

Palmerstown SHD Section 146B Response

To An Bord Pleanala	Project number 60556657	Client Randelswood Holdings Ltd.	Subject Section 146B Response
Date 25 th February 2022	Issued by Zachary Cave	Reason for issue Information	Prepared by Zachary Cave

1. Introduction

AECOM have been commissioned by Randelswood Holdings Ltd. to prepare a response for further information by An Bord Pleanala (ABP), dated 28th January 2022.

The development consists of *“Alterations to previously permitted development ABP-307092-20 as amended by ABP-309899-21 to include proposed alterations to the previously permitted utilisation of the existing vehicular and pedestrian/ cyclist access via Palmerstown Business Park (onto Old Lucan Road) to now limit this access to pedestrian/ cyclist access only for Block E residents/ visitors.”*

ABP have submitted a request for further information relating to the Section 146B application. ABP have requested the following information:

- a) Full specification of the proposed works to the junction at Kennelsfort Road Lower including the sightlines proposed to the north and south of the junction;
- b) An updated Traffic Assessment and or plans detailing the proposed sightlines, having regard to the permitted works at the junction any local or national standards; and
- c) Details of any changes to bicycle and car parking, including a breakdown of the permitted strategy in both ABP-307092-20 and as amended by ABP-309899-21.

Responses have been prepared for Items a, b and c in section 2.

2. Response to An Board Pleanala Items

2.1 Item A and B

AECOM have prepared a visibility splay drawing showing the sightlines from the site access to the north and south along Kennelsfort Road Lower. It should be noted that vehicles are only permitted to turn left from the site access onto Kennelsfort Road Lower which is as per the permitted access arrangement (ABP-307092-20). This drawing has been included in Appendix A of this response.

The updates to the site access junction consist of widening the access for vehicles egressing from the site, setting the raised pedestrian crossing back into the site and removing a section of path to facilitate turning movements. These changes were required as to ensure that a refuse vehicle can exit the site safely without encroaching on the pedestrian footway at this location. The permitted entrance and the updated site access are shown in Figure 2.1 and Figure 2.2, respectively.

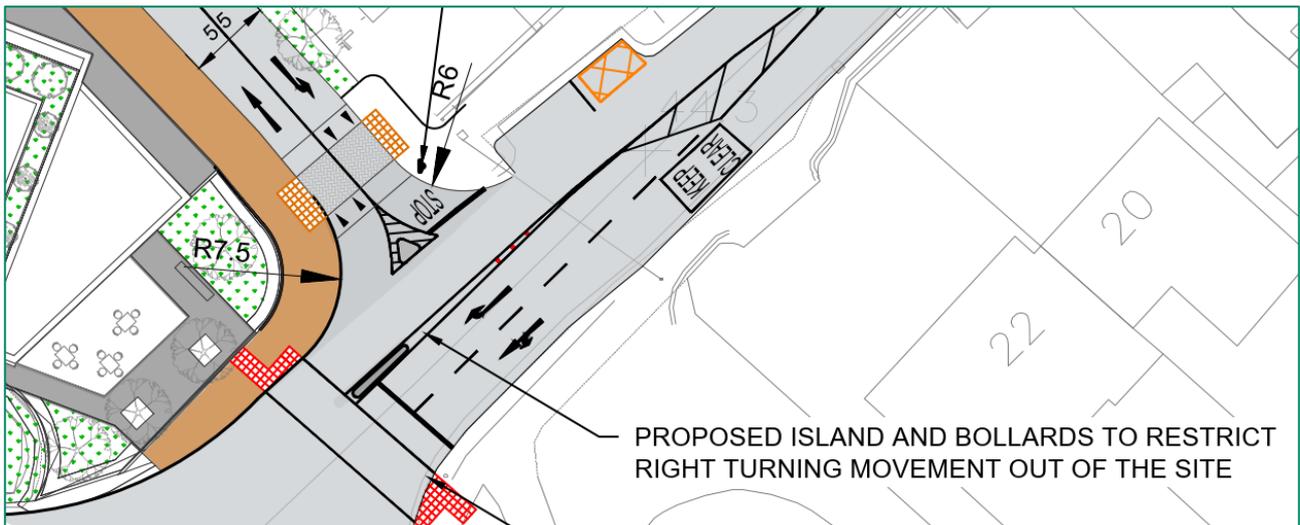


Figure 2.1 – Permitted Site Access (ABP-307092-20)

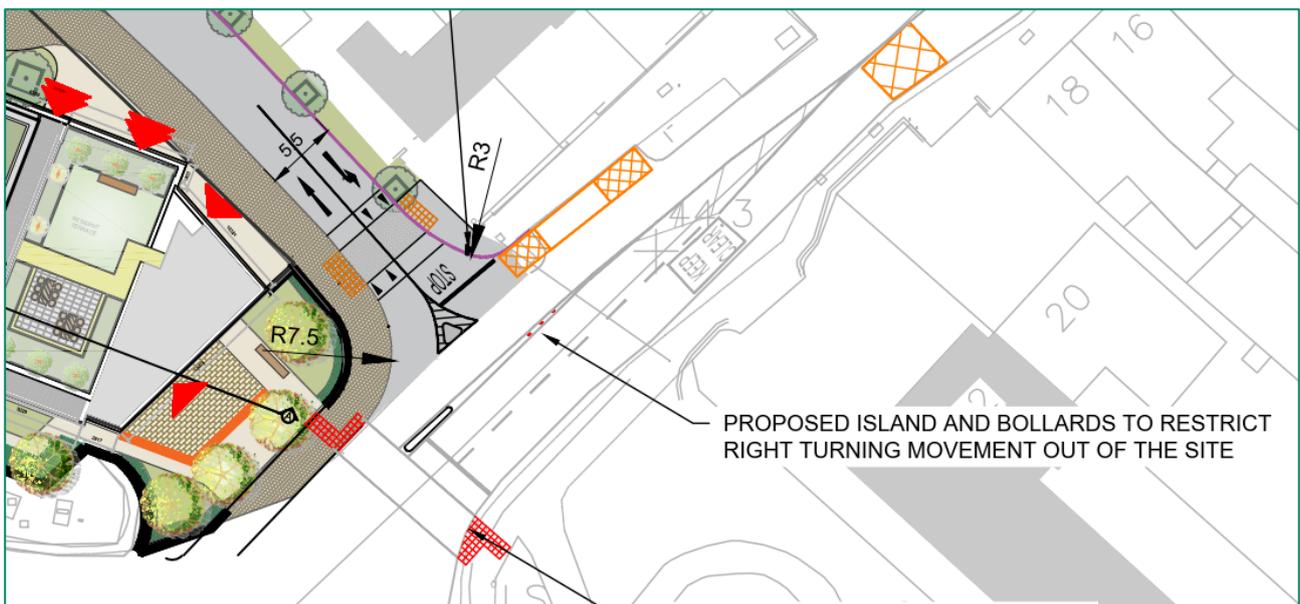


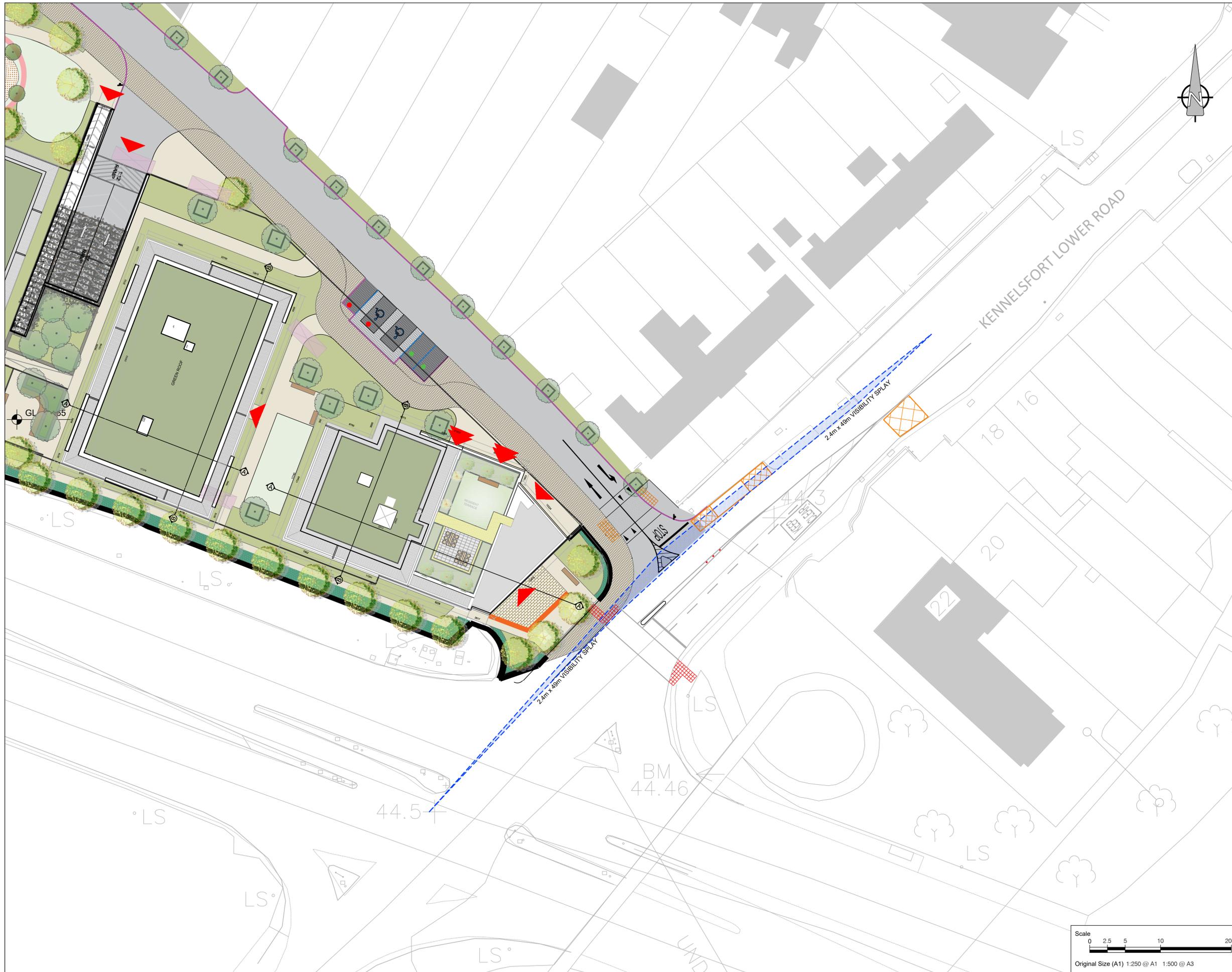
Figure 2.2 – Section 146B Application Site Access Update

2.2 Item C

As per the permitted application (ABP-307092-20), a car and cycle parking strategy had been prepared by AECOM and had been included within Section 3.8 of the Traffic and Transport Assessment as part of that application. For the Section 146B application, no changes were made to the quantum of car and cycle parking as noted in section 3.9 of the Traffic and Transport Assessment. For reference, the car and cycle parking strategy that was prepared as part of the permitted application (ABP-307092-20) has been included within Appendix B.

There is also another S.146b application regarding the development, which is currently pending decision with An Bord Pleanála, reference no. ABP-310753-21. The alterations proposed include the provision of additional units and additional car parking and bicycle parking to serve them. AECOM Consulting Engineers carried out a Traffic & Transportation Assessment and Mobility Management Plan for those proposed alterations to the permitted scheme. Such assessments confirmed that the additional units (24 no.) result in a relatively minor increase over the permitted and in accordance with TII Guidelines, the amended application did not meet the threshold requirements for traffic modelling analysis. It is AECOM's considered opinion that there is no traffic or transportation reason why this development should not proceed. In the interests of clarity, the car parking and bicycle strategy for that other S.146b application which is pending decision is included in Appendix C.

Appendix A – Sightline Drawing



PROJECT
 PROPOSED ALTERATIONS TO PERMITTED SHD ON LANDS AT PALMERSTOWN RETAIL PARK, KENNELSFORT ROAD LOWER, PALMERSTOWN, DUBLIN 20

CLIENT
 RANDELSWOOD HOLDINGS LTD.

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- NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
 2. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
 3. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
 4. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
 5. DO NOT SCALE. ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

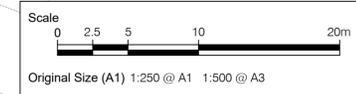
AECOM
 FOR INFORMATION ONLY

ISSUE/REVISION		
I/R	DATE	DESCRIPTION
0	14.02.2022	ISSUED FOR INFORMATION

PROJECT NUMBER
 60556657

SHEET TITLE
 PROPOSED VISIBILITY SPLAYS

SHEET NUMBER
 PAM-ACM-XX-00-DR-CE-01-0101



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Appendix B – Car and Cycle Parking Strategy (ABP-307092-20)

3.8 Parking Strategy

3.8.1 Vehicle Parking

In order to determine the appropriate quantum of vehicle parking for the proposed residential development, reference has been made to the following guidance:-

- Chapter 4 of Sustainable Urban Housing: Design Standards For New Apartments Guidelines For Planning Authorities, as published by the Department of Housing, Planning and Local Government (DHPLG), March 2018; and
- Table 11.23 of the current South Dublin Council County Development Plan (2016-2022);

Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities Department of Housing, Planning and Local Government (DHPLG)

The Department of Housing, Planning and Local Government has recently published (March 2018) new guidance 'Sustainable Urban Housing: Design Standards for New Apartments' (SUHDS). In relation to car parking, within 'Central and/or Accessible Urban Locations' the document states 'In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such as rail and bus stations located in close proximity.'

The DHPLG guidelines defines Central and/or Accessible Urban Locations as:

'Such locations are generally suitable for small- to large-scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments, including:

- Sites within walking distance (i.e. up to 15 minutes or 1,000- 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;
- Sites within reasonable walking distance (i.e. up to 10 minutes or 800- 1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and
- Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10 minute peak hour frequency) urban bus services.'

Accordingly the subject site, can be classified as an 'Central and/or Accessible Urban Location' as it is located within less than 400m walking distance of several high frequency urban bus services. Furthermore the site is also ideally located to benefit from the emerging Bus Connects Route 6 (Lucan to City Centre) which will travel along the Chapelizod Bypass approximately 40m to the southwest of the subject site access.

In addition, Specific Planning Policy Requirement 8 of the DHPLG Apartment guidelines states:

'For proposals that qualify as specific BTR development in accordance with SPPR 7:

iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;'

AECOM believe parking provision for the proposed Build to Rent (BTR) development should be provided in accordance with the Department of Housing, Planning and Local Government SUHDS guidance as referred to above, and as such the quantum of vehicle parking provided on site should be '**default of minimal or significantly reduced**'.

South Dublin County Development Plan 2016-2022

The South Dublin County Development Plan 2016-2022 states the following in relation to car parking:-

- *'It is the policy of Council to take a balanced approach to the provision of car parking with the aim of meeting the needs of businesses and communities whilst promoting a transition towards more sustainable forms of transportation.'*
- *'Tables 11.23 and 11.24 set out the Maximum Parking rates for non-residential and residential development. Parking rates are divided into two main categories:*
 - Zone 1: General rate applicable throughout the County.

- Zone 2 (Non Residential): More restrictive rates for application within town and village centres, within 800 metres of a Train or Luas station and within 400 metres of a high quality bus service (including proposed services that have proceeded to construction).
- Zone 2 (Residential): More restrictive rates for application within town and village centres, within 400 metres of a high quality public transport service⁵ (includes a train station, Luas station or bus stop with a high quality service)

(⁵ A high frequency route is where buses operate with a minimum 10 minute frequency at peak times and a 20 minute off-peak frequency.)

The Development Plan goes on to say:

'The number of spaces provided for any particular development should not exceed the maximum provision. The maximum provision should not be viewed as a target and a lower rate of parking may be acceptable subject to:

- *The proximity of the site to public transport and the quality of the transport service it provides. (This should be clearly outlined in a Design Statement submitted with a planning application),*
- *The proximity of the development to services that fulfil occasional and day to day needs,*
- *The existence of a robust and achievable Workforce Management or Mobility Management Plan for the development,*
- *The ability of people to fulfil multiple needs in a single journey,*
- *The levels of car dependency generated by particular uses within the development,*
- *The ability of residents to live in close proximity to the workplace,*
- *Peak hours of demand and the ability to share spaces between different uses,*
- *Uses for which parking rates can be accumulated, and*
- *The ability of the surrounding road network to cater for an increase in traffic.'*

With regard to the proposed development schedule, the associated SDCC **Maximum** car parking requirements are outlined in Table 3.3 below.

Table 3.1 – SDCC Development Plan Vehicle Parking Maximum Requirements & Development Parking Provision

Description	Quantity of Units	SDCC Maximum Parking Standard (Zone 2)		Development Parking Provision		
		Parking Required Per Unit (Zone 2)	MAXIMUM Parking Permitted	Residential Parking	Visitor Parking	Go Car Parking (inclusive)
1 bed apartment	134	0.75 spaces per unit	101	120	5	2
2 bed apartment	116	1 space per unit	116			
Total			217	125		

In regard to the development proposals for the 250 residential apartment units, it is noted that the car parking proposals for these apartment units are below (approximately 43% below) the maximum and subsequently comply with the maximum standard recommended by SDCC.

AECOM believe this level of car parking should be acceptable given the sites public transport accessibility, the provision of car club spaces, electric vehicle spaces and motorbike spaces. A Mobility Management Plan has also been prepared by AECOM outlining the existing travel patterns for residents in this area along with the target goals for using various modes of transport with detailed measures which can be utilised by the Mobility Management Plan Coordinator to achieve these target goals.

In regard to the development proposals for the 250 residential apartment units, it is noted that the car parking proposals for these apartment units are approximately 43% below the SDCC maximum, (i.e. 125 parking spaces provided versus the SDCC 217 maximum permitted) and subsequently comply with the maximum standard recommended by SDCC.

Accordingly the 'significantly reduced' development parking provision accords with SPPR 8 as outlined within the DHPLG guidelines.

Visitor Parking

It is proposed to provide 5 visitor parking spaces on-site.

Mobility Impaired Parking

The appropriate level of mobility impaired parking provision for the proposed development will also be provided in accordance with South Dublin County Council Development Plan requirements. The Development Plan States:-

'Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces.'

The proposed development provides 5 no. mobility impaired spaces, which is in line with the SDCC requirements.

Electric Vehicle Parking

The appropriate level of electric vehicle parking has been provided for the proposed development has been provided in accordance with the South Dublin County Council Development Plan Requirements. The Development Plan states:-

'All developments shall provide facilities for the charging of battery operated cars at a rate of up to 10% of the total car parking spaces'

The subject development proposals include the provision of 26 (10% of 250) electric vehicle charging spaces, which is in line with the SDCC requirements.

Motorcycle Parking

The South Dublin County Council Development Plan does not give any specific guidance in relation to the provision of motor cycle parking spaces. The subject development includes the provision of 10 no. motor cycle parking spaces which should satisfy motorcycle demand for the development.

Car Club/Car Share Parking

It is proposed that 2 No. car parking spaces are allocated as Car Club spaces for use by local residents and the general public. These spaces have been provided in accordance with the DHPLG to promote reduced car ownership and more sustainable travel.

3.8.2 Cycle Parking

The appropriate level of cycle parking provision for the proposed development should also be provided in reference to both (i) the South Dublin County Council requirements; and (ii) the DHPLG guidelines. The South Dublin County Council & DHPLG cycle parking standards are detailed in Table 3.4 below.

Table 3.2 – SDCC Development Plan & DHPLG Cycle Parking Requirements & Development Parking Provision

Description	SDCC Cycle Parking Standard		DHPLG Requirements	
	Short Stay	Long Stay	Short Stay	Long Stay
Apartment	1 space per 10 apartments	1 space per 5 apartments	1 space per 2 units	1 space per bedroom

Table 3.3 – Cycle Parking Requirements & Development Provision

Description	Quantity of Units	SDCC Cycle Parking Requirement			DHPLG Requirement			Development Provision		
		Short Stay	Long Stay	Total	Short Stay	Long Stay	Total	Short Stay	Long Stay	Total
1 bedroom Apartment	134	13	27	40	67	134	201	26	250	276
2 bedroom Apartment	116	12	23	35	58	232	345			
Totals		25	50	75	128	336	464	26	250	276

In reference to Table 3.5 above, the proposals include the provision of a total of 26 short term and 250 long term bicycle parking spaces (276 in total) on-site within the development. The SDCC bicycle parking standards are considered to be 'minimum' standards, whereas the DHPLG requirements are considered to be the preferred level of provision in situations where on-site car parking has been substantially or completely removed as permitted in certain situations by the corresponding DHPLG car parking guidance.

The level of bicycle parking proposed on-site for the apartment units has been provided in the context that the development car parking proposals are below the SDCC development plan standards (i.e. 125 spaces opposed to 217 for the residential units). AECOM consider this reduction to be consistent with the reduction that the DHPLG guidelines recommend and at which the high DHPLG bicycle parking requirements would be of greater relevance.

Accordingly, the design approach in regard to the specification of bicycle parking on-site, in the context of the sites' accessibility characteristics (including the proposed car parking provision), is considered to appropriate and is above the SDCC cycle parking standards and leans towards the 'maximum' DHPLG requirements.

In reference to Table 3.5 above, it can be established that the proposed on-site bicycle parking provision of 276 spaces (including Short and Long-term parking spaces) is approximately 368% more than the 75 parking spaces required by the SDCC development management standards.

It is proposed within the Mobility Management Plan to monitor the usage of the cycle stands following the opening of the proposed development. Should demand meet the proposed level of cycle parking, the management company will allocate additional cycle parking for the development i.e. increasing the number of cycle stands. There is ample space to add more cycle stands following a review of the demand.

3.8.3 Parking Restrictions

Perspective residents of the apartment block will be made aware of the car parking arrangements. The management company will be responsive for enforcing the above arrangement. This will include measures such as the following:

- Regular car registration checks against assigned parking space and clamping enforcements.
- Internal warning signs to be erected to warn visitors of parking restrictions in place.
- Letters to be sent to all residents informing them of the agreed car parking strategy.
- Discouraging the parking on public streets.

Appendix C – Car and Cycle Parking Strategy (ABP-310753-21)

3.9 Parking Strategy

3.9.1 Vehicle Parking

In order to determine the appropriate quantum of vehicle parking for the proposed residential development, reference has been made to the following guidance:-

- Chapter 4 of Sustainable Urban Housing: Design Standards For New Apartments Guidelines For Planning Authorities, as published by the Department of Housing, Planning and Local Government (DHPLG), March 2018; and
- Table 11.23 of the current South Dublin Council County Development Plan (2016-2022);

Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities Department of Housing, Planning and Local Government (DHPLG)

The Department of Housing, Planning and Local Government has recently published (March 2018) new guidance 'Sustainable Urban Housing: Design Standards for New Apartments' (SUHDS). In relation to car parking, within 'Central and/or Accessible Urban Locations' the document states 'In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such as rail and bus stations located in close proximity.'

The DHPLG guidelines defines Central and/or Accessible Urban Locations as:

'Such locations are generally suitable for small- to large-scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments, including:

- Sites within walking distance (i.e. up to 15 minutes or 1,000- 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;
- Sites within reasonable walking distance (i.e. up to 10 minutes or 800- 1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and
- Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10 minute peak hour frequency) urban bus services.'

Accordingly the subject site, can be classified as an 'Central and/or Accessible Urban Location' as it is located within less than 400m walking distance of several high frequency urban bus services. Furthermore the site is also ideally located to benefit from the emerging Bus Connects Route 6 (Lucan to City Centre) which will travel along the Chapelizod Bypass approximately 40m to the southwest of the subject site access.

In addition, Specific Planning Policy Requirement 8 of the DHPLG Apartment guidelines states:

'For proposals that qualify as specific BTR development in accordance with SPPR 7:

iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;

AECOM believe parking provision for the proposed Build to Rent (BTR) development should be provided in accordance with the Department of Housing, Planning and Local Government SUHDS guidance as referred to above, and as such the quantum of vehicle parking provided on site should be '**default of minimal or significantly reduced**'.

South Dublin County Development Plan 2016-2022

The South Dublin County Development Plan 2016-2022 states the following in relation to car parking:-

- 'It is the policy of Council to take a balanced approach to the provision of car parking with the aim of meeting the needs of businesses and communities whilst promoting a transition towards more sustainable forms of transportation.'
- 'Tables 11.23 and 11.24 set out the Maximum Parking rates for non-residential and residential development. Parking rates are divided into two main categories:
 - Zone 1: General rate applicable throughout the County.

- Zone 2 (Non Residential): More restrictive rates for application within town and village centres, within 800 metres of a Train or Luas station and within 400 metres of a high quality bus service (including proposed services that have proceeded to construction).
- Zone 2 (Residential): More restrictive rates for application within town and village centres, within 400 metres of a high quality public transport service ⁵ (includes a train station, Luas station or bus stop with a high quality service)'

(⁵ A high frequency route is where buses operate with a minimum 10 minute frequency at peak times and a 20 minute off-peak frequency).

The Development Plan goes on to say:

'The number of spaces provided for any particular development should not exceed the maximum provision. The maximum provision should not be viewed as a target and a lower rate of parking may be acceptable subject to:

- The proximity of the site to public transport and the quality of the transport service it provides. (This should be clearly outlined in a Design Statement submitted with a planning application),
- The proximity of the development to services that fulfil occasional and day to day needs,
- The existence of a robust and achievable Workforce Management or Mobility Management Plan for the development,
- The ability of people to fulfil multiple needs in a single journey,
- The levels of car dependency generated by particular uses within the development,
- The ability of residents to live in close proximity to the workplace,
- Peak hours of demand and the ability to share spaces between different uses,
- Uses for which parking rates can be accumulated, and
- The ability of the surrounding road network to cater for an increase in traffic.'

With regard to the proposed amended development schedule, the associated SDCC **Maximum** car parking requirements are outlined in Table 3.1 below.

Table 3.1 – SDCC Development Plan Vehicle Parking Maximum Requirements & Development Parking Provision

Description	Quantity of Units	SDCC Maximum Parking Standard (Zone 2)		Development Parking Provision		
		Parking Required Per Unit (Zone 2)	MAXIMUM Parking Permitted	Residential Parking	Visitor Parking	Go Car Parking (inclusive)
1 bed apartment	147	0.75 spaces per unit	111	146	5	2
2 bed apartment	127	1 space per unit	127			
Total			238	151		

In regard to the development proposals for the 274 residential apartment units, it is noted that the car parking proposals for these apartment units are below (approximately 37% below) the maximum and subsequently comply with the maximum standard recommended by SDCC.

AECOM believe this level of car parking should be acceptable given the sites public transport accessibility, the provision of car club spaces, electric vehicle spaces and motorbike spaces. A Mobility Management Plan has also been prepared by AECOM outlining the existing travel patterns for residents in this area along with the target goals for using various modes of transport with detailed measures which can be utilised by the Mobility Management Plan Coordinator to achieve these target goals.

Accordingly the '*significantly reduced*' development parking provision accords with SPPR 8 as outlined within the DHPLG guidelines.

Visitor Parking

It is proposed to provide 5 visitor parking spaces on-site.

Mobility Impaired Parking

The appropriate level of mobility impaired parking provision for the proposed development will also be provided in accordance with South Dublin County Council Development Plan requirements. The Development Plan States:-

'Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces.'

The proposed development provides 8 no. mobility impaired spaces, which is in line with the SDCC requirements.

Electric Vehicle Parking

The appropriate level of electric vehicle parking has been provided for the proposed development has been provided in accordance with the South Dublin County Council Development Plan Requirements. The Development Plan states:-

'All developments shall provide facilities for the charging of battery operated cars at a rate of up to 10% of the total car parking spaces'

The subject development proposals include the provision of 26 electric vehicle charging spaces, which is above the SDCC requirements of 16 (10% of 151).

Motorcycle Parking

The South Dublin County Council Development Plan does not give any specific guidance in relation to the provision of motor cycle parking spaces. The subject development includes the provision of 10 no. motor cycle parking spaces which should satisfy motorcycle demand for the development.

Car Club/Car Share Parking

It is proposed that 2 No. car parking spaces are allocated as Car Club spaces for use by local residents and the general public. These spaces have been provided in accordance with the DHPLG to promote reduced car ownership and more sustainable travel.

3.9.2 Cycle Parking

The appropriate level of cycle parking provision for the proposed development should also be provided in reference to both (i) the South Dublin County Council requirements; and (ii) the DHPLG guidelines. The South Dublin County Council & DHPLG cycle parking standards are detailed in Table 3.4 below.

Table 3.2 – SDCC Development Plan & DHPLG Cycle Parking Requirements & Development Parking Provision

Description	SDCC Cycle Parking Standard		DHPLG Requirements	
	Short Stay	Long Stay	Short Stay	Long Stay
Apartment	1 space per 10 apartments	1 space per 5 apartments	1 space per 2 units	1 space per bedroom

Table 3.3 – Cycle Parking Requirements & Development Provision

Description	Quantity of Units	SDCC Cycle Parking Requirement			DHPLG Requirement			Development Provision		
		Short Stay	Long Stay	Total	Short Stay	Long Stay	Total	Short Stay	Long Stay	Total
1 bedroom Apartment	147	15	30	45	74	147	221	26	264	290
2 bedroom Apartment	127	13	26	39	64	254	318			
Totals		28	56	84	138	401	539	26	264	290

In reference to Table 3.3 above, the proposals now include the provision of a total of 26 short term and 264 long term bicycle parking spaces (290 in total) on-site within the development. The SDCC bicycle parking standards are considered to be 'minimum' standards, whereas the DHPLG requirements are considered to be the preferred level of provision in situations where on-site car parking has been substantially or completely removed as permitted in certain situations by the corresponding DHPLG car parking guidance.

The level of bicycle parking proposed on-site for the apartment units has been provided in the context that the development car parking proposals are below the SDCC development plan standards (i.e. 146 spaces opposed to 274 for the residential units). AECOM consider this reduction to be consistent with the reduction that the DHPLG guidelines recommend and at which the high DHPLG bicycle parking requirements would be of greater relevance.

Accordingly, the design approach in regard to the specification of bicycle parking on-site, in the context of the sites' accessibility characteristics (including the proposed car parking provision), is considered to be appropriate and is above the SDCC cycle parking standards and leans towards the 'maximum' DHPLG requirements.

In reference to Table 3.5 above, it can be established that the proposed on-site bicycle parking provision of 290 spaces (including Short and Long-term parking spaces) is approximately 345% more than the 84 parking spaces required by the SDCC development management standards.

It is proposed within the Mobility Management Plan to monitor the usage of the cycle stands following the opening of the proposed development. Should demand meet the proposed level of cycle parking, the management company will allocate additional cycle parking for the development i.e. increasing the number of cycle stands. There is ample space to add more cycle stands following a review of the demand.

3.9.3 Parking Restrictions

Perspective residents of the apartment block will be made aware of the car parking arrangements. The management company will be responsive for enforcing the above arrangement. This will include measures such as the following:

- Regular car registration checks against assigned parking space and clamping enforcements.
- Internal warning signs to be erected to warn visitors of parking restrictions in place.
- Letters to be sent to all residents informing them of the agreed car parking strategy.
- Discouraging the parking on public streets.