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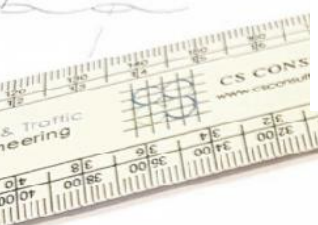
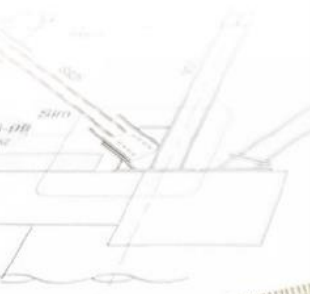
LIMERICK  
LONDON  
DUBLIN

**Car Parking Management Strategy  
Proposed Residential Development  
Sommerville, Dundrum, Dublin 14.**

Client: Eir

Job No. E037

February 2022





## CAR PARKING MANAGEMENT STRATEGY

### PROPOSED RESIDENTIAL DEVELOPMENT, SOMMERVILLE, DUNDRUM, DUBLIN 14.

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**BS 1192 FIELD** | **E037-CSC-ZZ-XX-C-RP-0007 Car Parking Management Strategy 20220228**

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## 1.0 INTRODUCTION

This document has been prepared in response to item 7(b) from An Bord Pleanála regarding the provision of a Car Parking Management Strategy.

7b) *“Justification/rationale for the extent of car parking proposed, having regard to the location of the site and its proximity to public transport services. This should also include a Carparking Strategy and Mobility Management Plan.”*

### 1.1 Site Location

The site of the proposed development lies immediately east of Dundrum Road, approximately 750m to the north of Dundrum village centre in Dublin 14. The site has a total area of approx. 0.79ha and is located in the administrative jurisdiction of Dún Laoghaire-Rathdown County Council

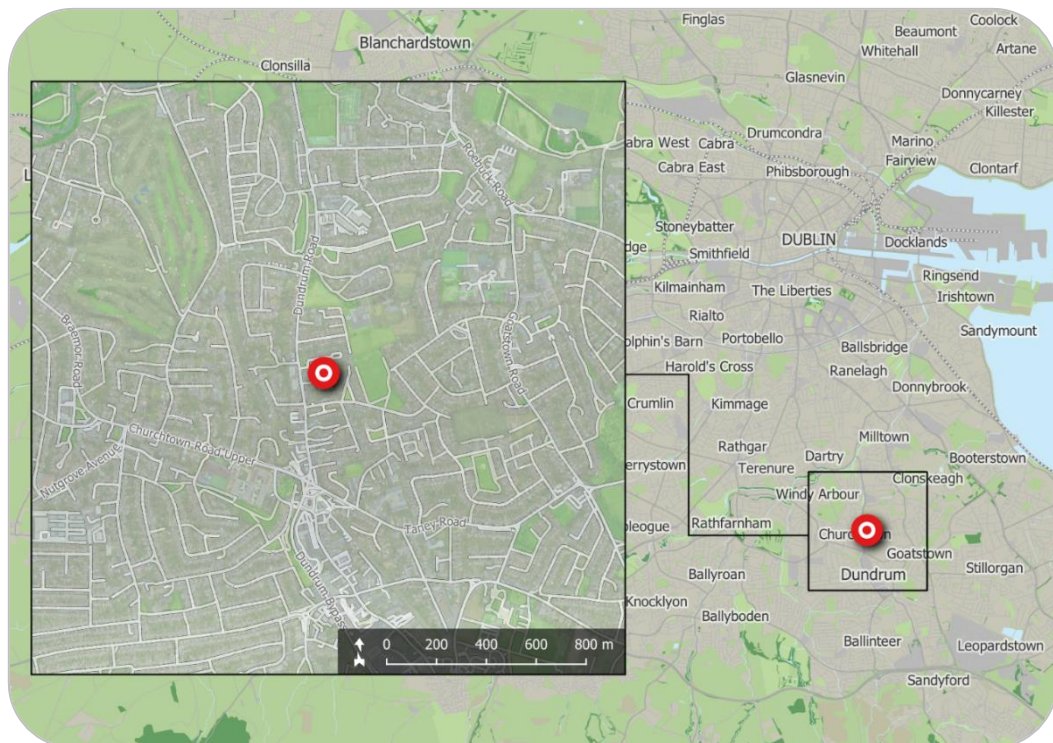


Figure 1 – Location of proposed development site  
(map data & imagery: EPA, OSM Contributors, Google)

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 site is bounded to the north, south and east by existing residential properties and to the west by the Dundrum Road.



Figure 2 – Site extents and environs  
(map data & imagery: EPA, OSM Contributors, Google)

## 1.2 Existing land use

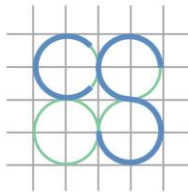
The subject development site is predominantly occupied by a part two-storey, part single storey telecommunications exchange, with associated surface car parking. There is a green border to the northern and eastern boundaries, and existing established trees to the eastern and southern boundaries.



## 2.0 PROPOSED DEVELOPMENT

The proposed development will consist of:

- Demolition of all structures on the site and site clearance works.
- The construction of 2 no. apartment blocks (Blocks A and B) providing 111 no. apartments in total (comprising 3 no. studios, 51 no. one bedroom units, 46 no. 2 bedroom / 4 person units and 11 no. 2 bedroom / 3 person units. Block A (Western block, fronting Dundrum Road) comprises a 6-storey block (5 levels over lower ground level / semi-basement) stepping down to the east to 4-storeys in height. Block B (Eastern block, towards the rear (east) of the site) is of part 2-, and part 3-storey height. The proposed development has a total gross floor area of 10,291 sq.m and provides; internal communal ancillary residential services / amenities to include a post room at lower ground floor level within Block A; a shared amenity / lounge (17.5 sq.m) and a storage room (11.8 sq.m) at second floor level within Block B.
- A semi-basement / lower ground floor level is provided in Block A that will be accessed via a vehicular ramped access/egress onto/off Sommerville Road to the north. This semi-basement provides two refuse stores; 39 no. car parking spaces (of which 10 no. spaces are fitted for Electric Vehicles and including 3 no. car club spaces); secure bicycle parking / storage in the form of 82 no. double stacked bicycle storage spaces providing 164 no. residents cycle parking spaces; 2 no. cargo bike storage areas; 3 no. motorcycle spaces; plant room (75 sq.m) and an ESB substation/switch room.
- At ground / surface level provision is made for 2 no. disabled car parking spaces (both fitted for Electric Vehicles) together with 56 no. short stay bicycle storage spaces in the form of 28 no. Sheffield stands and a further 3 no. Sheffield stands providing 6 no. long stay bicycle spaces plus 2 no cargo storage bike spaces. An enclosed bin store is also provided at surface level to the north of Block B.



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- Communal Outdoor Amenity space is provided for residents in the form of rooftop terraces located at 2<sup>nd</sup> floor level within Block A and B, respectively (totalling 361 sq.m in area), and communal courtyard spaces at ground floor level between blocks (totalling 1,418 sq.m in area).
- Private amenity spaces are proposed in the form of patios / terraces at lower ground and ground floor levels with balconies serving apartments at the upper levels.
- Hard and soft landscaping works are proposed at ground floor level which includes the provision of footpaths; fire tender access and an informal play area for children.
- Provision of 4 no. rooftop telecommunications antennae (Block A) and an associated base station / cabinet that will be located within a designated comms room (approximately 13.6 sq.m) that is situated at lower ground floor level within Block A.



### **3.0 CAR PARKING MANAGEMENT**

A total of 41 no. car parking spaces are proposed within the development. 3no. of which shall be reserved for residential car club vehicles.

All non-car club car parking spaces within the development (including the 2no. accessible spaces) shall be controlled by the development's Management Company. Parking spaces shall not be assigned to individual apartment units; instead the remaining 38no. car parking spaces shall instead be allocated and/or leased to residents on the basis of availability and need, in part by means of a permit/lottery system, in order to optimise the use of parking spaces.

#### **3.1 Eligibility**

- Residents of the development will have first refusal on a 'resident' car parking space.
- A resident is defined as an owner or 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 a 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.

- 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.
- Disabled car space can be leased to non-disabled residents, by the Management Company, should there not be the demand for the spaces from disabled residents.
- Disabled car space 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 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**

Vehicular access to the lower ground floor car park shall be via a dedicated access ramp allowing two-way traffic flows into and out of the basement. The lower ground floor car park shall comprise a total of 39no. car parking spaces. Access shall be restricted to residents to whom a car parking space has been allocated. 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 control measures shall be employed to ensure that opportunistic parking by external parties cannot occur. The parking provision is therefore considered appropriate and will not affect the performance of the surrounding road network.

## 4.0 PARKING CONTROL MEASURES

Several possible approaches exist to reducing undisciplined parking within the development's lower ground floor parking. These are discussed below.

### 4.1 Car Parking Management

As part of the proposed development, a car parking management plan will be implemented and monitored by an appointed Mobility Management Co-ordinator. The car parking management plan shall include the following measures:

- Numbering of all car parking spaces, so as to permit their allocation to specific users;
- Frequent 'on-the-beat' parking surveys conducted by site security and/or by parking management contractors, to monitor compliance with all parking restrictions;
- Enforcement of parking restrictions by means such as clamping and fines;
- Information on nearby parking facilities and the use of alternative modes of transport, provided to development occupants and visitors by means of travel information packs and/or information kiosks within the development.
- In addition, folding parking barriers or hinged bollards may also be installed within individual parking spaces.

Refer to Drawings **E037-CSC-ZZ-XX-DR-C-0014** for basement car parking strategy and **E037-CSC-ZZ-XX-DR-C-0005** for surface level roads layout.