

LRD Planning Amendment

Beach Road Apartments, Sandymount, Dublin 4

Car Parking Management Plan

September 2024

Document Control

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1 Introduction

1.1 Report Objective

This report is provided in support of a planning amendment, planning retention application as part of an LRD application for a development previously approved under SHD ABP-310299-21.

This Car Park Management Plan (CPMP) has been prepared by PUNCH Consulting Engineers in relation to the proposed development on the site located at the junction of Beach Road and Church Avenue in Sandymount, Dublin 4.

The development is substantially equivalent to the original application and the development description should be taken from architectural documentation. The development includes a multi-storey apartment development with basement parking, ancillary internal uses, and external substation.

Vehicular and pedestrian access to the site will be from Beach Road with additional pedestrian access via Church Avenue.

1.2 Proposed Development

The development comprises:

- 112 apartments
- Car parking containing a total of 70 no. car park spaces comprising:
 - 4 no. Disabled car parking spaces
 - 66 no. Standard car parking spaces, including 2 no. Car sharing spaces and 8 no. e-charging spaces and 4 no. disabled parking spaces
- Other Parking:
 - 4 no. Motorcycle parking space
 - 236 no. Cycle parking spaces (208 no. at basement level plus 28 no. at ground level)
 - 4 no cargo bicycle parking spaces

Vehicular access to the site is available via a new proposed entrance ramp on Beach Road. The proposed works are outlined in a series of architectural drawings prepared by Plus Architecture and engineering drawings prepared by PUNCH Consulting Engineers that are supplied as part of the planning documentation.

The basement car park layout is shown in Figure 2-1. For information relating to the proposed basement car parking layout and the associated provision & location of non-standard car parking spaces, please refer to Appendix A Plus Architecture Ground Landscape Plan and Basement Plan.



2.1 Types of Parking

2.1.1 Standard Parking

The standard parking spaces will be demarcated with white lines. All standard car parking spaces will be 2.4m by 4.8m. These dimensions are based upon the standards suggested within the UK Department for Transport's Inclusive Mobility document (2005).

2.1.2 Disabled Parking

The disabled spaces are to be demarcated with yellow lines, a protected hatched area and appropriate road markings to identify these spaces. All disabled car parking spaces will provide an additional width and length of 1.2m to the standard parking space. Disabled parking will be provided in accordance with Irish Building Regulations. The proposed location of the disabled parking spaces will be in close proximity to the two lifts providing access to the building above.

2.1.3 Car Sharing Parking

Car sharing (GoCar) parking is to be demarcated with white lines and appropriate signage and/or road markings. A total of 2 no. car sharing spaces are proposed for the development.

2.1.4 Tandem Car parking

Two pairs of parking spaces are provided as tandem parking spaces. Each pair is to be provided to a single residence to avoid any conflict with access.

2.1.5 Electric Vehicle Parking

The electric vehicle spaces are to be demarcated with white lines and appropriate road markings and signage to identify these spaces. Each Electric Vehicle parking space shall be accompanied by an appropriate means of charging the vehicle occupying the space (i.e. a charging terminal).

2.1.6 Cycle Parking

Cycle parking is provided at basement level and ground floor level.

2.1.7 Motorcycle Parking

Motorcycle parking is provided at basement level. A total of 4 no. motorcycle parking spaces are proposed for the development.

2.2 Space Allocation

The car parking associated with this development shall be sold/leased separately to the apartments.

All residents will be issued with a parking guide as part of their purchase. This will include information regarding on-site parking permits and restrictions on use of the parking spaces.

The availability of limited on-site car parking and the knowledge that parking permits will not be granted for all those who live and work at the site would be a factor that would be known to a

potential user of the proposed development. In the event of a car park reallocation this is to be managed by the management company.

Given the proposed development's proximity to urban centres and high-frequency public transport as well as the proposed high quantity of cycle parking, it is not anticipated that the proposed provision of car parking spaces will be an issue. For further information regarding the proposed development's mobility management, please refer to the Mobility Management Plan, which is included in this application. Please refer to the Traffic and Transportation Assessment for further assessment of quantity of parking.

A breakdown of the provision of car parking is provided in Table 1 below.

Table 1: Breakdown of Car Park Spaces

Element	Quantity provided	Relevant Proportion	Comment
<i>Number of Dwellings</i>	112		
<i>Total quantity of Car parking spaces</i>	70	N/A	Below <u>maximum</u> permitted rate of 1 car park per dwelling
<i>Disabled Car parking Spaces</i>	4	5% of total car parking spaces	Complies with required rate of 5% of the total quantity of car parking spaces
<i>Standard Car parking Spaces</i>	66	-	-
<i>Electrical Vehicle charging parking spaces</i>	8		As per original planning permission
<i>Car Sharing Spaces</i>	2		
<i>Motorcycle parking spaces</i>	4	5% of total car parking spaces	Complies with required rate of 5% per car parking space
<i>Cycle Parking Spaces</i>	234 standard cycle parking spaces and 4 cargo bicycle parking spaces	1 per bedroom and 1 per 2 apartments	Compliant with Dublin City Council Development Plan 2022-2028 and original planning permission

2.3 Enforcement Process

It is envisaged that a suitably qualified and experience parking company will be employed to manage any enforcement of the carpark by the Mobility Manager. (Reference should also be made to the Mobility Management Plan submitted and the role of the Mobility Manager). The use of clamping or fines or physical removal of vehicles are considered a last resort.

Certain activities within the car park will be seen to constitute a trigger for enforcement action, including as follows:

- Vehicle not authorised to park (in the first instance, without an on-site parking permit);
- Vehicle not parked in a correct space (e.g. disabled space);
- Vehicle not parking within a demarcated space, but otherwise authorised;
- Vehicle parking inappropriately and liable to cause obstruction.

2.3.1 Vehicles without Displayed On-Site Parking Permits (Including Unauthorised Parking)

If a vehicle is parked in the area but not displaying a valid permit, the parking contractor will, in the first instance, cross reference the vehicle registration with the issued permit database. If a vehicle is authorised to park, but not displaying a permit, a first warning notice will be issued. Subsequent offences by the same vehicle will warrant the normal procedures set out below.

If a vehicle is not authorised to park, a fine may be issued. This will ensure that adequate space is made available for those who correctly have an expectation to be able to park. A notification will be made to vehicle owners with a fee payable.

2.3.2 Vehicles Not Parked in Correct Space

Where vehicles otherwise authorised to park in the development have not parked in the correct space, such as a disabled space, in the first instance an oral or written warning will be issued as appropriate. If the vehicle remains in the space for an extended period of time or the offence is repeated, further formal parking tickets will be issued with the commensurate fine.

The resident in receipt of the ticket will have the option to appeal against the issue of ticket and the case will be judged against the prevailing conditions. For instance, if the misuse of disabled space coincided with an enforcement action against an unauthorised parked vehicle, leading to a deficiency of appropriate spaces for the authorised resident, the ticket may be retracted.

2.3.3 Authorised Vehicles Parked Outside of Demarcated Spaces

Where vehicles displaying a valid permit are parking informally, outside of demarcated spaces, the procedure set out above will be pursued. However, if the location of a vehicle would prejudice any of the following, removal procedures will be enacted:

- Other parking spaces are wholly obstructed
- The access is obstructed such that safe operation could no longer continue
- Access by service vehicles could not be completed in a safe and suitable manner, including allowing turning on site that avoids the need to reverse to or from the highway

The contractor will be required to produce photographic evidence of the offence as committed.

2.3.4 Vehicles Parked Inappropriately

All vehicles will be required to park entirely within the defined car parking spaces. In the first instance, a judgement as to the severity of the situation will be made. Where it is judged that the nature of

parking is likely to obstruct other users of the car park, most noticeably service vehicles, or where the action constitutes a repeat or sustained occurrence, immediate removal procedures will be enforced.

If no immediate impediment to access will result, a ticket to the vehicle will be issued.

3 Ongoing Update and Revision

The Car Parking Management Plan and the associated measures set out in this document have been developed to be appropriate for the development and the prevailing conditions in terms of car ownership and travel patterns.

Nonetheless, the CPMP itself remains a live document and it is anticipated that measures set out within it will evolve to best suit the needs of residents, the operators of the site and the wider users of the highway network.

It is not envisaged that a formal review process is needed for the CPMP, rather key changes will arise through feedback from key stakeholders, including the residents and parking control subcontractors.

Appendix A Plus Architecture Ground Landscape Plan and Basement Plan



LEGEND

EWS - External Wall Systems

- EWS-01 Red Brick Cladding with 150 mm insulation cavity
- EWS-02 Red Brick Cladding with 187.5 mm insulation cavity
- EWS-03 Render insulation to parapet (120mm)
- EWS-04 Roof Papere - Paralon membrane finish
- EWS-05 Rendered Insulation System to Balconies (130mm)
- EWS-06 R.C. Retaining Wall with White Tank Grade 2 (Basement)
- EWS-07 Stone cladding system with 150 mm insulation + 50vd
- EWS-08 Stone cladding system Uninsulated
- EWS-09 Rainscreen Cladding System on RC Wall
- EWS-10 Rendered Insulation System to Basement (180)
- EWS-11 Rainscreen Cladding System on SFS Frame Wall

IWS - Internal Wall Systems

- IWS-02 Metal studs Partition System
- IWS-03 Wet Areas Metal Studs Partition System
- IWS-04 Internal Plasterboard Lining 37.5mm Cavity
- IWS-05 Internal Plasterboard Lining 50mm Cavity
- IWS-06 215mm Solid Blockwork
- IWS-07 Acoustic Lining to Shafts, Meter Rooms
- IWS-08 60mm FR Shaft/Wall System
- IWS-09 Twin Stud Wall with Service Cavities on both sides
- IWS-10 Internal Plasterboard Lining, 100 mm Cavity Void Service
- IWS-11 One sided plasterboard lining
- IWS-12 Wall Partition System - Staircases

FLS - Floor Systems

- FLS-01 Laminate Flooring - Apartments
- FLS-02 Large Format Porcelain Tiles - WC's
- FLS-03 Large Format Porcelain Tiles - Common Areas
- FLS-04 Maltells - Common Areas
- FLS-05 Carpets - Common Areas, Stairs
- FLS-06 Coating System to Plant Areas & Bin Stores
- FLS-07 Clip-on Balcony Assembly
- FLS-08 Uninsulated Balcony Build-Up with Pedestals & composite board
- FLS-09 Insulated Balcony Build-Up with Pedestals & composite board
- FLS-10 Carpet to stairs and apartment landings on each upper level

RFS - Roof Systems

- RFS-01 Extensive Green Roof System
- RFS-02 Bitumen membrane warm deck roof with ballast (Roof edge)
- RFS-03 Bitumen membrane warm deck roof covering with ballast
- RFS-04 Bitumen membrane warm deck roof covering
- RFS-05 Bitumen membrane cold deck roof covering

Doors

- 60 Min FR Door
- 30 Min FR Door
- Non-FR Door

Other

- 1800mm Kitchens clearance zone
- Fall Prevention Cable Systems - Please refer to specialist subcontractor
- SVP Soil vent pipes HSP& Kitchen
- SVP Soil vent pipes Bathrooms
- SVP ends on this floor Bath/HSP& Kitchen
- SVP serves only 5th floor
- RWP Rainwater pipes
- SVP Transfer - Transfer to be done in the underfloor of the 5th floor.
- SVP Ventilation Transfer - Transfer to be done in the ceiling of the 3rd & 4th floor.
- RWP Transfer - Transfer to be done in ceiling voids
- Provision of Bike Parking Areas - Hatch only indicative -
- BSC Balcony Screen Divider - 2.4m High

525 Bike Parking Schedule

Level	Type	No. of Bikes
Basement	2 Tier Bikes	164
Basement	Cargo Bike Rack Large Size-1no.Bike	2
Basement	Sheffield Bike Rack-2no.Bikes	44
Ground Floor	1no.Mcrite-2no.Bikes Rack	26
Ground Floor	Cargo Bike Rack Regular Size -1no.Bike	2
Grand total		238

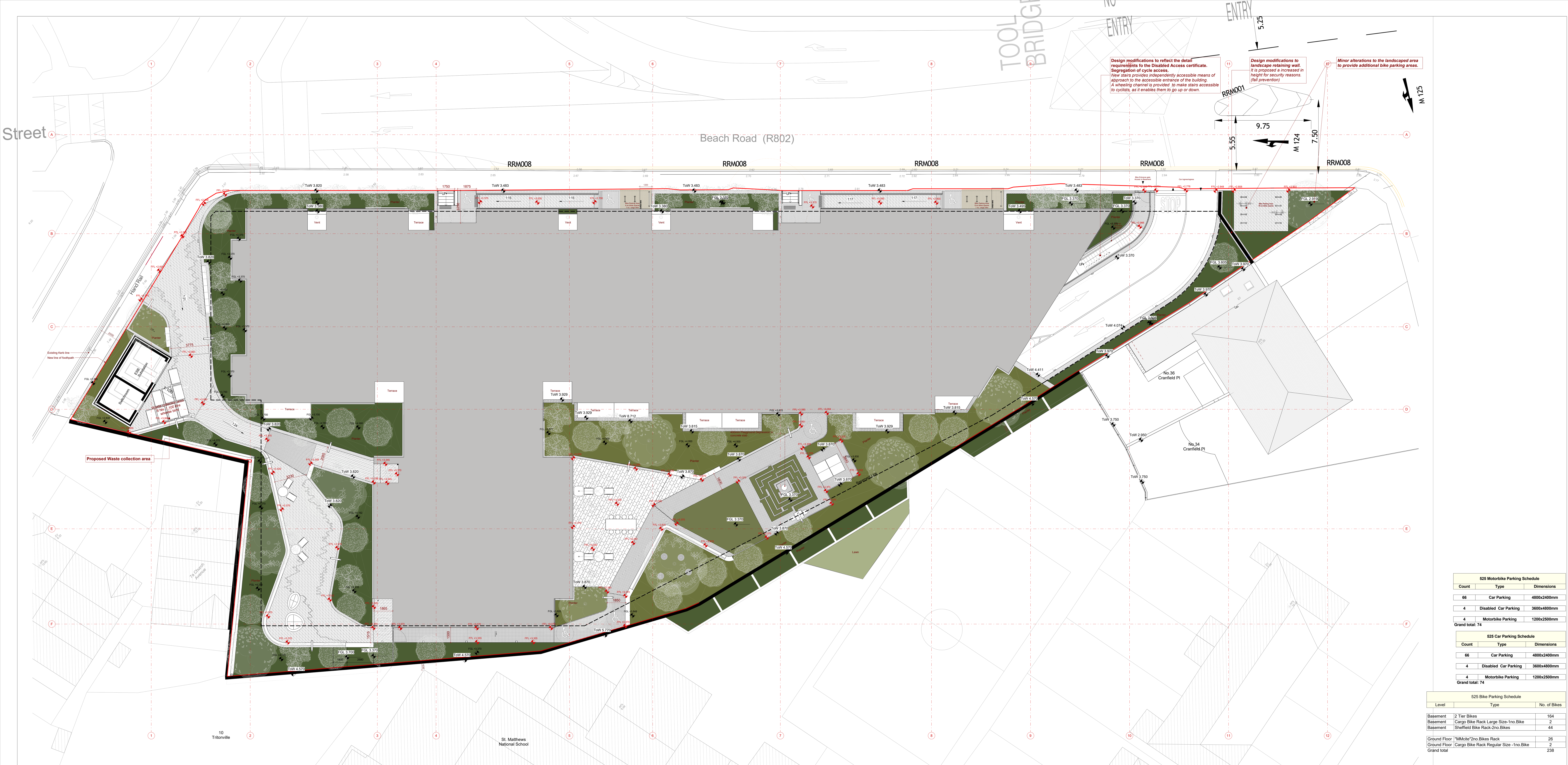
525 Motorbike Parking Schedule

Count	Type	Dimensions
4	Motorbike Parking	1200x2500mm
Grand total: 4		

525 Car Parking Schedule

Count	Type	Dimensions
66	Car Parking	4800x2400mm
4	Disabled Car Parking	3600x4800mm
Grand total: 70		

63% - Ratio Car Parking Spaces/Apartments (70/112)
8 no. EV Car Parking Provision (10% of all car parking spaces)



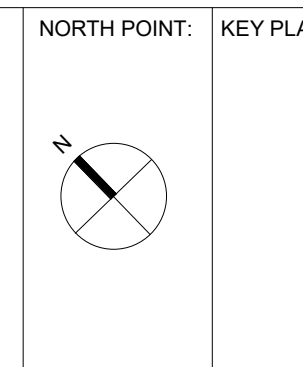
525 Motorbike Parking Schedule		
Count	Type	Dimensions
66	Car Parking	4800x2400mm
4	Disabled Car Parking	3600x4800mm
4	Motorbike Parking	1200x2500mm
Grand total: 74		

525 Car Parking Schedule		
Count	Type	Dimensions
66	Car Parking	4800x2400mm
4	Disabled Car Parking	3600x4800mm
4	Motorbike Parking	1200x2500mm
Grand total: 74		

525 Bike Parking Schedule		
Level	Type	No. of Bikes
Basement	2 Tier Bikes	164
Basement	Cargo Bike Rack Large Size-1no Bike	2
Basement	Sheffield Bike Rack-2no Bikes	44
Ground Floor	"Mole"2no Bikes Rack	26
Ground Floor	Cargo Bike Rack Regular Size -1no Bike	2
Grand total		238

REV	DATE	DETAILS	INITIALS	NOTES
01	24/09/2024	Planning Application		
02				
03				
04				
05				
06				
07				
08				
09				
10				
11				
12				

- NOTES:
- Basement Line
 - Applicants overall land ownership
 - Podium Landscaped Areas - Sun planting Mix
 - Podium Landscaped Areas - Shade ground cover Mix
 - Green Roof - Sedum blanket



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