

Tiznow Property Company Limited (Comer Group Ireland)

City Park Development at The Former Tedcastles Site

Car Parking Management Plan

Reference: 267365-ARUP-XX-XX-RP-YT-0014

P02 | 25 March 2022







This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

Arup has been commissioned by Tiznow Property Company Limited (Comer Group Ireland) to prepare a Car Parking Management Plan for a proposed strategic housing development at The Former Tedcastles Site, located within the South Docklands area of Cork City.

The proposed development will consist of the demolition of the existing structures on site and the construction of a strategic housing development of 823 no. apartments, resident amenity and ancillary commercial areas including childcare facilities. The development will comprise 6 no. buildings ranging in height from 1 no. to 35 no. storeys over lower ground floor level. The proposed development also comprises hard and soft landscaping, pedestrian bridges, car parking, bicycle stores and shelters, bin stores, ESB substations, plant rooms and all ancillary site development works. Vehicular access to the proposed development will be provided via Centre Park Road.

The development will deliver a new neighbourhood which will be conveniently located in proximity to Cork City Centre and to the south-eastern suburbs. The site lies on the strategic transport corridor intended to facilitate a rapid transit system as identified in the Cork Metropolitan Area Transport Strategy.

All of the total 268 residential parking spaces (inclusive of 18 accessible parking spaces) are to be located at sub-podium level (a total of 10 non-residential parking spaces proposed at street level). In addition, 1,718 bicycle residential parking spaces and a further 412 visitor cycle parking spaces are proposed.

2. Development Overview

2.1 Site Access

As outlined above, the single site access for the development will be directly from Centre Park Road. The internal site access road will provide ramped access to the parking proposed on site.

250 general parking spaces and 18 accessible parking spaces are proposed beneath the podium level and will be accessed via the new junction on to Marquee Road. A further 10 parking space are proposed at surface (street) level.

A diagram of the main vehicular access points to the site is presented in **Figure 1**.

2.2 Site Access Arrangements

The proposed development will have a vehicle access point directly from Centre Park Road. The internal site road will then provide access to parking areas.

Pedestrian and cyclist access and permeability through the site is provided throughout. The site is bounded to the north by the Shandon Boat Club access road, to the south by Centre Park Road and to the west by industrial lands.

The site access strategy for the development is shown in **Figure 1**.

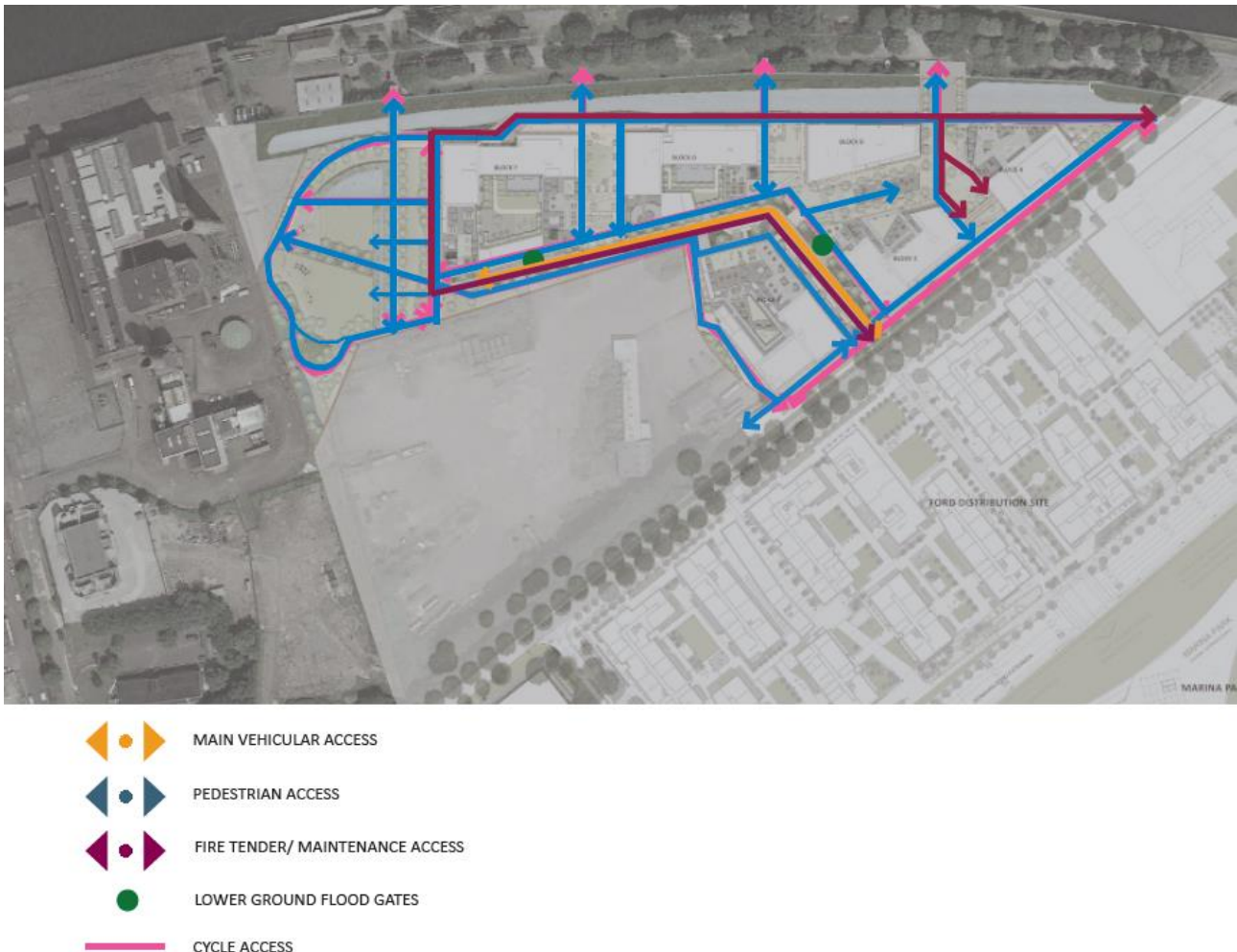


Figure 1: Development Site Access Strategy

2.3 Car Parking Provision

2.3.1 Residential Parking Provision

A total of 268 car parking spaces, including 18 accessible spaces, are provided below the podium level. 10 non-residential parking spaces are also proposed at street level.

The associated parking standards for the proposed development under the current Cork City Development Plan are as follows (note that the site lies within Zone 2B of the current city parking zones):

Table 1: Residential Parking Requirements (Source: Cork City Development Plan 2015-2021)

Unit Type	No. Units	Parking Standard (per unit)	Visitor Spaces	Total
1-2 Bedroom	696	1 space	N/A	696
3/3+ Bedroom	127	2 spaces	N/A	254
TOTAL				950

As per Table 16.8 of the Cork City Development Plan, for Zone 2B of the city no visitor parking is required. It is seen above that the proposed parking provision (268 residential spaces total) is significantly less than the maxima outlined in the current Cork City Development Plan.

The Area-Based Transport Assessment (ABTA) prepared by Cork City Council for the Cork South Docklands area (publication pending) includes recommendations for parking provision within the South Docklands.

The subject site lies within the easternmost portion of the overall docklands, and ABTA indicates suggested parking standards for origin (residential) and destination (employment/education) developments as follows:

Table 2: Cork City Council Parking Standards (Source: Draft ABTA for Cork South Docklands)

Unit Type	Recommended ABTA Maximum Parking Standard	Maximum Parking Capacity Per Zone
1-bedroom units	0-0.25	Up to 2,650
2/2+ bedroom units	0-0.5	Up to 2,650
Employment	1 per 6 employees	Up to 1,800

Table 3: Residential Parking Range (Source: Draft ABTA for Cork South Docklands)

Unit Type	Number of Units	Parking Range	Total
1-bedroom units	282	0-71	0-341
2/2+ bedroom units	541	0-271	

Under the emerging ABTA guidance, it is seen that a maximum of 341 residential parking spaces would be warranted for the site, based on the parking standards outlined above. Under the existing City Development Plan, a maximum of 950 parking spaces would be permitted.

A total of 268 residential parking spaces are proposed across the proposed development, which represents 79% of the suggested maximum standards as per the ABTA guidance, and 28% of the maximum requirement as per the City Development Plan.

2.3.2 Non-Residential Car Parking Provision

The breakdown of non-residential parking space requirements, as per the Cork City Development Plan, are indicated below. The site lies within Zone 2B of the current Cork City Development Plan parking zones.

Table 4: Non-residential parking requirements

Use	Parking Standard (1 space per)	GFA (m ²)	Total
Retail	1 per 30m ² (convenience retail)	2,484m ²	83
Crèche	1 per 6 students	662m ²	16 (assuming 50% of GFA is 'floor space' and assuming 3.5m ² per child)
Café/ restaurant	1 per 50 m ²	1,089m ²	22
TOTAL			121

It is seen above that the current City Development Plan would indicate a maximum of 121 parking spaces be permissible for the non-residential elements of the development.

The draft ABTA for the South Docklands identifies 'Destination' parking standards for the 'South Docks East' zone of the study area – a maximum of 1,800 spaces are suggested.

The proposed development includes a total of 10 non-residential parking spaces internally within the site at street level, which is approximately 14% of the maximum parking as per the City Development Plan and equates to less than 1% of the 1,800 maximum 'destination' parking total envisaged for the South Docks East zone as per ABTA. This is in recognition of the fact that the majority of the on-site non-residential uses (retail, crèche, café, etc.) are likely to primarily serve the development itself and are not expected to generate a significant quantum of external trips.

2.3.3 Disabled Parking Provision

The Cork City Development Plan stipulates that 5% of car parking spaces provided should be set aside for disabled car parking. A total of 18 accessible car parking spaces are to be provided below podium-level.

2.3.4 Cycle Parking

The Cork City Development Plan stipulates that an allocation of at least 0.5 bicycle parking space per residential unit (in suburban locations) be provided. This equates to a minimum of 412 bicycle parking spaces for the proposed development. The Development Plan does not stipulate a requirement for visitor cycle parking spaces.

The City Development Plan also stipulates that the non-residential elements of the proposed development would warrant a total of 25 additional cycle parking spaces.

The 'Sustainable Urban Housing: Design Standards for New Apartments' indicate that cycle parking shall be provided at a rate of 1 storage space per bedroom (and at least 1 per studio), with visitor cycle parking provided at a rate of 1 space per 2 residential units. The scheme comprises a total of 1,491 bedrooms in 823 units. Therefore, a total of 1,491 cycle parking spaces is recommended based on these standards.

Furthermore, a total of 412 visitor cycle parking spaces are recommended based on these standards.

A total of 1,718 bicycle parking spaces and 412 visitor bicycle parking spaces will be provided as part of the development, which significantly exceeds the requirements. It is assumed that the 412 visitor cycle parking spaces will also be sufficient to cater for the cycle parking demand associated with the non-residential elements of the scheme.

All of the residential cycle parking spaces will be provided below street level in secure bicycle parking and storage areas. All of visitor cycle parking spaces will be provided at street level.

2.3.5 Motorcycle Parking Provision

The Cork City Development Plan stipulates that an allocation of 1 motorcycle parking space be provided per 10 car parking spaces. 27 motorcycle parking spaces will be provided as part of the development.

3. Parking Control Measures

3.1 Resident Parking

All spaces provided in the sub-podium car parking area will be assigned to individual apartments within the development. Access to these assigned spaces within car parks will be restricted to residents only.

Specific measures to control parking on site will be implemented. These may take the form of an automated gate or barrier system at each entry to the car parks, or internal monitoring of parking space usage to verify against agreements with tenants. Only vehicles that are registered for car parking with the management company will be allowed access to the car parks.

3.2 Visitor Parking

No visitor parking spaces will be provided on site. The 10 parking spaces proposed at street level are to facilitate set-down/drop off and commercial uses.

3.3 Electric Vehicle Charging Facilities

The Cork City Development Plan stipulates that developments with ten or more parking spaces shall incorporate at least one space fully equipped with electric vehicle charging facilities, and that at least 10% of the entire parking provision shall be equipped with the relevant ducting to enable future fit-out for electric vehicle charging.

It is proposed to provide dedicated electric vehicle parking spaces on a demand basis as part of the commissioning of the sub-podia car park areas. Electric vehicle charging units will be installed as requested to meet the needs of residents i.e., if a resident has an electric vehicle, they may request that a charging unit is installed at their allocated car parking space.

The electrical design strategy will allow up to 63 electric charging points to be installed in the car parking areas (approximately 23% of the overall provision), with all other spaces provided with the necessary ducting to enable future conversion to EV-compatible spaces when required.

3.4 Cycle Parking

A total of 1,718 bicycle parking spaces and 412 visitor bicycle parking spaces will be provided as part of the development.

All of the residential cycle parking spaces will be provided below street level in secure bicycle parking and storage areas. All of the visitor cycle parking spaces will be provided street level. As indicated in **Figure 1**, numerous access points are proposed for cyclist access to the development and the various cycle parking areas.

Cyclist access to the podium car parks will be incorporated into the preferred vehicle access control that will be implemented (e.g., via a dedicated fob for access through a gate, or by use of specific barriers that do not prevent cyclist access).

Cycle parking usage and condition will be monitored continuously by the property management company. A clear out of abandoned bicycles will be carried out on an annual basis to ensure maximum capacity is maintained at all times.

3.5 Additional Measures

3.5.1 Car Parking Enforcement

The Property Management Company of the proposed development will appoint a Car Park Management firm to actively monitor and control parking at the proposed development. The appointed firm will be responsible for:

- Periodically checking the development for instances of illegal parking both within the car park and in the commercial/set-down spaces;
- Enabling a system to register visitors as authorised users of visitor parking (e.g., texting a relevant registration number to the management company);
- Responding to reports of prohibited parking within the development; and
- Clamping or issue of fines for those in breach of parking rules within the development.

3.5.2 On-Site Security

It is intended that there will be security provided at the proposed development to oversee all security issues. The security company will also be responsible for monitoring access to the podium car park area and use of commercial/set-down car parking spaces and will report any instances of prohibited parking behaviour to the car park management firm.

4. Summary

A total of 268 residential car parking spaces, 10 non-residential car parking spaces and a total of 2,130 cycle parking spaces will be provided as part of the proposed development, the majority of which will be provided at sub-podium level. The sub-podium car park will be accessed via a number of internal ramps proposed along Street A, which is the sole internal street on site that will connect to the site entrance on Centre Park Road.

Vehicle access controls will be provided to ensure access is only achieved by those authorised to do so.

The Property Management Company will be responsible for implementing the car parking management strategy and updating as necessary over the life of the development.