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O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

G538: BAKERS FORGE STUDENT ACCOMMODATION

OUTLINE BICYCLE PARKING MANAGEMENT PLAN

For
Bakers Forge Properties Ltd.

23 January 2026

NOTICE

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TABLE OF CONTENTS

1 INTRODUCTION 1
1.1 APPOINTMENT 1
1.2 ADMINISTRATIVE JURISDICTION 1
1.3 STUDY AREA 1
1.4 DEVELOPMENT DESCRIPTION 2
2 CHARACTERISTICS OF THE DEVELOPMENT 5
2.1 DEVELOPMENT OVERVIEW 5
3 IMPLEMENTATION AND MONITORING 6
4 BICYCLE PARKING MANAGEMENT 7
4.1 LAYOUT AND ALLOCATION 7
4.2 ACCESS AND SECURITY 10
4.3 EQUIPMENT/ BICYCLE MAINTENANCE 10
4.4 ABANDONED BICYCLE POLICY 10
4.5 COMMUNICATIONS 10
4.6 RESPONSIBILITY 11
5 VERIFICATION 12

TABLE OF FIGURES

Figure 1-1: Site Location 2
Figure 1-2: Proposed Site Layout 4
Figure 4-1: Bicycle Store in Block B 7
Figure 4-2: Short-Stay Bicycle Spaces near Block B 8
Figure 4-3: Short-Stay Bicycle Spaces near Block A 9

1 INTRODUCTION

1.1 APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Bakers Forge Properties Ltd. to prepare this Outline Bicycle Parking Management Plan (BPMP) with respect to the proposed Strategic Housing Development comprising the design of student accommodation at Baker's Corner, Deansgrange, Co. Dublin.

1.2 ADMINISTRATIVE JURISDICTION

The proposed development is located in the jurisdiction of Dun Laoghaire - Rathdown County Council (DLRCC) and therefore this assessment has given due consideration to the relevant guidelines and documents associated with this development including:

- Dun Laoghaire - Rathdown Development Plan 2022 - 2028;
- Cycle Design Manual, NTA, September 2023;
- Greater Dublin Area Transport Strategy 2022 – 2042, NTA;
- Traffic and Transportation Assessment, O'Connor Sutton Cronin, January 2026; and
- Mobility Management Plan, O'Connor Sutton Cronin, January 2026.

1.3 STUDY AREA

The subject site is located approximately 13 km southeast of Dublin City Centre, as shown in Figure 1.

It is situated on the southeastern corner of the intersection between the R828 (Rochestown Avenue) and the R830 (Kill Lane). The development occupies the site of the former Baker's Corner pub and is bound by the R830 Kill Lane to the north, residential and amenity space to the south, the Holy Family Church to the east and the R828 Rochestown Avenue to the west.

The site is fully serviced with all utilities abutting the site perimeter including services for water, surface water & foul water network.

The indicative location of the development can be seen in the figure overleaf.

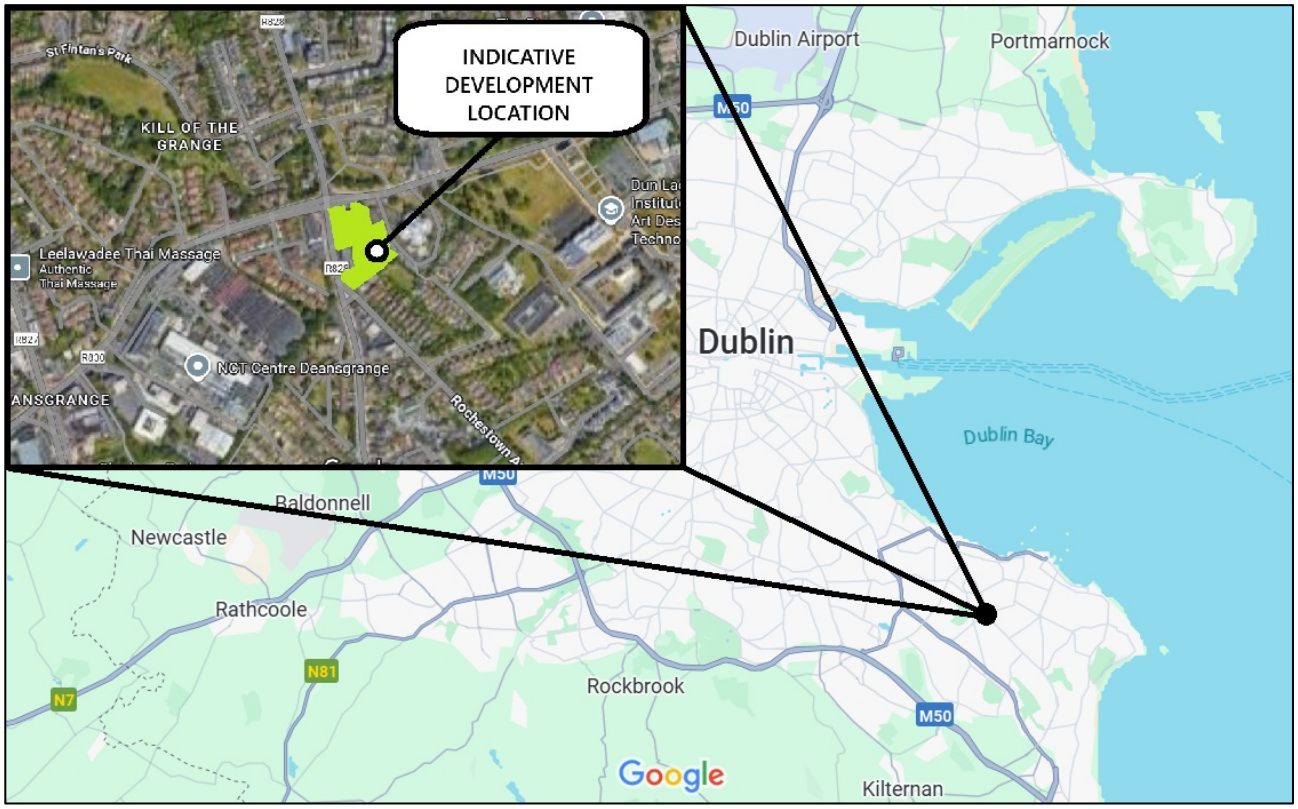


Figure 1-1: Site Location

The development site is located in a reasonably accessible area within the jurisdiction of Dun Laoghaire - Rathdown County Council, with active travel facilities, and public transport services. The proposed development consists of 276 no. bedspaces, 2 no. commercial units and a public house.

1.4 DEVELOPMENT DESCRIPTION

Baker's Forge Properties Limited intend to apply for permission for a Large-Scale Residential Development comprising amendments to the permitted Strategic Housing Development Ref. ABP-311411-21 on a site of 0.483 ha at a site 'Baker's Hall', (formally known as Baker's Corner), Rochestown Avenue and Kill Avenue, Dun Laoghaire, Co. Dublin.

The proposed development comprising amendments to the permitted Strategic Housing Development consists of:

- A 4 storey over ground extension of c. 436 sqm to the rear / courtyard elevation of Block A to provide for an additional 12 no. student accommodation units.
- The reconfiguration of permitted internal circulation and communal amenity spaces to provide for 10 no. additional student accommodation units within Block A.
- The internalisation of an overhanging roof canopy on the roof terrace of Block A to provide 2 no. additional student accommodation units.

- The total number of additional student accommodation units proposed is 24 no. providing a total of 300 no. units on site. 276 units are permitted on site.

The proposed development amendment works to Block A also comprise of the :-

- Removal of the permitted building overhang at 5th floor level of Block A.
- Relocation of a switch room and substation to the north-eastern corner of Block A.
- Provision of additional window and escape door to permitted licenced premises on northern elevation.
- Amendment of the permitted entrance to provide for a recessed entrance arrangement to the permitted licenced premises in Block A.
- Omission of the roof terrace to the south of Block A, and the increase in size of the permitted roof terrace to the east of Block B from c. 60sqm to c. 95sqm.
- Minor amendment of fenestration at 1st-5th floor level on the southern elevation of Block A to accommodate proposed internal rooms.
- Additional plant space within permitted commercial units in Block A with a reduction in net internal floor space.
- Omission of louvred plant screen on roof level of Block A.
- Changes to the design treatment of the permitted elevation of Block A at Rochestown Avenue, minorly changing the total permitted floor area of Block A.

The proposed development amendment works to Block B also comprise of the:-

- Reduction in size of the screened roof-top terrace area to Block B (from 450 sqm to 150 sqm).
- Reduction in height of stair core and lift shaft to western stair core of Block B.
- Relocation of the permitted bike shelter to the east elevation of Block B. The number of bicycle parking spaces remains unchanged.
- Minor elevation alterations to eastern and western elevations of Block B to account for relocation of permitted internal building services.
- Additional plant space within permitted commercial unit in Block B with a reduction in net internal floor space

The proposed amendments to the development will also include a minor increase to the overall height of both permitted blocks (of c. 550 mm) due to building structure design; as well as minor changes to the scheme as agreed at compliance stage including inter alia the reconfiguration of the central open space area to provide for 30 no. car park spaces (unchanged from agreed compliance); and all associated elevational changes, site development and landscape treatment works necessary to facilitate the proposed development and consequent amendments proposed.



Figure 1-2: Proposed Site Layout

2 CHARACTERISTICS OF THE DEVELOPMENT

2.1 DEVELOPMENT OVERVIEW

300 no. student bedspaces comprising the following:

- 300 student bed spaces grouped into 38 no. clusters of six, seven and eight bedrooms with associated kitchen/dining/living areas;
- 1 no. public house;
- 2 no. commercial units;
- 140 no. long-stay residential bicycle parking spaces;
- 190 no. short-stay visitor bicycle parking spaces;
- 2 no. motorcycle parking spaces;
- 1 no. loading bay, for use by the commercial units; and
- 30 no. car parking spaces, for use by the commercial element of the development.

3 IMPLEMENTATION AND MONITORING

This Bicycle Parking Management Plan will be implemented and managed by the Property Management Company (PMC) once appointed, which shall, in turn, appoint a dedicated Bicycle Parking Manager.

The role of the Bicycle Parking Manager in the management of bicycle parking includes:

- Management and monitoring of the Bicycle Parking Management Plan;
- Maintenance of access controls at doors and cycle facilities;
- Procurement and distribution of keypad codes and/or access fobs;
- Ensuring that the Management Company rules have a dedicated section relating to the use of bicycle parking spaces;
- Liaison with the residents, staff and PMC regarding matters of cycle parking management, usage, security and maintenance;
- Ensuring the security of cycle parking; and
- Enforcement of bicycle parking compliance by residents.

In addition, the Bicycle Parking Manager will make available information on the development cycle parking facilities to residents, staff and visitors.

4 BICYCLE PARKING MANAGEMENT

4.1 LAYOUT AND ALLOCATION

The long-stay residential bicycle parking will be located in the bicycle store on the ground floor of Block B opposite the laundry and linen stores. The breakdown of space types is as follows:

- 140 no. long-stay bicycle parking spaces.

An extract of the layout of this area is shown following.

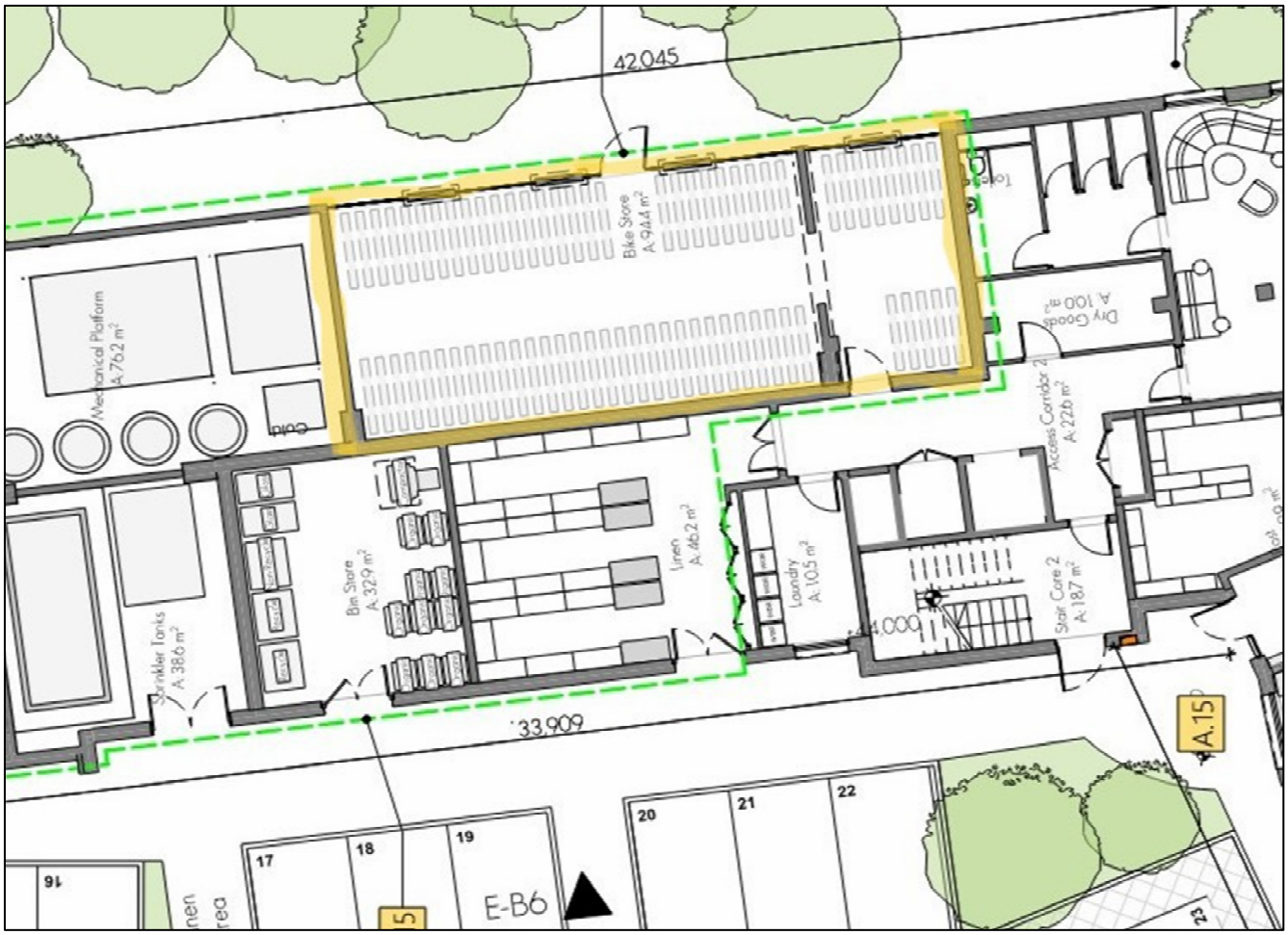


Figure 4-1: Bicycle Store in Block B

These internal parking stands are two-tiered bicycle racks. Appropriate cycle parking spaces can be assigned to units as necessary, particularly those spaces on lower tiers. The following measures can apply to ensure appropriate allocation and usage:

- The Bicycle Parking Manager may assign specific spaces to individual residential units through discussion with the respective unit residents.
- Assigned spaces can be marked with appropriate signage.
- Priority for use of the lower tiers can be given to those with mobility issues who may have difficulty in operating the stacker system.
- Additional advisory signage will be placed within the bicycle stores reminding users to leave spaces on lower tiers free for these priority users.

The short-stay bicycle parking will be unallocated and available for visitors to the development. The breakdown of space types is as follows:

- 190 no. standard bicycle parking spaces.

23 no. uncovered Sheffield stands are located next to the entrance to Block B, as shown in Figure 4-2, with capacity for 46 no. bicycles.



Figure 4-2: Short-Stay Bicycle Spaces near Block B

51 no. uncovered Sheffield stands are located on the southwestern end of Block B, as shown in Figure 4-3, with capacity for 102 bicycles.

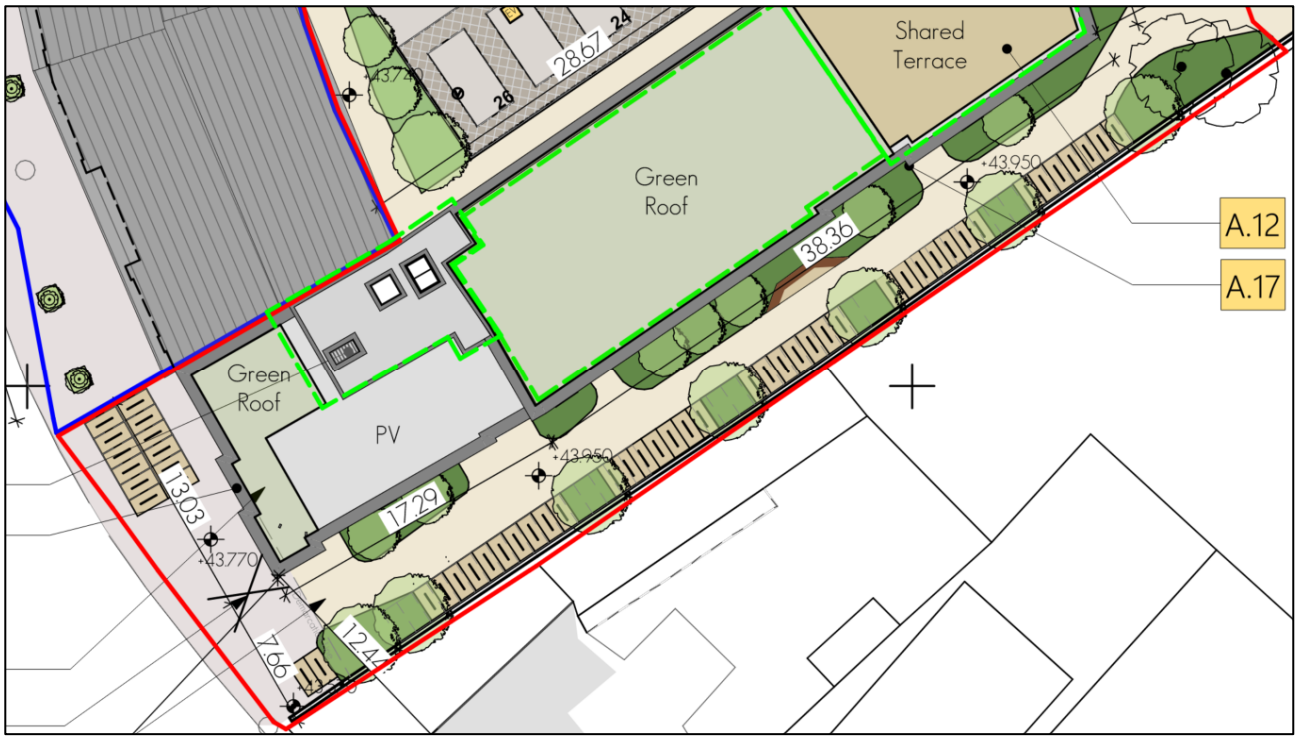


Figure 4-3: Short-Stay Bicycle Spaces near Block B

The remaining 21 no. uncovered Sheffield stands are located in the vicinity of Block A and the commercial units, as shown in Figure 4-4, with capacity for 42 no. bicycles.



Figure 4-4: Short-Stay Spaces near Block A

The 190 no. short-stay spaces will be unallocated; however, it can be assumed that any spaces in the vicinity of Blocks A and B will be used mostly by visitors to the student accommodation and those in the vicinity of the commercial units will be used mostly by customers of these units. This is not set, however, and users of each can use any available space.

4.2 ACCESS AND SECURITY

Access to the long-stay parking will be via the exterior door to the bicycle store by use of fob. Residents will be given the fob to access the secure bicycle store and visitor access will not be permitted. CCTV (monitoring and recording) will be operating in the bicycle store for enhanced security from antisocial behaviour and theft. The area shall be kept safe, secure and well-lit for users at all times, ensuring trip hazards are removed and pathways to the bicycle stands are kept clear.

4.3 EQUIPMENT/ BICYCLE MAINTENANCE

It is the responsibility of the Bicycle Parking Manager, as set out in the previous section, to ensure that the bicycle parking areas are maintained to a high standard and that the areas are kept clean, free of graffiti, secure, well lit, tidy and that the parking equipment is properly maintained.

4.4 ABANDONED BICYCLE POLICY

The management company may, at its discretion, remove any bicycle that appears to be abandoned in order to manage demand. Bicycles deemed to be abandoned will be tagged with a notice of removal and a sign will be displayed in the common area to inform the residents of same. Following the notice period given by the Management Company, the bicycle shall then be removed and disposed of as appropriate. This also applies to any bicycles with missing wheels, seats, handlebars, chains or damaged frames that have been idle for a prolonged period of time. This will also help prevent attracting antisocial behaviour and theft.

4.5 COMMUNICATIONS

There will be an agreed communication mechanism with the Bicycle Parking Manager for residents to discuss any needs in relation to allocation of spaces and raise any issues or concerns regarding abandoned bicycles or inappropriate use of space or equipment. This will be managed by the Bicycle Parking Manager with specific service targets to be agreed with and monitored by the PMC.

4.6 RESPONSIBILITY

All the bicycle parking spaces within the development are owned and managed by the PMC. The PMC fulfils the role of Bicycle Parking Manager, which is detailed in the previous chapter. However, responsibility for individual bicycles/ scooters ultimately remains with the vehicle owners, and this will be clearly to communicated to new residents upon occupancy.

5 VERIFICATION

This report was compiled and verified by:

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