Document Title

Car Parking Management Plan

Project

Clongriffin Wider Lands – Phase 2

Client

The Land Development Agency



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CAR PARKING MANAGEMENT PLAN

CLONGRIFFIN WIDER LANDS – PHASE 2

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Land Development Agency (LDA) to prepare a Car Parking Management Plan to accompany a planning application for the masterplan-led development of LDA lands at Clongriffin, Dublin 13.

The Car Parking Management Plan is to be read in conjunction with the Traffic and Transport Assessment and engineering drawings submitted by CS Consulting and with the various additional information submitted by the other members of the design team.

1.1 Site Location

The overall site comprises zoned development lands in Dublin 13. It is an undeveloped site of 3.47ha at Main St, Clongriffin, Dublin 13. The site is bound by Main St to the south, Friar St to the west, Park St and the under-construction Blocks 5 & 6 and Market St to the north and Station Square and Clongriffin Road to the east. The subject site is in the administrative jurisdiction of Dublin City Council (DCC), adjacent to the City Council's boundary with Fingal County Council.



Figure 1 – Location of subject lands
(sources: EPA, OSi, OSM Contributors, Google)

The location of the subject lands is shown in **Figure 1**; their extents and environs are shown in more detail in **Figure 2**.

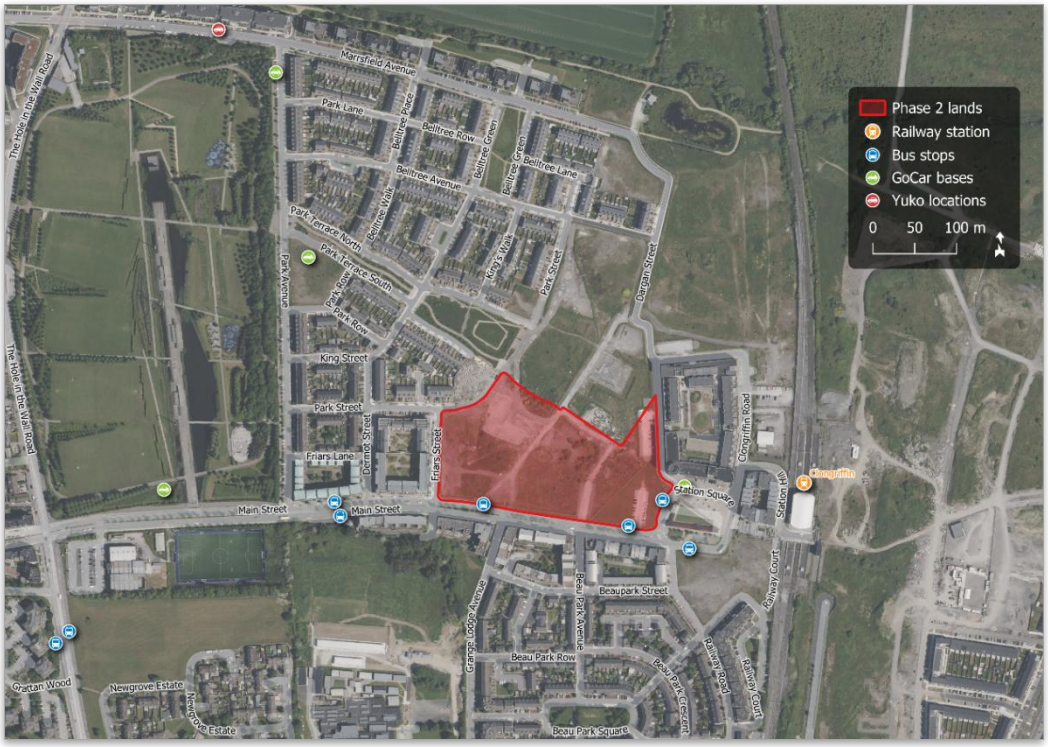


Figure 2 – Subject lands extents and environs
(sources: NTA, GoCar, Toyota, OSi, OSM Contributors, Microsoft)

1.2 Existing Clongriffin Development

Development of the wider Clongriffin area has thus far been carried out largely in accordance with a 10-year masterplan planning permission granted to Gannon Homes on the 27th of June 2003 under DCC Reg. Ref. 1302/02 (An Bord Pleanála ref. PL29N.131058). This provided for development consisting of a total of 3,576no. dwellings and 80,600m^2 of mixed retail, commercial, leisure, and community uses, associated car parking and engineering works, and provision for a new railway station.

These previously permitted development proposals (referred to hereafter as the 'masterplan parent permission') comprised:

- Services infrastructure including water supply, foul drainage, surface water drainage, and internal roads.
- A new access road to the development from the Hole in the Wall Road through Father Collins Park [Main Street] and a new east-west access road parallel to the Mayne River [Marrsfield Avenue].
- An underground town carpark and park and ride carpark (420no. spaces), taxi rank, drop off points, and a bus interchange associated with the railway station.

- Civic town squares and spaces, and a linear park along the south side of the Mayne River with attenuation pond.

Much of this development has been constructed in the intervening years, whether under the original masterplan parent permission, amendments thereto, or separate planning permissions for individual sites within the masterplan area. Infrastructure so far completed includes:

- Clongriffin Railway Station and its associated infrastructure.
- The 2no. access roads from the Hole in the Wall Road (Clongriffin Main Street and Marrsfield Avenue).
- The majority of the masterplan area's internal roads.
- Comprehensive internal foul drainage and surface water drainage networks, including a foul pumping station and a stormwater attenuation pond in the north-east corner of the masterplan area.
- A well-developed internal potable water supply network.

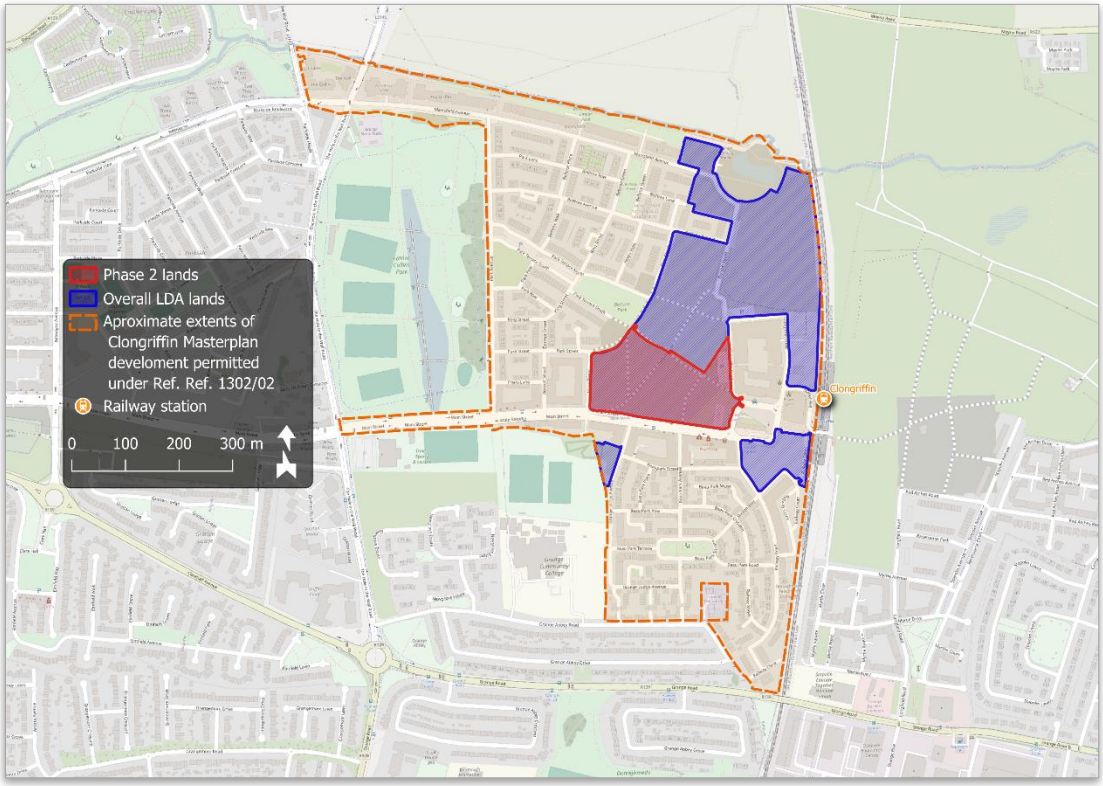


Figure 3 – Clongriffin masterplan extents and neighbourhoods
(sources: OSi, OSM Contributors)

1.3 Proposed Development Description

The development will consist of the construction of a residential development set out in 3 no. blocks (identified as Zone 7, 8 & 9), ranging in height from 5 to 10 storeys, to accommodate

711 no. apartments including café/restaurant/retail units, community/cultural spaces, a standalone creche building and the completion of Market St.

The 3 no. residential buildings are arranged around podium courtyards accommodating communal amenity spaces for future residents. Zone 7 is a 5 to 7 storey block onto Main St, Friar's St, Park St and Market St containing 280 apartments. Zone 8 is a 6 to 8 storey block between Main St and Market Street containing 263 apartments. Zone 9 is a 6 to 10 storey block located on Main St, Station Square and Market Street containing 168 units.

Car and cycle parking for both residents and visitors is provided below podium and at surface level throughout the scheme. The proposed development includes all site landscaping works, open space, green roofs, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

The proposed development sits as part of a Masterplan for a wider Clongriffin landbank which includes the under-construction Block 5 & 6 to the north of Market Street.

For a more detailed description please refer to the Statutory Notices.

2.0 CAR PARK MANAGEMENT

All parking spaces within the development shall be controlled by the development's Management Company.

The proposed development shall provide a total of 335no. car parking spaces (including 21no. accessible spaces and 136no. EV spaces), which shall be located as follows:

- 130no. internal spaces at ground floor (undercroft) level within Block 7.
- 12no. on-street spaces on Friar's Street, adjacent to Block 7.
- 13no. on-street spaces on Park Street, adjacent to Block 7.
- 17no. on-street car parking spaces on Lake Street, between Block 7 and Block 8.
- 82no. internal spaces at ground floor (undercroft) level within Block 8.
- 21no. on-street parking spaces on Market Lane, between Block 8 and Block 9.
- 40no. internal spaces at ground floor (undercroft) level within Block 9.
- 10no. on-street parking spaces on Main Street along the southern site boundary.
- 10no. on-street parking spaces on Clongriffin Road, including 4no. set down spaces allocated to the proposed creche.

Parking spaces shall assigned to staff by tenant occupiers on the basis of availability and need, in order to optimise the use of parking spaces. All car parking spaces within the development shall be controlled by the development's Management Company.

2.1 Eligibility to use Undercroft Car Park

- Only residents of the development shall be eligible to use a 'resident' car parking space.
- A resident is defined as a tenant/ property owner, who's primary residence is within the development site.

2.2 Car Parking Management Strategy

- Car spaces can be leased to residents by the Management Company. The duration of leases shall be for a minimum of 1 month and a maximum of 12 months, after which the lease can be renewed at the discretion of the Management Company and their agents, and subject to availability and demand, and strictly in accordance with the rules of the Car Park Management Strategy in force at that time.
- Upon completion of the construction phase of the development, and as the occupation commences, the available car spaces will be leased to residents on a first

come, first served basis and shall not be sold with individual units, to optimise use of available spaces.

- A resident cannot park multiple vehicles in their designated parking space.
- A resident is not permitted to allow any other vehicles (whether owned by residents or not) to use their parking space.
- Staff cannot park multiple vehicles in their designated parking space.
- A member of staff is not permitted to allow any other vehicles (whether owned by staff or not) to use their parking space.
- Disabled car spaces shall be leased to disabled residents, upon presentation of a valid disabled parking permit, as issued by the Disable Drivers Association on behalf of Department of Transport.
- All vehicles must be properly parked within their designated bay. Consistent failure to do so, may result in the suspension or termination of the parking lease, at the discretion of the Car Park Manager and/or the Management Company.
- Major repairs or servicing of vehicles is prohibited within the car park spaces or grounds of the development site. However, where a vehicle is immobile due to breakdown, temporary access will be permitted for recovery vehicles for the purpose of undertaking minor repair and/or recovery.
- The provision of access by a car parking fob is for the benefit of the allocated user only and the permitted user should not lend, sell or provide access to another vehicle without the written approval of the Car Park Management (said approval only being in exceptional circumstances). Otherwise, the use of the fob will be withdrawn and a fine applied to the unauthorised user.
- All car parking spaces within the proposed undercrofts shall be numbered. A monitoring and enforcement regime shall be put in place by the Management Company to ensure compliance with all parking restrictions.

2.3 Access Control

2.3.1 Vehicular Access

- Each of the proposed blocks has an internal (undercroft) car parking area. Block 7 and Block 8 undercrofts shall be accessed from Lake Street and Block 9 shall be accessed from Market Lane.
- The existing car park vehicular access is gated and accessible via a fob. A fob would be issued to any resident who has signed or renewed a car / motorcycle park space lease. The Car Park Manager shall have the ability to add and remove access permissions as required.

- The Car Park Manager shall be responsible for ensuring the erection and maintenance of appropriate signage within the basement, relating to car park and bicycle space use. This shall include contractual warning signs in prominent positions throughout the development. The signs shall warn people who use parking facilities that they must comply with the terms and conditions of the car parking procedures within the Management Company rules.
- Parked vehicles within the development property shall do so at their own risk. No responsibility or liability will be accepted by the Management Company, its employees or its agents for damage to or loss of any vehicle, or its contents whilst parked on the property.
- Access to all premises, including car parks, is by permission of the Management Company. The Management Company shall retain the right to refuse entry to car parks and to require users to leave parking areas and to remove their vehicle at any time and at its own discretion.
- Shared vehicles shall be provided with a fob which shall allow vehicular access via the existing arrangement.

2.3.2 Pedestrian Access

- Access to each of the development's undercroft car parking areas shall be regulated by means of gates and/or barrier control systems. Authorised development occupants shall gain access by means of an RFID key fob or similar automated system.
- The development's Management Company shall implement suitable information and enforcement measures to prevent unauthorised or undisciplined vehicle parking within the undercroft car parking areas.

2.4 On-street spaces

It is proposed that the LDA shall retain control of the majority of the surface level car parking spaces with the exception of those on Clongriffin Main Street. The LDA shall seek to reach an agreement with DCC regarding the Taking in Charge and allocation of these spaces to future residents. It is likely that this might involve the implementation of a parking permit scheme on the streets in question.

2.5 Eligibility to use on-street spaces

Should the spaces be taken in charge by DCC, they will become available for public use and likely subject to a pay-and-display scheme. The price band of the pay-and-display spaces

shall be agreed between the LDA and DCC with the aim of discouraging long-term parking within these car parking spaces and ensuring their availability for development residents. It is noted that there are alternative parking options within Clongriffin Park and Ride and Block 12 multi-storey car park for development visitors and those seeking to visit nearby businesses. Subject to agreement between the LDA and DCC post-planning, parking permits shall likely be made available to qualified residents of the proposed development (subject to completion of the necessary application form and compliance with DCC and LDA requirements.) The parking permit must be displayed within the registered vehicle when parked within the on-street spaces.

3.0 PARKING CONTROL MEASURES

Undisciplined parking within the development will be reduced by the use of signage, patrols, clamping and fining. These approaches are discussed below.

3.1 Improved Signage

Undisciplined parking occurs because it is perceived as more convenient for a driver than finding a vacant regulation parking space. By increasing the visibility of the regulation parking provided, and emphasising its proximity and restrictions of its use, parking control can be improved, and undisciplined parking is reduced in comparison.

3.2 Patrols, Clamping and Fining

3.2.1 Undercroft Areas/Private Infrastructure

Enforcement of parking regulations shall be achieved by deploying regular parking patrols to record instances of undisciplined parking. Incorrectly parked vehicles shall be clamped or towed away, or the drivers shall be warned or fined, as appropriate. Parking controls shall be conducted either by staff of the development or by a parking management company contracted for this purpose.

Parking patrols have an associated ongoing cost, which shall be offset to a degree by any fines levied. An advantage of this approach is its flexibility: the frequency of patrols shall be increased or decreased in response to observed parking behaviour and may be concentrated in specific areas when necessary.

3.2.2 Public/taking in charge Infrastructure

Where roads and streets in the vicinity of the development are offered for Taking in Charge by Dublin City Council they shall be subject to Dublin City Council Parking

Control Bye-Laws (published 2024). Unregulated parking on public roads shall be subject to enforcement measures by DCC including clamping, towing and fining.



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