed to provide 4 no. staff car park spaces and 5 no. drop off-spaces for the creche facility. It is proposed that these spaces will be dual use, so that they will also serve the proposed Community Hall. Events and activities taking place within the Community Hall are expected to generally occur outside of the creche opening hours. Providing separate car park spaces serving these two uses could result in an overprovision of car parking, therefore it is proposed that these 9 no spaces are dual purpose serving both the creche and community hall which are both located adjacent each other.

In addition to the above, there is also public EV spaces and accessible car park spaces provided. As noted in the Compact Settlement Guidelines, maximum car parking standards do not include bays assigned for EV charging stations or accessible spaces. Therefore, the total car parking provision on the site is summarised as follows:

Car Park Type	Provision
Houses	231
Apartments	31
Duplexes	34
Residential Sub-Total	296
Creche / Community Hall	9
Accessible Spaces (22 kW EV Charger)	1
Accessible Spaces (Ducted for Future EV Provision)	2
Public EV 22kw Spaces (Live Day 1)	5
Public EV 22kw Spaces (Ducted for Future Provision)	10
Sub-total	27
Total	323

Table 1-8: Breakdown of Car Parking Provision by Type

Therefore, the proposed amended FI application for the Phase 3 Ballymastone development provides a total of 323 no. car parking spaces, comprising 296 no. residential spaces, 9 no. creche/community hall spaces, 3 no. accessible spaces, 6 no. EV spaces (including one accessible space) and 12 no. spaces (10 no. standard and 2 no. accessible spaces) ducted for future EV provision.

This level of provision is in accordance with the FCC Development Plan requirements for Zone 1 developments and the car parking management standards as detailed within Table 14.19 of the FCC Development Plan. The proposed provision of 296 no. residential spaces is also in accordance with the Compact Settlement Requirements, which permits a maximum of 858 no. spaces.