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## Parking Management Strategy

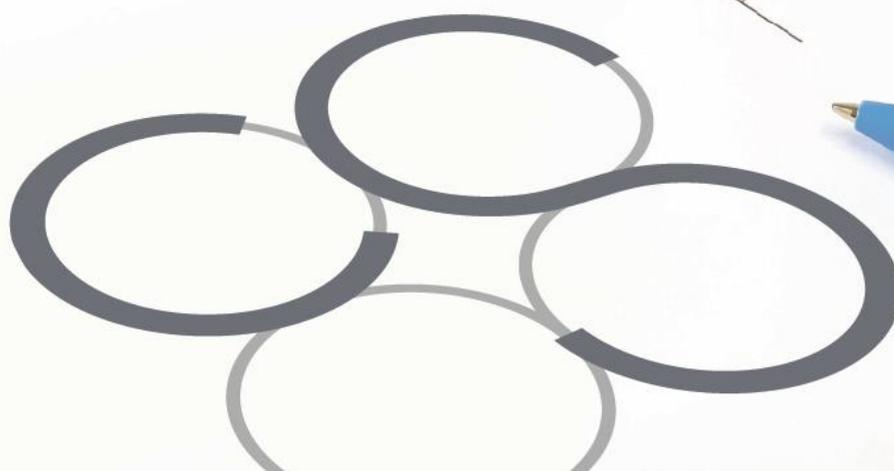
### The Arboury

### Belgard Road, Tallaght, Dublin 24.

Client: Landmarque Belgard Development  
Company Limited

Job No. L088

May 2022





## PARKING MANAGEMENT STRATEGY

### THE ARBOURY, BELGARD ROAD, TALLAGHT, DUBLIN 24.

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## 1.0 INTRODUCTION

### 1.1 Scope

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Landmarque Belgard Development Company Limited to prepare a Parking Strategy to accompany an SHD planning application for a residential development located on the former ABB site on Belgard Road, Tallaght, Dublin 24.

### 1.2 Site Location

The proposed development site is located on the site of the ABB Building, Belgard Road, Tallaght, Dublin 24. The site is located in the administrative jurisdiction of South Dublin County Council and has a total area.

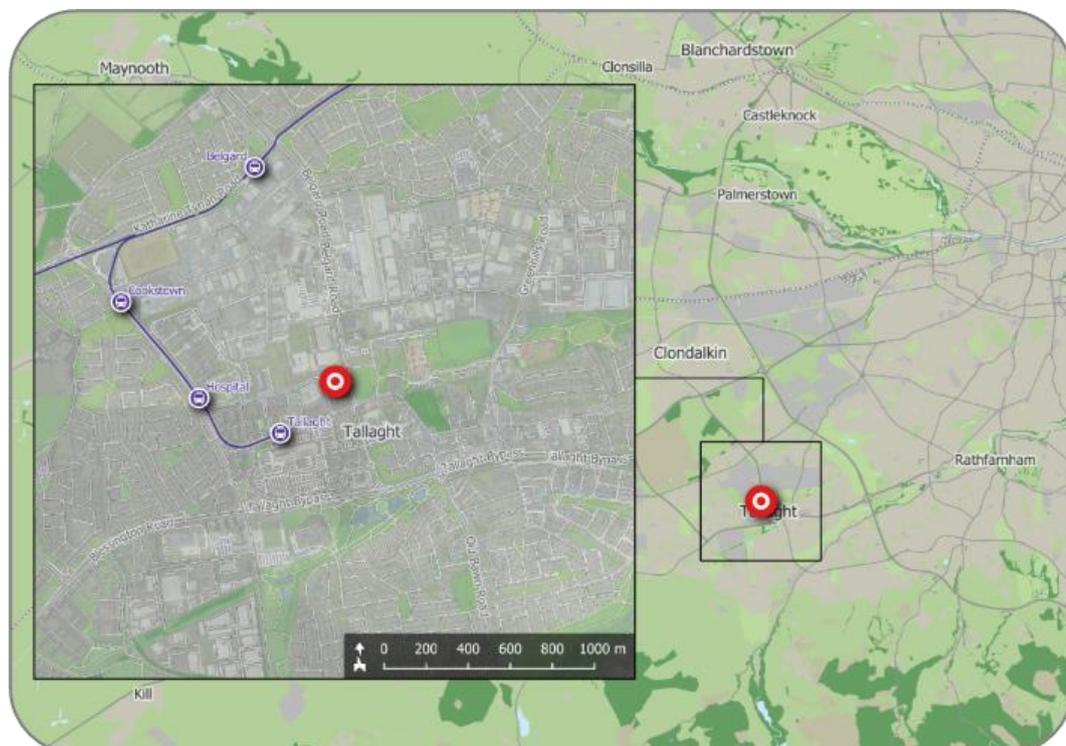


Figure 1 – Site Location  
(map data: EPA, NTA, OSM Contributors)

The location of the proposed development site is shown in Figure 1 above; which also shows the indicative extents of the development site, as well as relevant elements of the surrounding road network. The site is within walking distance to the Square shopping centre (250m), the Tallaght University Hospital (400m), TUD Tallaght Campus (50m) and the Luas stop into the town centre (500m), see Figure 2.

The site is within 2.5 km of the M50 to the East. The surrounding road network is shown in more detail in figure 2 below.



Figure 2 – Site Environs  
(map data: EPA, NTA, OSM Contributors)

### 1.3 Existing Land Use

The site currently contains an industrial/office building which is occupied by ABB Limited. It also contains a storage yard with the remaining portion of the

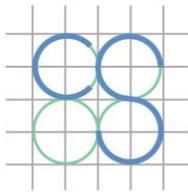
site used for carparking. The topography of the site is flat with only localized falls for drainage purposes.

#### **1.4 Proposed Development**

The site of c.0.898 ha is located at the former ABB Site, Belgard Road, Tallaght, Dublin 24, D24 KD78. The site is bound by Belgard Road (R113) to the east, Belgard Square North to the North and Belgard Square East to the west and Clarity House to the south.

The proposed development will consist of:

1. Demolition of all existing structures on site (with a combined gross floor area of c. 3625 sqm)
2. The construction of a mixed-use residential development set out in 3 No. blocks including a podium over a basement, ranging in height from 2 to 13 storeys (with core access above to roof terrace), comprising:
  - 334 no. residential units of which 118 No. will be Build to Rent (BTR) residential units, with associated amenities and facilities across the development,
  - 4 No. retail/café/restaurant units and 3 no. commercial spaces associated with the 3 no. live-work units (723 sqm combined),
  - Childcare facility (144 sq.m.),
  - 670 No. bicycle parking spaces including 186 visitor spaces; 117 car parking spaces (including 6 disabled spaces) are provided at ground floor and basement level.
  - The overall development has a Gross Floor Area of 29,784 sq.m.



- Two (2) podium residential courtyards and three (3) public accessible pocket parks, two (2) to the North & one (1) to the South.
- Linear Park (as a provision of the Tallaght Town Centre LAP) providing safe public pedestrian and cycling access between Belgard Rd and Belgard Square East

3. Of the total 334 residential units proposed, unit types comprise:

Block A (Build-to-Rent)

- 91 no. 1 bed units
- 1 no. 2 bed 3 person units
- 26 no. 2 bed 4 person units

Blocks B & C

- 2 no. live-work studio units
- 102 no. 1-bed units
- 12 no. 2-bed 3 person units
- 88 no. 2-bed 4 person units including 5 no. duplex units
- 1 no. 2-bed 4 person live-work unit
- 11 no. 3-bed units

4. All associated works, plant, services, utilities, PV panels and site hoarding during construction

## **2.0 CAR PARKING MANAGEMENT**

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

Car parking spaces shall be designated by category of use and identifiable through colour-coding, road markings, and/or signage. All internal car parking spaces within the development (including the 5no. 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 a permit/lottery system, in order to optimise the use of parking spaces.

### **2.1 Eligibility**

Only residents of the development shall be eligible to use a 'resident' car parking space. A resident is defined as an owner or a tenant, who's primary residence is within the development site.

### **2.2 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 12months, 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. 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.

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.

### **2.3 Access Control**

The ground floor 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.

### **3.0 PARKING CONTROL MEASURES**

Several possible approaches exist to reducing undisciplined parking within the development ground floor parking. These are discussed below. The proposed parking control strategy to be adopted by the subject development incorporates several of these measures.

#### **3.1 Improved Signage**

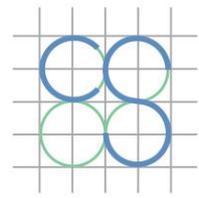
Undisciplined parking occurs because it is perceived as more convenient for a driver than finding a vacant regulation parking space. By increasing the visibility of the regulation parking provided, and emphasising its proximity, it appears more convenient and the attraction of undisciplined parking is reduced in comparison.

In the case of the subject development, signs placed along Belgard Square East indicating the locations and capacities of the underground and surface parking areas may reduce undisciplined parking along this road, particularly in conjunction with a programme of enforcement.

#### **3.2 Patrols, Clamping and Fining**

Enforcement of parking regulations may be achieved by deploying regular parking patrols to record instances of undisciplined parking. Incorrectly parked vehicles may be clamped or towed away, or the drivers may be warned or fined, as appropriate. Parking controls could 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 may be offset to a degree by any fines levied. An advantage of this approach is its flexibility: the frequency of patrols may be increased or decreased in response to observed

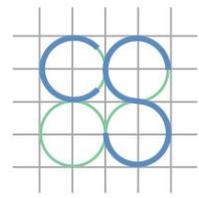


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parking behaviour and may be concentrated in specific areas when necessary





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