

OCSC
O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

G538: BAKERS FORGE STUDENT ACCOMMODATION

OUTLINE CAR PARKING MANAGEMENT PLAN

For
Bakers Forge Properties Ltd.

21 January 2026

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DOCUMENT CONTROL & HISTORY

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1 INTRODUCTION

1.1 APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Bakers Forge Properties Ltd. to carry out an Outline Car Parking Management Plan (CPMP) 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).

1.3 SITE LOCATION

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.

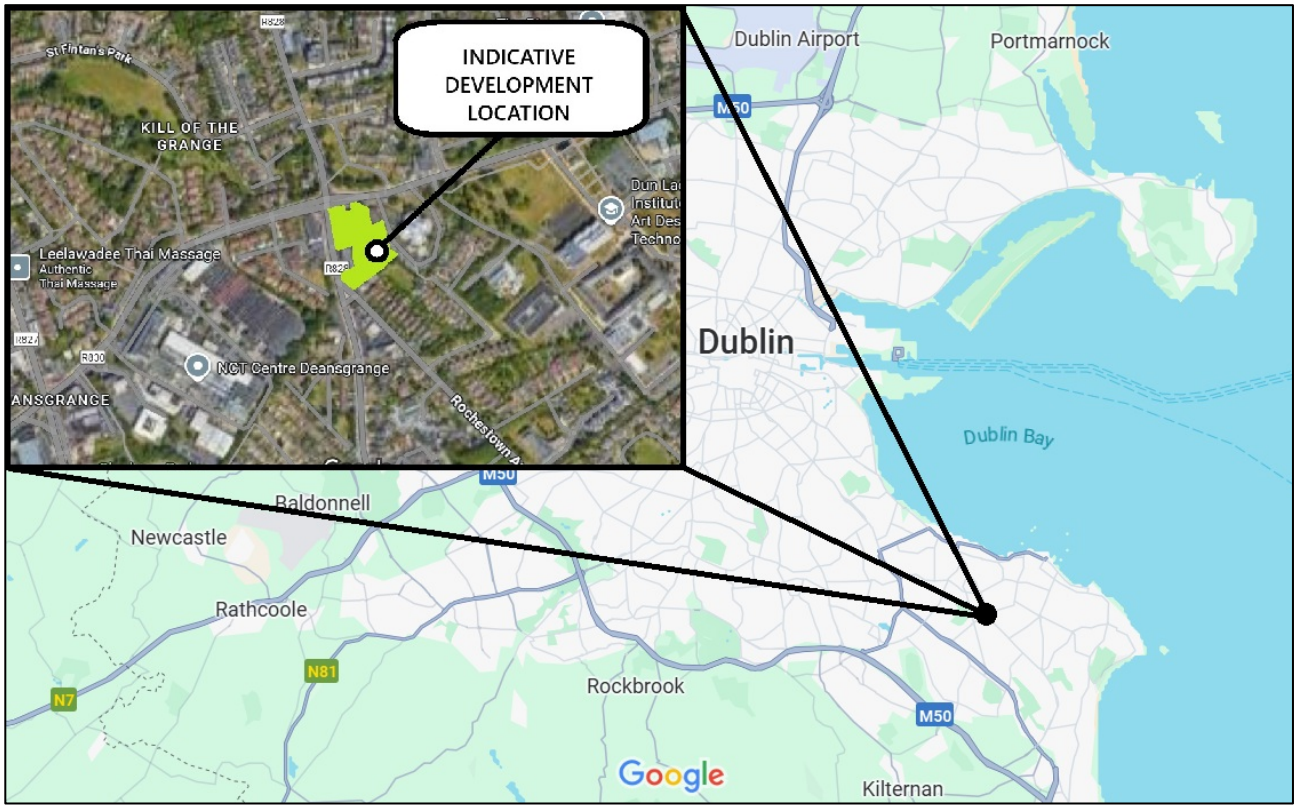


Figure 1-1: Site Location

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.

<u>The proposed development amendment works to Block A also comprise of the :-</u>

- 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.

<u>The proposed development amendment works to Block B also comprise of the:-</u>

- 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

The proposed development will consist of the following elements:

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;
- 134 no. long-stay residential bicycle parking spaces;
- 196 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 Car Parking Management Plan will be implemented and managed by the Property Management Company (PMC) once appointed, which shall, in turn, appoint a dedicated Car Parking Manager.

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

- Management and monitoring of the Car Parking Management Plan;
- Maintenance of access controls (entry and exit barriers for car park);
- 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 car parking spaces;
- Liaison with the residents, staff and PMC regarding matters of car parking management, usage, security and maintenance;
- Monitoring of car park occupancy;
- Ensuring the security of car parking; and
- Enforcement of car parking compliance by way of penalties and/ or clamping.

In addition, the Car Parking Manager may engage the services of a car park management company

The quantum of car parking will be monitored on an ongoing basis throughout the operational stage of the development.

4 CAR PARKING MANAGEMENT

4.1 LAYOUT AND ALLOCATION

The car parking spaces for the commercial element of the development will be located in the main courtyard of the development. The breakdown of space types is as follows:

- 27 no. standard car parking spaces; and
- 3 no. accessible car parking spaces.

An extract of the layout of the car parking area is shown following.



Figure 4-1: Car Park Layout

As previously stated, the car parking spaces are for the use of the staff and patrons of the public house and commercial units of the development, and residents of the student accommodation element of the development will be permitted to use these spaces at the start and end of the college year whilst students are moving in and out. The management of parking spaces during these times is set out in the following chapter; student parking in this area is prohibited at all other times.

The 1 no. loading bay including in the provision is intended for the use of delivery vehicles unloading goods to the commercial units, and is not to be used for car parking.

Appropriate car parking spaces can be assigned for staff of the commercial units as necessary. Travel surveys should be conducted among staff of the commercial units upon operation to establish an appropriate quantum and allocation for such parking spaces.

The following measures will apply to ensure appropriate allocation and usage:

- The Car Parking Manager may assign specific spaces for staff of individual commercial units through discussion with the respective unit occupants.
- Assigned spaces can be marked with appropriate signage or road markings.
- Additional advisory signage will be placed at the entrance to the car parking area.

4.2 ACCESS AND SECURITY

Access to the car parking area will be provided by separate barrier systems at the entry and exit points of the car park. The entry barrier will permit entry of one vehicle at a time. To ensure compliance, a number plate reader could be installed as part of the barrier system to help the car park management track vehicles for compliance and enforcement.

The exit barrier will require the user to enter a code on the keypad in order for it to be raised. This code will be provided by the commercial units upon purchase, potentially upon the purchase receipts. Failure to obtain this code will result in a fine, and the code will be changed on a daily or weekly basis. The car park management will be responsible for changing the code and communicating it to the commercial unit staff via a communal WhatsApp group.

The car park will be open during the business operational hours only. Clamping will be in operation for violations of the car park rules, which will be posted on signage at the car park entry. The car park will be patrolled by car park management staff during operational hours and monitored by CCTV during closing hours. Any parking violations, including vehicles parked outside of operational hours, will be subject to clamping and release fines.

Access to the car parking management system, including camera footage or ANPR data, will be limited to use by car park management only.

4.3 ACCESSIBLE CAR PARKING SPACES

There are 3 no. accessible car parking spaces provided for staff and patrons of the commercial units. Use of these spaces is subject to display of a Blue Badge. Inappropriate usage of these spaces will be subject to a fine, as it is inappropriate to clamp vehicles in spaces that are required for motorists with varying degrees of mobility.

4.4 ABANDONED VEHICLE POLICY

The management company may, at its discretion, remove any vehicles that appears to be abandoned in order to manage demand. Vehicles deemed to be abandoned will be removed by a towing company to a car storage yard. The vehicle owner shall be responsible for the towing and storage costs upon retrieval. Signage shall be displayed in the car park to advise occupiers of this towing policy.

4.5 COMMUNICATIONS

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

4.6 RESPONSIBILITY

All the car parking spaces within the Bakers Grange development are owned and managed by the PMC. The PMC fulfils the role of Car Parking Manager, which is detailed in the previous chapter. However, responsibility for individual vehicles ultimately remains with the vehicle owners, and this will be clearly to communicated via extensive signage throughout the car park upon occupancy.

5 MANAGEMENT OF SITE ACCESS DURING TERM START/END

The start and end of the school year will result in unique access requirements to the site as residents will be moving in/out with their belongings. Typically occurring around September and June, this will result in a more concentrated influx of people who may be travelling with a larger amount of baggage than normal. This in turn is likely to result in a need for a notable portion of residents to travel to the site by car.

While it is stressed that these circumstances are limited to just a couple of times a year and so are not a concern with respect to general traffic impact, consideration has nevertheless been given to the management of such activity to ensure it does not adversely impact on the local road network.

It is proposed to put in place a booking system at the site to control the arrival of vehicles at these times. The operation of this system will form a core part of the aforementioned Communication Strategy with residents advised of this from the earliest stages possible.

The system will operate on a short-term set-down basis only with residents allocated a time slot for arrival and unloading. Residents will be able to reserve a time during which they will be permitted to access the site. Access will be strictly controlled by the Management Company during this process and those without a booking will not be permitted access to the site. Again, this will be clearly communicated to all residents seeking to arrive/depart by car. The booking confirmation will be accompanied by a temporary code for the exit barrier.

In terms of set down locations, the 30 no. on-site parking spaces and the set down area will be used. Again, this will be strictly managed by the Management Company at all times throughout this process to ensure appropriate and efficient use of the space.

Considering the 30 no. parking spaces and servicing set down area on-site, the above would conservatively facilitate set down for 32 no. vehicles at one time. Assuming a generous time slot of 1 hour per resident across a 10-hour period (09:00-19:00), this would allow up to 320 students per day to be processed. Even allowing

for an unlikely worst-case scenario where all residents travel to the site by car at this time, there would be more than sufficient capacity for the entire development population to be accommodated within a single day, with reserve capacity available.

6 VERIFICATION

This report was compiled and verified by:

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