

# 28 Crannagh Road

Private Residence, Dublin  
Car Parking Study

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## 2. PARKING STUDY

alltíreach

### 2.1. EXISTING CONDITIONS

The subject site is located within the centre of Crannagh Road, approximately 250 meters from its perpendicular junction to Rathfarnham Road.

See *Figure 1* following for site location plan.

The street lacks a pav and display system for parking, and instead, comprises of an informal system of parking bays. These bays are of varying length which run parallel to the road and are broken between existing private accesses; providing a casual form of on street parking for its residents.

The subject site, No. 28 Crannagh Road - along with other dwellings on the road, currently avail of direct vehicular access to Crannagh Road. The site is fronted to a path which currently provides space for approximately 3 informal parking space for public usage.



*Figure 1*

### 2.2. PROPOSED VEHICULAR ACCESS ARRANGEMENTS

The proposal under discussion involves the widening and modification of an existing 2855mm wide vehicular access from Crannagh Road to one which provides 3500mm to its inhabitants.

The subsequent proposal will reduce the overall space provided for on street parking; however, not reducing the total amount of vehicular parking spaces available.

The proposed modifications to the gate seek to shift both of the existing gate piers in order to mirror the pier to boundary distance of the neighbouring No. 30 Crannagh Road. Additionally, we propose to widen the overall access from 2855mm to 3500mm. The revisions to the front of the property - wider access and proposed modifications - will safely accommodate parking to the front of the site.

Further, provision of a wider vehicular access won't require the reduction of the parking spaces provided in front of the subject site.

See *Figure 2* following.

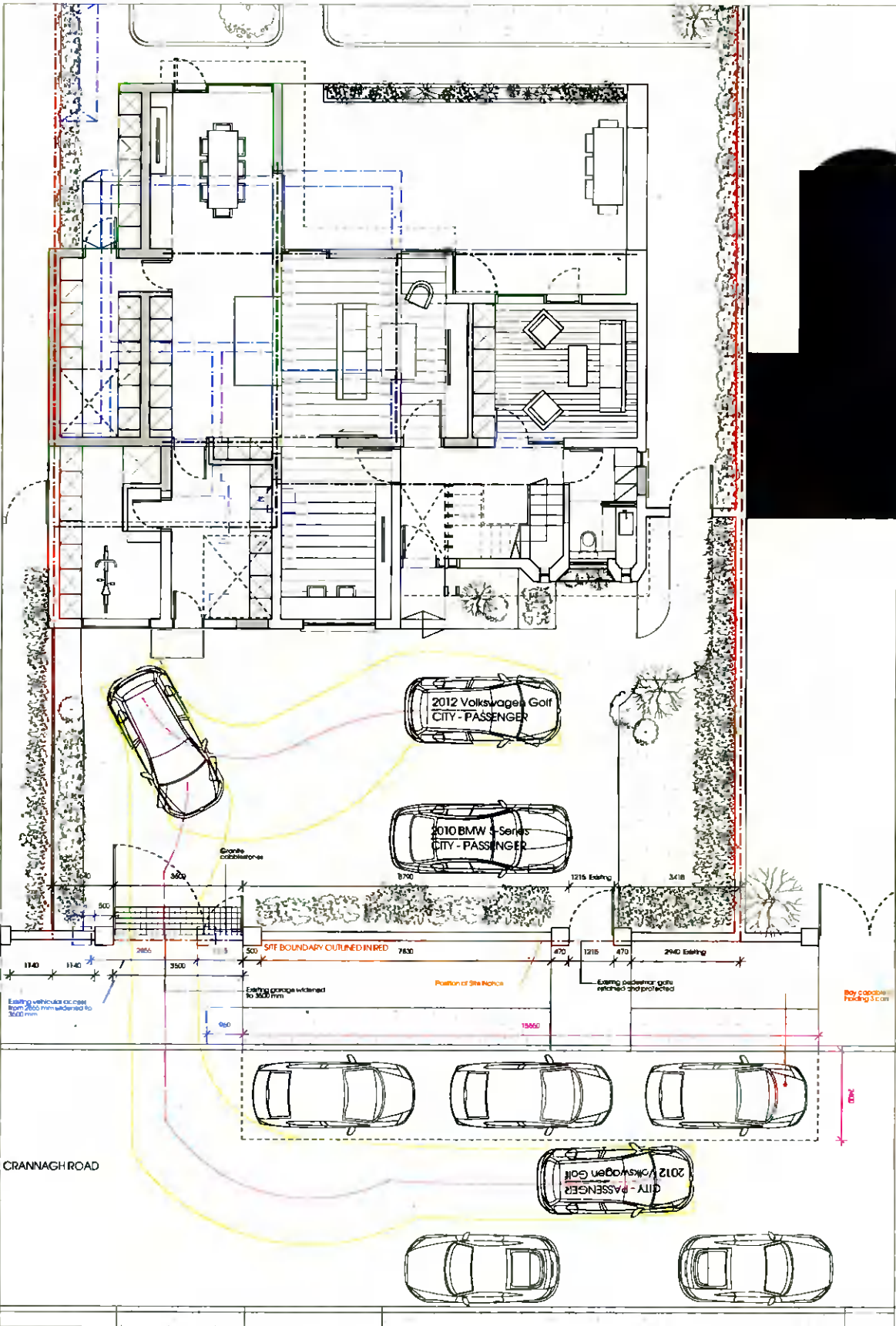


Figure 2

### 3. PARKING SURVEY

#### 3.1. SURVEY METHOD

In order to gain an understanding of the existing parking practice on Crannagh Road, and to establish typical usage of the existing informal parking bays, a car parking occupancy survey was carried out on Crannagh Road, specifically within the immediate vicinity of the site.

The survey was undertaken during a typical working day within October, surveyed between the hours of 8 am to 7:30 pm.

The immediate surroundings of the site - both the two neighbouring houses (No. 26 & 30 Crannagh Road) as well as the opposing three houses - were taken into consideration for the survey.

A total of 18 parking bays were identified in the study area.

The number of cars parked within the informal bays were noted every hour between 8 am to 11 am, with the addition of five sporadic surveys between 2pm and 7:30 pm. In addition to this, the area was surveyed again the following morning at 8am.

The results of the survey are noted below in *Appendix A*.

	No. Vehicles Parked	Space Parking Capacity
8 am	0	18
9 am	0	18
10 am	2	14
11 am	1	17
2 pm	1	17
3:30 pm	1	17
5:30 pm	1	17
6:30 pm	0	18
7:30 pm	0	18
8 am (+ 1 day)	0	18

*Appendix A*

#### 3.2 SURVEY RESULTS

The results of the parking survey are attached in *Appendix A*. The results reveal the following:

18 parking bays were noted in the study area with a maximum occupancy rate of 2 No. vehicles; with the average occupancy being 0 vehicles.

The parking bays operated at an average capacity of 3% over the course period.

The maximum observed parking occupancy was 2 vehicles at 10 am.

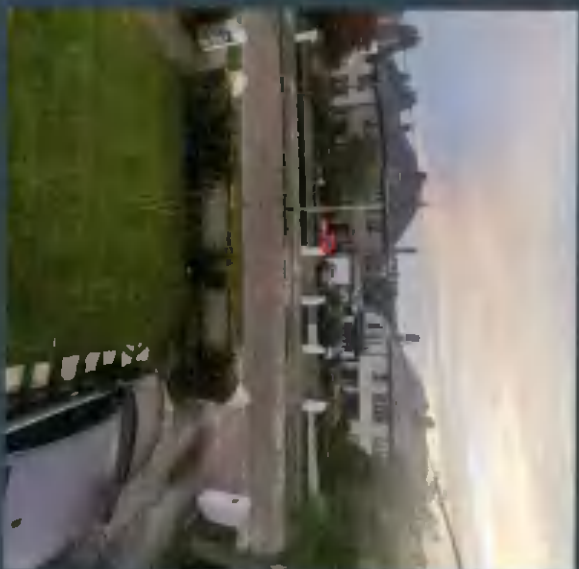


# Appendix B

## Photographic Survey



8 am



9 am



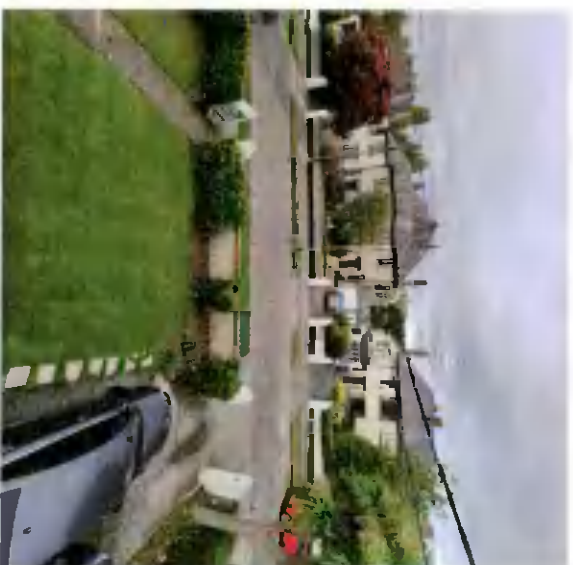
10 am



11 am



2 pm



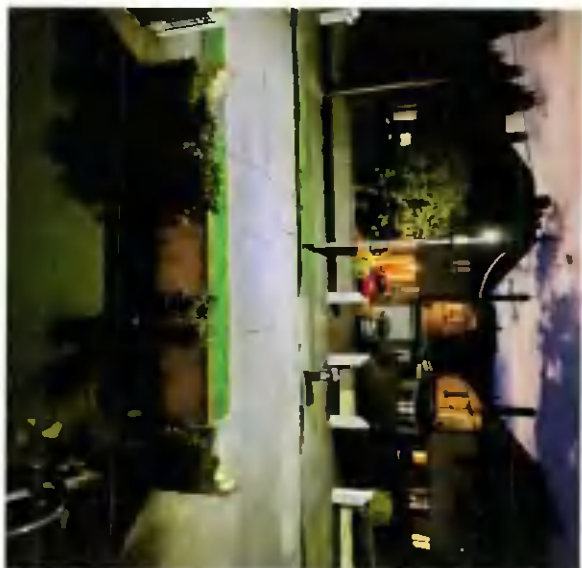
3:30 pm



5:30 pm



6:30 pm



7:30 pm



8 am (+ 1 day)



## 5. CONCLUSION

Ailltíreach Architects, on behalf of Paul O' Neill & Ferga Kane, requests the approval for the provision of a revised & widened vehicular access to the private property at No. 28 Crannagh Road; resulting in no loss of existing parking spaces fronting the site.

It is submitted that the parking survey carried out on Crannagh Road past the subject site, revealed that the parking bays operate at an average of 3% of the provided capacity.

The study has revealed that the existing parking area operates well below capacity. Based on the survey evidence, residents are not reliant on on-street parking.

Equally, it is submitted that the interventions, as proposed, will impose almost no impact within the curtilage of the site.

It is respectfully requested that the planning authority look favourably upon the proposal.