

BARRETT **MAHONY** CIVIL & STRUCTURAL CONSULTING ENGINEERS

Car & Bicycle Parking Management Plan

> Project: Development at Gowan House, Carriglea Business Park, Naas Road, Dublin 12

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1. INTRODUCTION

1.1 PROJECT DESCRIPTION

Malclose Limited intend to apply to Dublin City Council for a 7-year permission for a large-scale residential development principally comprising student accommodation at this 0.962 Ha site at Gowan House, Carriglea Business Park, Naas Road, Dublin 12, D12 RCC4.

Works to upgrade of the access road to the west of the site on an area measuring c. 0.081 Ha are also proposed comprising new surfacing to the carriageway, the provision of inbound and outbound bicycle lanes from the development entrance to the Naas Road, the provision of a controlled pedestrian crossing on the access road at the Naas Road junction, and the provision of a further uncontrolled pedestrian and bicycle crossing linking the subject site with the approved Concorde SHD development (ABP Ref: TA29S.312218) to the west.

On the Naas Road, works are proposed on an area measuring c. 0.086 Ha comprising the realignment and widening of the existing pedestrian footpath along the westbound carriageway of the Naas Road and the provision of linkages from the realigned footpath to the development site, and the provision of new controlled pedestrian crossings across the eastbound and westbound carriages of the Naas Road and the provision of a new uncontrolled crossing of the Luas tracks.

The development site area and roadworks areas will provide a total application site area of c. 1.13 Ha.

The proposed development will principally consist of: the demolition of the existing two-storey office/warehouse building and outbuilding (5,172 sq m); and the construction of a development in two blocks (Block 1 (eastern block) is part 2 No. storeys to part 15 No. storeys over lower ground floor and basement levels with roof plant over and Block 2 (western block) is part 9 No. storeys to part 11 No. storeys over basement with roof plant over) principally comprising 941 No. Student Accommodation bedspaces (871 No. standards rooms, 47 No. accessible studio rooms and 23 No. studios) with associated facilities, which will be utilised for short-term lets during student holiday periods. The 871 No. standard rooms are provided in 123 No. clusters ranging in size from 3 No. bedspaces to 8 No. bedspaces, and all clusters are served by a communal living/kitchen/dining room.

The development also provides: ancillary internal and external communal student amenity spaces and support facilities; cultural and community floor space (1,422 sq m internal and 131 sq m external) principally comprising a digital hub and co-working space with ancillary cafe; a retail unit (250 sq m); public open space; the daylighting of the culverted River Camac through the site; an elevated walkway above the River Camac at ground floor level; a pedestrian bridge link at first floor level between Blocks 1 and 2; vehicular access at the south-western corner; the provision of 7 No. car-parking spaces, 2 No. motorcycle parking spaces and 2 No. set down areas; bicycle stores at ground and lower ground floor levels; visitor cycle parking spaces; bin stores; substations; hard and soft landscaping; green and blue roofs; new telecommunications infrastructure at roof level of Block 1 including antennas and microwave link dishes, 18 No. antennas and 6 No. transmission dishes, together with all associated equipment; boundary treatments; plant; lift overruns; and all associated works above and below ground.

The gross floor area of the development is c. 33,140 sq m comprising c. 30,386 sq m above lower ground and basement level.



Figure 1: Site Location



Figure 2: Site Layout Plan.

2. SITE LAYOUT OVERVIEW

2.1 CAR ACCESS ROUTE

The main vehicular access point to the development is located at the southwestern corner of the site. This entrance is accessible via the existing road along the western boundary, accessed off the Naas Road. There is an existing signalised junction from the Naas Road to the access road, which is proposed to be upgraded to include a dedicated pedestrian crossing.

The access road within the development is along the southern boundary, part of which will be a shared surface with cyclists and pedestrians. The chosen surfacing and raised platform, along with appropriate signage, will clearly demonstrate the shared surface arrangement.

A car turning area is provided at the east side of the development to facilitate manoeuvring of cars back out along the access road. No vehicles, except for fire tenders, will be permitted to travel past the car turning area. Appropriate measures will be installed to prevent such movements.

Drawing GWH-BMD-ZZ-XX-DR-C-1041, which is included with the planning application, demonstrates the tracking of private cars within the development.

2.2 SERVICE VEHICLE ACCESS ROUTE

The same vehicular route is to be used by service vehicles. Two bin staging areas are provided within the development; the first is located adjacent to the set-down area along the western boundary while the second is located at the southeastern corner of the site. It is intended that the refuse vehicles will first pull in at the set-down / loading area along the access road to collect bins. They will then enter the site along the southern access road, manoeuvre at the southeastern corner where the bins will be collected, and then return back out along the road. It is intended that other larger service vehicles would also enter and exit in a similar manner.

Should a fire tender need to access the development, they will be permitted to continue around the northern boundary of the development past the car turning area and manoeuvre in the large open plaza, before returning back out along the same route.

Drawing GWH-BMD-ZZ-XX-DR-C-1040 demonstrates the tracking of fire tender and refuse vehicles within the development.

Two set-down areas are also proposed as part of the development; one located along the access road and a second located within the site.

2.3 CAR PARKING PROVISION

It is proposed to provide a total of 7 surface level car parking spaces within the development. Of the 7 spaces, two of these are designed as accessible car spaces.

2.4 ELECTRIC VEHICLE CHARGING POINTS

Of the 7 car parking spaces provided in the development, 5 of the spaces will be fitted with electric vehicle charging facilities, while the remaining two spaces will be ducted to facilitate the future installation of charging points.

2.5 MOTORCYCLE PARKING PROVISION

It is proposed to provide 2 surface level parking spaces for motorcycles within the development.

2.6 BICYCLE ACCESS ROUTE

The access route for cyclists entering from the Naas Road side of the development is the same as that for vehicles, accessing the road at the signalised junction. It is proposed to provide new cycle lanes on both sides of the access road to accommodate these users. Access for cyclists will also be available through the Carriglea development, or along the new cycle route which is proposed along the southern boundary of the proposed Concorde development. For cyclists departing the development, it is proposed to provide a new cyclist waiting area at the junction with the Naas Road for cyclists wishing to turn right or left. A Smart Micro Detection System will be provided at the junction to prevent excessive waiting times for cyclists.

2.7 BICYCLE PARKING PROVISION

A dedicated secure parking store is being provided in the development for the students. 941 spaces are being provided in the store, of which there are 5 cargo bicycles and 48 electric bicycle charging stations. Three further internal secure spaces are being provided for the staff of the retail and community spaces in the development.

In addition to the internal spaces, there are a further 218 spaces being provided externally for visitors to the development. These spaces are spread out throughout the development, and can be used by visitors to the residential, retail or community areas. A number of these spaces are in sheltered areas.

3. PARKING MANAGEMENT

3.1 CAR PARKING SPACES

The car parking spaces in the development will be shared between the residential, retail and community / cultural uses. It is intended that the management company for the site will control the use of these spaces on a daily, weekly or monthly basis. In order for the system to operate effectively, it must be monitored and enforced appropriately by the management company.

Should a vehicle user wish to utilise these spaces for a period of time, including the accessible spaces, they will need to contact the management company to organise this.

In addition to the dedicated car parking spaces, the management company will also control the use of the set-down areas. It is envisaged that these areas will be used for short term visits to the development, including for smaller service vehicles.

Throughout the life of the development, the management company will continue to monitor the operation of the parking spaces to ensure that it is conducted in accordance with the agreed approach.

3.2 SERVICING VEHICLES

The proposed arrangements for service vehicles accessing the development are detailed in the AWN 'Outline Delivery and Servicing Management Plan for a Proposed Large Student Development, Gowan House' report, which is included with the planning application.

In summary, deliveries and access for service vehicles will be managed by the development management team. The management team will be responsible for scheduling these deliveries to ensure the smooth operation of the access road and set-down areas. Delivery vehicle drivers will be directed to one of the car parking or set down spaces, and to the appropriate turning location, depending on the size of vehicle.

3.3 BICYCLE PARKING SPACES

Access to the bicycle store area will be via a mechanically operated door, activated by a fob system or key-code. Inside the doors, a dedicated cycle access ramp will be provided to assist cyclists entering and exiting the store. Cycle parking usage and condition will be monitored continuously by the property management company.

The external spaces are located throughout the development, in areas that will have frequent pedestrian and bicycle traffic. This will ensure a good level of passive surveillance for bicycles parked throughout the development. In addition, the Sheffield type cycle stands will be set into the hard surfacing to deter bicycle theft.

CCTV monitoring will be provided within the bike store and externally throughout the development to act as a further deterrent against bicycle theft.

A weekly cleaning regime for the bike store areas should be set-up by the management company to ensure that cyclists encounter a user-friendly environment which encourages use of these spaces. Notices in relation to apparently abandoned bicycles will be circulated, and after a given period any abandoned bikes will be removed. Bicycle stands and racks should be inspected annually by the management company to ensure their continued practical use.

3.4 SIGNAGE

The use of clear and well-positioned signage will be important to ensure the smooth operation of the car and bicycle parking facilities in the development.

Car parking signs perform a critical function for drivers by directing traffic safely and efficiently. Correct signage ensures staff and visitors are fully informed, minimizing the risk of accidents and incorrect driving and parking of their vehicles or bicycles.

Similarly, good signage within the residential areas and bicycle stores will be important to keep the students informed in relation to any planned maintenance that may impact the access routes within the site, or access to the bicycle parking store.

4. SUMMARY

As there is limited car parking proposed as part of the development, the management of the 7 no. spaces which are being provided will be an important function for the management company on site. Adequate signage and enforcement will be provided in the development to ensure that the residents and visitors to the development will be well-informed of the approach to parking on the site.

As it is envisaged that cycling will be an important means of travel for a significant number of students and visitors within the development, a large bicycle store is being provided, along with more than two hundred visitor bicycle parking spaces. The access to the store will by means of mechanically controlled doors, and the management company will ensure to keep the store and access routes well maintained, and to keep the students informed of any maintenance operations.

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