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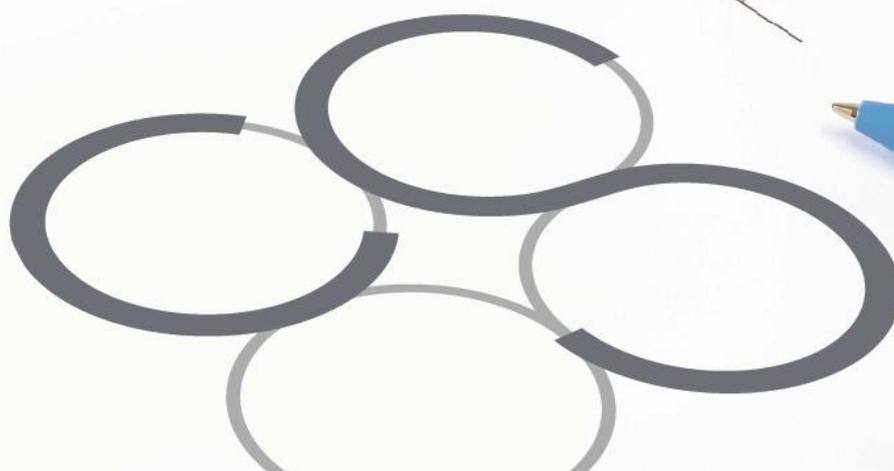
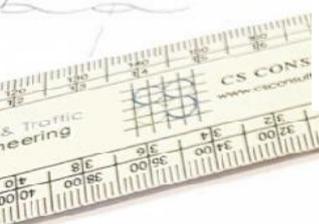
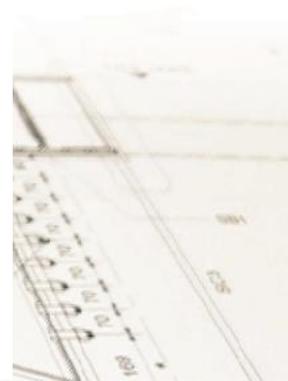
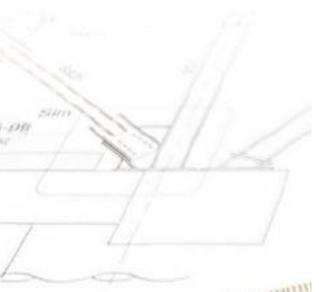
LIMERICK  
LONDON  
DUBLIN

**Car Parking Management Strategy**  
**Proposed Mixed-Use Development**  
**Belgard Square East, Belgard Road**  
**and Blessington Road, Dublin 24.**

Client: Ravensbrook Limited

Job No. Q003

June 2022





## CAR PARKING MANAGEMENT STRATEGY

### PROPOSED MIXED-USE DEVELOPMENT, BELGARD SQUARE EAST, BELGARD ROAD AND BLESSINGTON ROAD, DUBLIN 24.

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## **1.0 INTRODUCTION**

### **1.1 Scope**

Cronin & Sutton Consulting Engineers (CS Consulting) has been commissioned by Ravensbrook Limited to prepare a Car Parking Management Strategy to accompany an SHD planning application for a proposed mixed-use development on Belgard Square East, Belgard Road and Blessington Road, Dublin 24.

The Car Parking Management Strategy 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.

### **1.2 Site Location**

The proposed development site is located on Belgard Square East, Belgard Road and Blessington Road, Dublin 24. The site is located in the administrative jurisdiction of South Dublin County Council (SDCC) and has a total area of circa 1.26 ha.

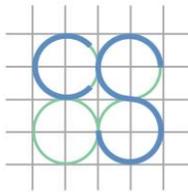


Figure 1 – Site Location

(map data: EPA, NTA, OSM Contributors)

The location of the proposed development site is shown in Figure 1 above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in Figure 2.

The development site is bound by Belgard Square East to the west, Blessington Road to the north, Belgard Road to the east and existing commercial developments to the south.



The proposed development will consist of the demolition of existing boundary wall and construction of:

- c. 2,289 sqm of retail/commercial floor space across 10 no. units including retail, restaurant/café and Class 2 financial/professional services and office use, and a crèche (257sqm) at ground and first floor levels;
- 310 no. build to rent residential apartments including 99 no. one bedroom units, 203 no. 2 bedroom units and 8 no. three bedroom units within a part 6 to part 12 no. storey development across 3 blocks over partial basement;
- c. 2,223 sqm of communal external amenity space provided in the form of a ground floor garden and external terraces at fifth, sixth, seventh and eighth floor levels; c. 1,026 sqm of public open space provided in the form of a central courtyard with landscaped areas at site perimeters;
- c. 1,785 sqm of resident support facilities and services and amenities provided at basement, ground and first floor levels;
- Vehicular access to the basement development from a new access point at Belgard Square East;
- A new tertiary route will be provided in the southern part of the site linking Belgard Square East and Belgard Road;
- Provision of 130 no. car parking spaces (including 8 no. club car spaces and 6 no. disabled access spaces) at basement level in addition to 5 no. set down spaces (4 no. serving creche) and 1 no. disabled access space at ground level, layby on Belgard Square East, 6 no. motorcycle spaces and a total of 763 no. bicycle parking spaces;

- Provision of 4 no. Ø0.3m microwave link dishes to be mounted on 2 no. steel support pole affixed to lift shaft overrun, all enclosed in radio friendly GRP shrouds, together with associated equipment at roof level at Block B;
- Provision of 3 no. ESB substations with switch rooms and plant rooms at basement level, hard and soft landscaped areas, bin and bicycle stores, public lighting, attenuation, green roof, plant at roof level, service connections and all ancillary site development works.

## 2.0 CAR PARKING STANDARDS

The car parking spaces for the proposed development shall be in accordance with the following;

- South Dublin County Council Development Plan 2016-2022;
- Draft South Dublin County Council Development Plan 2022-2028;
- Sustainable Urban Housing: Design Standards for New Apartments (December 2021)

The details of the car parking standards outlined in current and draft South Dublin County Council Development Plan, and Sustainable Urban Housing documents are given in the sections below.

### 2.1 South Dublin County Council Development Plan 2016-2022

Section 11.4.2 of the development plan sets out car parking standards. The maximum number of parking spaces that should be provided in a residential development is 1 space per 1 bed apartment and 1.25 spaces per 2 bed apartments. Zone 2 (residential) has more restrictive rates for application within a town and village centers, within 400 meters of a high-quality public transport service (includes a train station, LUAS station or bus stop with a high-quality service). Zone 2 rates are 0.75 spaces per 1 bed apartment and 1 space per 2 bed apartments.

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 fulfill 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 fulfill 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.

Section 11.4.3 of the development plan sets out car parking for electric vehicles. The Electric Transport Programme (2008) contains a target for 10% of the national road transport fleet to be electrically powered by 2020. To facilitate the use of electrically operated cars and bicycles in line with National Policy, 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 remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required.

Section 11.4.3 of the development plan sets out car parking design and layout. In urban areas, car parking should be predominantly on-street with communal (i.e. undesignated) spaces for the purposes of:

Traffic calming - on-street increases driver caution by visually narrowing the vehicular carriageway and reducing forward visibility,

Efficiency - On-street parking allows for a greater turnover of spaces and caters for visitors,

Pedestrian comfort - the need for vehicular crossovers and the temptation for drivers to kerb mount and block footpaths is significantly reduced, and

Streetscape - extensive parking to the immediate front of dwellings (where landscaping could be provided) will dominate the appearance of the houses and detract from the visual qualities of the area.

The layout of on-street spaces shall be designed in accordance with the Design Manual for Urban Roads and Streets and the National Cycle Manual (where provided adjacent to cycle paths/lanes).

For large commercial developments or residential developments of over 50 dwellings per hectare, large areas of off-street parking will be required. To ensure a safe and secure environment basement should be well lit and well ventilated.

Basement car parks that protrude above the ground level as a street interface will generally not be acceptable in town and village centres due to their visually obtrusive and inactive nature. A protrusion of up to 1.2m may be acceptable in residential areas provided the facade is screened with planting and it does not inhibit levels of passive surveillance from residences or the formation of 'own door' access from the street.

## **2.2 Draft South Dublin County Council Development Plan 2022 -2028**

Section 13.8.2 of the development plan sets out car parking standards. They remain unchanged from the 2016 Development plan.

Section 13.8.3 of the development plan set out car parking/charging for electronic vehicles. EV charging shall be provided in all residential, mixed use and commercial development and shall comprise a minimum of 20% of the total parking spaces provided, with higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to

be capable of accommodating future charging points. In residential and mixed-use schemes EV charging should be provided in blocks or pods unless it can be satisfactorily demonstrated that it can be provided in a more satisfactory and efficient manner. It should be designed and located in such a way as to ensure passive surveillance and avoid anti-social behaviour. The applicant should indicate the mechanism for EV charging and payment (e.g. fob/credit card or other means) and should ensure that it is available to residents and visitors. EV charging facilities should not impinge on shared parking allocation. EV charging facilities should not obstruct or impinge on walking or cycling paths. Charge points should avoid areas which are already restricted by existing street furniture e.g., bollards, road signs, benches, bike racks. Charge points should not impede lower carbon forms of passenger transport. Charge points should not be located at the back of the footpath (i.e. side furthest from the road) to avoid cables becoming a trip hazard. For residential multi-unit buildings, the necessary ducting for all car parking spaces should be installed, allowing provision for additional electrical infrastructure. For new dwellings with in-curtilage parking, appropriate infrastructure should be provided to allow for installation of a charging point at a later date.

Section 13.8.4 of the development plan sets out car parking design and layout. In urban areas, car parking should be predominantly on-street with communal (i.e. undesignated) spaces for the purposes of: Traffic Calming: On-street parking increases driver caution by visually narrowing the vehicular carriageway and reducing forward visibility; Efficiency: On-street parking allows for a greater turnover of spaces and caters for visitors; Pedestrian Comfort: The need for vehicular crossovers and the temptation for drivers to kerb mount and block footpaths is significantly reduced; Streetscape: Extensive parking to the immediate front of dwellings (where landscaping could be provided) will dominate the appearance of the houses and detract from the visual qualities of the area. On-street parking should be designed in such a manner as to promote visual amenity, green infrastructure, carbon

sequestration and sustainable drainage (SuDS) by applying the following requirements: Provision of landscaping integrated into the design of all car parking, to include planting of native trees and pollinator-friendly species; Provision of not more than two parallel or five perpendicular spaces between trees/planting bays; Use of permeable paving, where appropriate. The layout of on-street spaces shall be designed in accordance with the Design Manual for Urban Roads and Streets and the National Cycle Manual (where provided adjacent to cycle paths/lanes).

### **2.3 Sustainable Urban Housing: Design Standards for New Apartments**

The Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities), published by the Department of Housing, Planning and Local Government in December 2020, state that:

“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.

“This includes [locations within] 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min. 10-minute peak hour frequency) bus services.”

As detailed in the Mobility Management Plan, the development site is located within 5 minutes' walk of the Tallaght (The Square) stop on the Luas Red Line, which is served by frequent trams to and from Dublin City Centre, and within a 5-minute walk of a high-quality bus route, the no.27 bus, located north of the proposed development, on Belgard Square North.

Therefore, the proposed development is considered as an appropriate candidate for a limited residential car parking provision, in accordance with

the standards and guidelines set out by South Dublin County Council, and by the Department of Housing, Planning, and Local Government.

## **2.4 Alternative Modes of Transport to Private Car**

It is an objective of the proposed development to support a shift to more sustainable modes of transport. The proposed development includes cycle parking to the standards required by the *Design Standards for New Apartments: Guidelines for Planning Authorities*. The development site is ideally located to benefit from existing and proposed high-quality public transport links. The subject site is situated within a 5-minute walk of the Tallaght Stop on the Luas Red line. Furthermore, it is proposed to provide 8no. car club vehicles within the proposed development basement car park for exclusive use of development residents.

For further detail of the proposed sustainable transport facilities please refer to the Mobility Management Plan submitted under separate cover within the planning application.

### **3.0 CAR PARKING MANAGEMENT**

Access to the basement car parking areas shall be regulated by means of barrier control systems. Authorised development occupants (residents) shall gain access by means of an RFID key fob.

It is proposed to provide a total of 135no. allocated car parking spaces within the development (including 7no. disabled accessible spaces). 5no. of these spaces (including 1no. disabled accessible space) are located at surface level and are assigned for use by creche and mobility impaired visitors. A further 130no. spaces are located at basement level (including the 8no. residential car club spaces and 6no. disabled accessible spaces). Electronic vehicle charging points shall be provided in accordance with the draft *South Dublin County Development Plan 2022-2028* which mandates that "EV charging shall be provided in all residential, mixed use and commercial development and shall comprise a minimum of 20% of the total parking spaces provided, with higher provision within this range required in urban areas".

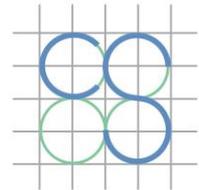


Figure 3 - Basement Car Parking Arrangement (source: Henry J Lyons)



Figure 4 - Surface Level Layout

A residential car sharing club shall be established within the development, allowing residents the common use of a vehicle pool based permanently within the site. Private cars are parked for the vast majority of the time, whereas shared cars are in use far more frequently and therefore make more efficient use of parking.

All basement car parking spaces have been allocated to residential units. This represents 0.39 parking ratio per residential unit (non-inclusive of spaces reserved for shared vehicles and spaces assigned to the creche/commercial uses). This parking ratio is below the maximum ratio highlighted in current and draft South Dublin County Council Development Plan.

Car parking spaces shall be designated by category of use (residential, commercial, disability access, electric) and identifiable through colour-coding, road markings, and/or signage. All internal car parking spaces within the development (including the 8no. accessible spaces) shall be controlled by

the development's Management Company. Parking spaces shall not be assigned to individual apartment units; spaces shall instead be allocated and/or leased to residents and staff on the basis of availability and need, in part by means of lottery, in order to optimise the use of parking spaces in line with the South Dublin County Development Plan 2016-2022 and the Draft South Dublin County Development Plan 2022-2028, as outlined above.

### **3.1 Eligibility**

Only residents of the development shall be eligible to use a 'resident' car parking space.

A resident is defined as a tenant, who's primary residence is within the development site.

### **3.2 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 in part by means of a lottery system. During this lease, the resident cannot park multiple vehicles in their designated parking space and is not permitted to allow any other vehicles (whether owned by residents or not) to use their parking space.

Part M of the Building Regulations 2010 provides, at 1.1.5, that "designated car parking spaces are those spaces exclusively provided for the holders of a

disabled person's parking permit. Where on-site car parking is provided, whether for residents, employees, visitors or others, a number of designated car parking spaces should be provided, on a proportional basis. In the absence of a specific number of designated spaces being required by a Local Authority through Development Plans or as a condition of planning, the following guidance applies. For buildings (including apartment buildings), at least 5% of the total number of spaces should be designated car parking spaces, with a minimum provision of at least one such space". It is proposed to provide a total of 8no. disabled accessible car parking spaces within the proposed development which exceeds the minimum required provision of Part M of the Building Regulations.

Disabled car spaces can be leased to non-disabled residents, by the Management Company, should there not be the demand for the spaces from disabled residents. Should they be needed, 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. While within the car park, major repairs or servicing of vehicles is prohibited. 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.

### **3.3 Access Control**

The proposed car park vehicular access shall be gated and accessible via a fob. A fob would be issued to any resident who has signed or renewed a car 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.

Persons parking 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.

## **4.0 PARKING CONTROL MEASURES**

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

### **4.1 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.

These signs will also be placed beside surface level set-down parking spaces that these car parking spaces are available for for crèche visitors within creche operating hours.

### **4.2 Patrols, Clamping and Fining**

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.

## 5.0 SUMMARY AND CONCLUSION

- The proposed development shall have a total of 135no. car parking spaces. Of the 135no. spaces, 130no. spaces shall be allocated at the basement level including 8no. residential car club spaces. A further 5no. spaces shall be located at the surface level including 1no. accessible space.
- All the car parking spaces (including accessible spaces) shall be controlled by the management company.
- Car spaces can be leased to residents by the Management Company. The duration of leases shall be a for a minimum of 1 month and a maximum of 12months, after which the lease can be renewed at the discretion of the Management Company and their agents.
- Disabled car spaces can be leased to non-disabled residents, by the Management Company, should there not be the demand for the spaces from disabled residents.
- The proposed car park vehicular access shall be gated and accessible via a RFID fob. A RFID fob would be issued to any resident who has signed or renewed a car park space lease. The Car Park Manager shall have the ability to add and remove access permissions as required.
- Parking control measures shall be implemented such as improved signage, patrol, clamping, and fining to reduce the undisciplined parking by the residents.