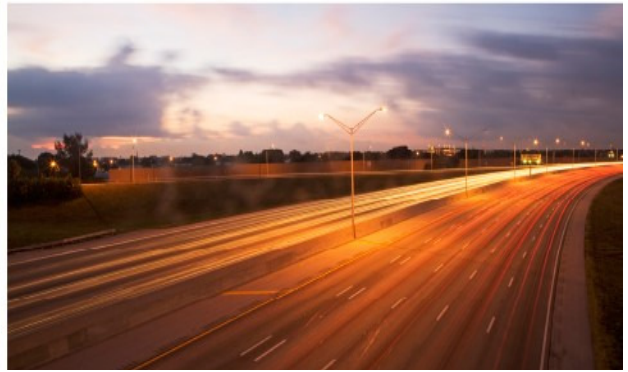




Parking Management Plan

Proposed Residential Development at Beaumont Road /
Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont,
Dublin 9

September 2026

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
	September 2026	B. Lucas	B. Gallagher	

Comments



Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care, and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

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1. Introduction

Waterman Moylan has prepared this Parking Management Plan on behalf Urban Life (BMD) Ltd, as part of the planning application for a large-scale residential development on a site comprises of 100 no. units located at Beaumont Road / Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont, Dublin 9.

The proposed Large Scale Residential Development (LRD) will comprise 100 no. apartments/duplexes (17 no. studios, 45 no. 1-beds, 27 no. 2-beds and 11 no. 3 beds) within 4 no. blocks ranging in height from 3 to 6 storeys. All residential units will be provided with associated private balconies/terraces to the north/ south/ east/ west elevations. Provision of internal amenity space and lobby/reception area at ground floor of the apartment block. Vehicular/pedestrian/cyclist access from Grace Park Court and pedestrian/cyclist and emergency access via Ellenfield Road. All associated site development works including import, export and reuse of material to achieve appropriate site levels, infrastructure and enabling works including water services provision and upgrades, public utilities, open spaces (including play areas), surface car parking, set down areas, cycle parking areas/buildings, landscaping and boundary treatment works, plant areas (at ground and roof level), green roofs, roof mounted photovoltaic (PV) panels, ESB substation, and waste storage.

The breakdown of the subject residential units is shown in **Table 1** below.

Description	Studio	1-bed	2-bed	3-bed	Total
Apartments/Duplexes	17	45	27	11	100

Table 1 | *Subject Schedule of Accommodation*

The Development has provisions of a total 41 no. car parking spaces for residents, including 2 no. accessible parking spaces, and a loading bay, with 1 no. additional GoCar space.

The car parking provision consists of surface-level spaces and has been designed in accordance with “Sustainable Urban Housing: Design Standards for New Apartments (2025)” and the applicable parking standards for developments located within Zone 2 of the “Dublin City Development Plan 2022-2028”.

The approved development contains a total of 200 no. bicycle parking spaces, including 104 no. bicycle parking spaces for the apartment units, 46 no. bicycle parking spaces for the duplex units, and 50 no. bicycle parking spaces for visitors.

2. Proposed Car Parking

2.1 Car Parking Standards

2.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

Based on the Table 3.8 of the Guidelines and considering the proximity to regular, key public transport routes, it can be concluded that the current development is situated in an urban neighbourhood, and it is a Intermediate Location for transport accessibility.

2.1.2 Sustainable Urban Housing: Design Standards for New Apartments (2025)

The following extract from the *Sustainable Urban Housing: Design Standards for New Apartments (2025)*, summarises the car parking guidelines for new apartments:

Having regard to the types of location in cities and towns that may be suitable for apartment development, car parking ratios should be minimised, substantially reduced or wholly eliminated at locations that have good access to urban services and to public transport. Maximum car parking rates are set out in Section 5.25 (SPPR 3) of the SRDCSGs.

2.1.3 Dublin City Development Plan 2022-2028

Dublin City Development Plan 2022-2028 divides Dublin City into three zones for the purpose of parking control, as illustrated on Map J of the development plan. In addition, *Table 2: Maximum Car Parking Standards for Various Land Uses* within the *Appendix 5 of the Dublin City Development Plan 2022-2028*, sets out the required level of on-site parking to be provided.

The Subject Development is in Zone 2, as can be seen marked by the X in **Figure 1** below. Therefore, the maximum number of car parking spaces is 1 per each dwelling.

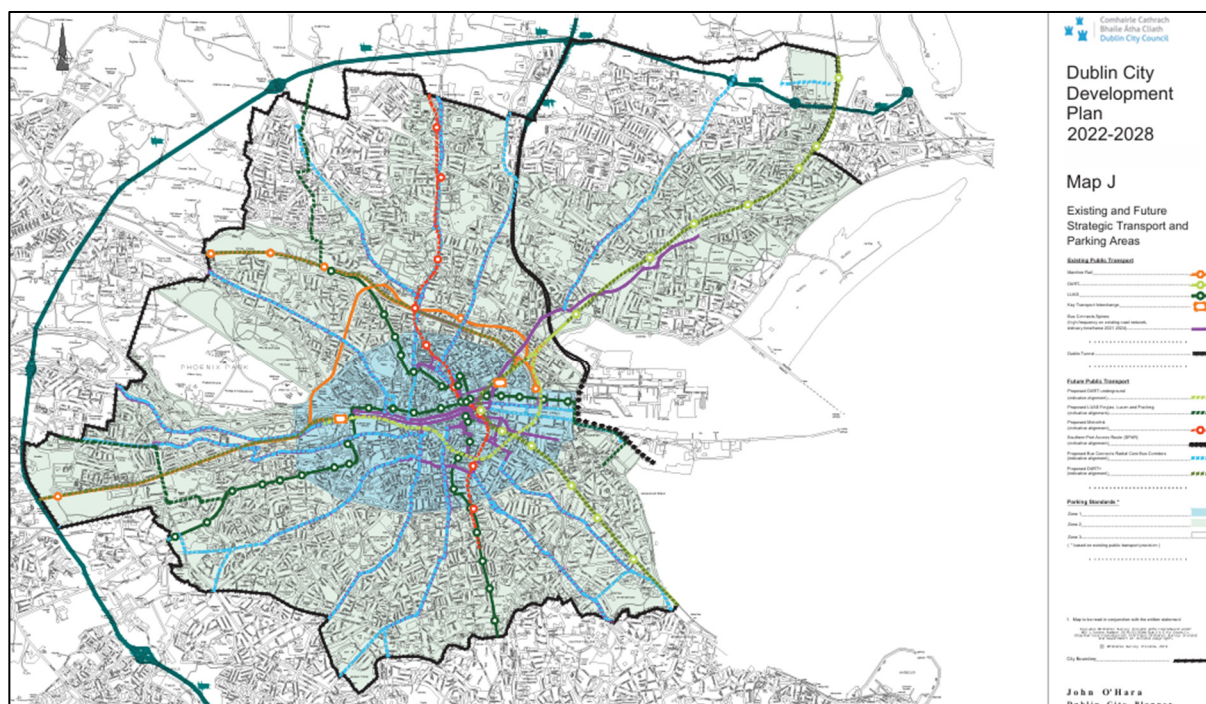


Figure 1 | Dublin City Development Plan Map J

The table below summarises the maximum number of car parking spaces according to the Dublin City Development Plan 2022-2028.

Dublin City Development Plan 2022-2028 Car Parking Spaces Required (max)			
Unit Type	No.	Standard	Total
Apartments Duplexes /	100	1	100 (max)

Table 2 | Dublin City Development Plan 2022-2028 – Maximum Car Parking Spaces

Dublin City Development Plan 2022-2028 stipulates that a relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location. It is considered that the subject site is aligned with the criteria:

- **Location suitability and site advantages:** The site is located in a strategic location with several schools, health centres, retail areas and business parks within walking distance, as shown in walkability maps presented in Waterman Moylan's Engineering Assessment Report submitted under separate cover.
- **Proximity to High Frequency Public Transport services (10 minutes' walk):** The site is well served by public transport, and future improvements will enhance this further, providing an excellent public transportation as outlined in Waterman Moylan's Engineering Assessment Report and Traffic and Transport Assessment submitted under separate covers.

The closest stop is immediately adjacent to the subject development, with additional stops approximately 150 m (2-minute walk) from the site. These stops are served by bus routes 14 and 16. These services run at a frequency of 10 – 15 minutes.

There are also several bus routes which serve the site in the road network surrounding. Along Collins Avenue approximately 500m (7-minute walk), the subject development is served by bus route N4 which has a frequency of 10 minutes.

The subject site is located approximately 650m (8-minute walk), from the N1/Swords Road, which is a Quality Bus Corridor (QBC), that is served by additional bus routes such as 900, 901, 901M, 980B, 1, 904, 910, 41D, 847, 41, 41B, 41C, 101, 16D, 33, 33E and 33n.

Additionally, according to the Public Transport Accessibility Level (PTAL) analysis, the subject development is located in an area that has medium to high level of service as illustrated in **Figure 2** below

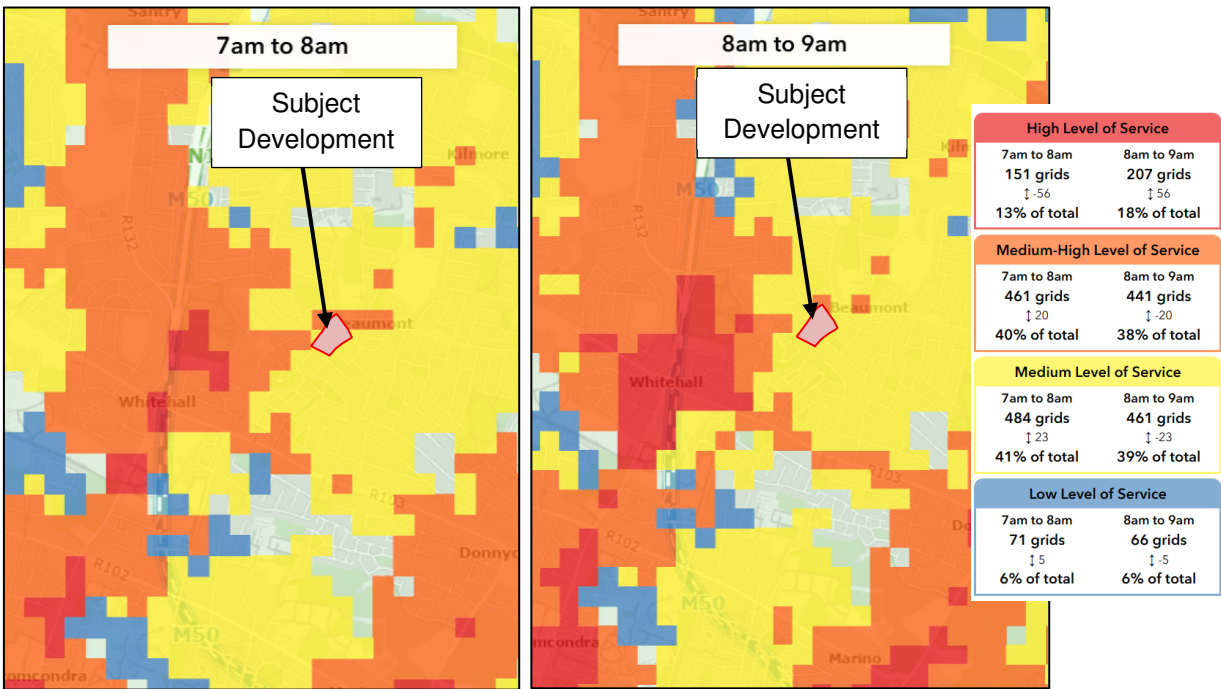


Figure 2 | Public Transport Accessibility Level

- Walking and cycling accessibility/permeability and any improvement to same:** The internal layout is designed to provide pedestrian pathways to link internal units to the surrounding pedestrian network. The permeability of the site is ensured by providing access to/from the surrounding road network.
- The range of services and sources of employment available within walking distance of the development:** The overall development is surrounded by several services and employment areas as indicated in Waterman Moylan's Engineering Assessment Report and Traffic and Transport Assessment submitted under separate covers.

A 24-minute walk provides access to a range of amenities, including healthcare facilities such as Beaumont Hospital; educational facilities such as St. David's Boys National School and St. David's College, Artane; grocery stores including Centra, Tesco and Lidl; and retail destinations such as Omni Shopping Centre and Artane Castle Shopping Centre.

The subject development is well connected to surrounding areas via cycling infrastructure. A 24-minute walk provides access to a range of amenities, including healthcare facilities such as

Beaumont Hospital; educational facilities such as St. David's Boys National School and St. David's College, Artane; grocery stores including Centra, Tesco and Lidl; retail destinations such as Omni Shopping Centre and Artane Castle Shopping Centre; public transport links including Killester, Connolly and Clontarf DART stations; and employment hubs such as Eastpoint Business Park, Jamestown Business Park and Port Tunnel Business Park.

- **Availability of shared mobility:** The site is located in close proximity to various alternative Go-Car facilities which are less within a 10-minute walking catchment from the subject site. The subject site will benefit from the Go-Car scheme with an allocated Go-Car parking space immediately adjacent to the subject development's access.
- **Impact on the amenities of surrounding properties or areas including overspill parking:** in terms of mobility, the primary objective of the developments is to discourage the use of private vehicles and encourage residents to choose more sustainable means of transport. The extensive public transport service in the area and the provision of carsharing within the development help to ensure that residents do not feel the need to own a car in order to reach their destination. In addition, to mitigate any potential negative effects, the following measures have been proposed:
 - **Resident Parking Permits:** Introduction of a resident parking permit scheme to prioritize local residents.
 - **Enhanced Public Transport:** Encouragement of public transport use through improved accessibility and frequency of services.
 - **Cycle Facilities:** Provision of ample bicycle parking to promote cycling as an alternative mode of transport.

These measures aim to ensure that the development does not adversely affect the amenities of the surrounding properties and maintains the quality of life for local residents. Further information about this is provided in the Waterman Moylan Consulting Engineer report No. *20-048.018 Mobility Management Plan*, which is attached to the current planning application under separated cover.

- **Impact on traffic safety including obstruction of other road users:** the overall development has been analysed to determine its potential impact on traffic safety, with a focus on preventing obstructions to other road users. Key strategies to enhance traffic safety and minimize obstructions include:
 - **Clear Signage:** Installation of clear and visible signage to guide drivers and pedestrians, reducing the risk of accidents.
 - **Provision of sufficient sightlines:** Sufficient sightlines have been provided at the entrance of subject development (see Waterman Moylan Drawing No. *20-048-P2016 – Proposed Entrance Sightlines*).

2.2 Car Parking Proposed

The proposed 42 No. (41 development spaces and 1 GoCar marked space) Car parking spaces are assigned as follows:

- All units will be serviced by a residents only shared car park of 41 no. car parking spaces (at a ratio of 0.41 spaces per unit) in the southwest of the site with 2 no. Accessible Parking spaces (5% of total car parking spaces) in the central shared area of the development.

- There will be a loading bay within the central area of the site for deliveries.
- 1 no. space will be allocated to a car share company (GoCar station)

Dublin City Development Plan 2022-2028 stipulates that a relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location. It is considered that the subject site is aligned with the criteria, as set out in Section 5 of the Engineering Assessment Report 20-048r.013.

Proposed Car Parking Summary			
Unit Type	No. of Units	Spaces Proposed	Number of Spaces
Apartments / Duplexes	100	41 Spaces	41
Shared Car Station	-	1 marked space	1 (10 worth)
TOTAL			42 (51 worth)

Table 3 | Car Parking Proposed

The level of car parking proposed is considered adequate, as the subject development is located within an area with a medium to high level of public transport and public amenities service

2.3 Car Parking Location and Details

2.3.1 Location overview

Figure 3 below provides a map location illustrating the position and functional segregation of all car parking spaces within the permitted development.



Figure 3 | Layout – Car Parking Map Location

2.3.2 Accessible car parking spaces

The layout includes the provision of 2 no. accessible parking spaces within the inner shared area, as depicted in **Figure 3** above. These segregated spaces have been designed in accordance with the requirements of *Technical Guidance Document M - Access and Use* and are positioned to ensure convenient and inclusive access to building entrances and key amenities.

Accessible parking spaces are dedicated to residents with disabilities and shall be allocated upon presentation of a valid Disabled Parking Permit, as issued by the Disabled Drivers Association on behalf of the Department of Transport. The accessible parking spaces are to be managed jointly by the Management Company and the agent assigned by the Dublin City Council.

2.3.3 EV Car Parking

The development will provide ducting and any other necessary infrastructure works to allow for the installation of future EV charging stations for all residents' car parking spaces, meeting the standards of the Dublin City Council Development Plan (2022-2028).

3. Parking Management Plan

3.1 Introduction

The purpose of this Parking Management Plan is to set out the strategy and action plan for all car parking spaces within the permitted development.

The implementation of this Parking Management Plan is responsibility of the appointed Management Company (or equivalent management body), who will oversee the allocation of spaces and enforcement of parking rules.

3.2 Management Company

The Management Company's responsibilities include:

- Management and maintaining the plan.
- Numbering of parking spaces.
- Monitoring the progress of the plan.
- Maintenance of access.
- Liaise with residents/stakeholders and assigned agent representing Dublin City Council.
- Producing information reports for the developer, residents, and local authorities.
- Enforcement of parking compliance by residents by means such as clamping and fine.

In addition to the above responsibilities, the Management Company must also undertake the following activities:

3.2.1 Local Policies Review

Review of current policies and practices related to car parking provision and usage will be undertaken to understand their impact on residents' daily travel behaviours. For example, unclear allocation of parking spaces or inconsistent enforcement of parking rules may lead to inefficient use of available spaces, increased resident frustration, and a reduced willingness to consider shared or alternative transport options.

3.2.2 Promoting the Parking Management Plan

It is the responsibility of the Management Company to provide all new residents at the site with the Parking Management Plan, which includes the information detailed in the following sections.

3.3 Action Plan

3.3.1 Assignment and Management

Apartment and Duplex units:

- 0.41 No. car parking space per unit is assigned to apartments and duplex within the Subject Development via shared surface parking spaces, amounting to 41 spaces.
- 1 no. space will be provided within the development at Beaumont Road for a car sharing company (GoCar Station).

3.3.2 Access and Access Control

Access to the car parking spaces is shown on the approved architectural and engineering drawings included in the planning application package.

Access to residential parking spaces is for the benefit of residents only, and visitor parking shall be accommodated exclusively within the general-use car parking spaces.

Non-compliance with the requirements shall be considered inappropriate parking, as defined in **Section 3.3.6** below.

3.3.3 Accessible Spaces

Accessible car spaces are for the use of residents with disabilities, upon presentation of a valid disabled parking permit, as issued by the Disabled Drivers Association on behalf of Department of Transport. These spaces have been designed in accordance with the requirements *Technical Guidance Document M - Access and Use* and are positioned to ensure convenient and inclusive access to building entrances and key amenities.

The spaces reserved for disabled badge holders cannot be used by non-badge holders. Non-compliance with the requirements shall be considered inappropriate parking, as defined in **Section 3.3.6** below.

3.3.4 Electric Charging

The development will provide ducting, and any other necessary infrastructure works, to allow for the installation of future EV charging stations for all residents' car parking spaces, meeting the standards of the Dublin City Council Development Plan (2022-2028).

3.3.5 Car sharing

1 No. parking space has been assigned to a car sharing company, which will be operated by GoCar.

The Management Company will engage with the GoCar as part of its role and will ensure that the space is used by GoCar only.

3.3.6 Inappropriate Parking

Both residents and visitors have specific car parking spaces assigned throughout the development. Parking on internal streets or adjacent footpaths is not permitted, as this may obstruct traffic lanes or hinder pedestrian movement.

All vehicles must be properly parked within a parking bay. Consistent failure to do so, may result in the financial penalty, at the discretion of the Management Company.

All car park users will be advised by signage that clamping of inappropriately parked cars will be in operation at the development. The fee for release of a clamp will be set by the management company. This fee will be subject to annual review by the Management Company.

3.3.7 Parking Control Measures

The following measures must be in place for all parking areas allocated to the residents units.

- Frequent 'on-the-beat' parking surveys conducted by site security and/or by parking management contractors, to monitor compliance with all parking restrictions.
- Enforcement of parking restrictions by means such as clamping and fines.

If deemed necessary by the Management Company, folding parking barriers or hinged bollards may also be installed within individual parking spaces.

3.3.8 Car Maintenance

Major repairs or servicing of vehicles is prohibited within the car park spaces or grounds at the subject development. 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.

3.4 Monitoring of the Parking Management Plan

The responsibility of monitoring and reviewing the Parking Management Plan is borne by the Management Company. The principal indicators that will be subject to monitoring are as follows:

- Car parking availability and quality, including monitoring how often resident and visitor spaces are used, the condition and upkeep of parking facilities, and the prompt identification and resolution of issues such as unauthorized or improperly parked vehicles.
- Uptake of any car-sharing or car club schemes introduced within the development.
- Feedback from residents regarding the adequacy, security, and accessibility of the existing car parking facilities.
- Other relevant indicators such as participation in sustainable travel initiatives, use of electric vehicle charging points, or interest in car-sharing programs.

It is recommended that the Travel Plan Coordinator meet with the stakeholders, officers of the Local Authorities or its agents within six months of the occupation of the building(s) and thereafter every twelve months to assess and review the progress of the Plan and agree objectives for the next twelve months.

As a consequence of the evaluation, the following potential outcomes may emerge:

- The objectives have been achieved, and no further intervention is deemed necessary to ensure alignment with existing local development plans.
- The objectives have not been fully achieved, necessitating the implementation of corrective measures that, due to their scale, can be managed by the Transport Coordinator.
- Large measures: the results are found to be significantly divergent from the stated objectives, which may necessitate the engagement of external consultants to develop the requisite mobility studies and implement the measures deemed necessary to realign the development with the originally stated objectives.

It is recommended that the Management Company prepare and submit to senior management of the Developer, the residents and the Local Authorities or its agents an annual Monitoring Report. This report will document progress, highlight issues, and recommend actions for the continuous improvement of car parking management and the optimisation of parking usage within the development.

4. Proposed Bicycle Parking

4.1 Bicycle Parking Standards

4.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

Based on the Table 3.8 of the Guidelines and considering the proximity to regular, key public transport routes, it can be concluded that the current development is situated in an urban neighbourhood, as it is an Intermediate Location for transport accessibility.

4.1.2 Dublin City Development Plan 2022-2028

Dublin City Development Plan 2022-2028 divides Dublin City into three zones for the purpose of parking control, as illustrated on Map J of the development plan. In addition, *Table 1: Bicycle Parking Standards for Various Land Uses* within the *Appendix 5 of the Dublin City Development Plan 2022-2028*, sets out the required level of on-site parking to be provided.

The Subject Development is in Zone 2, as can be seen in **Figure 1**. Therefore, the number of bicycle parking spaces is 1 no. per bedroom for residents, and 1 no. parking space per 2 no. apartments for visitors.

4.2 Bicycle Parking Proposed

The table below sets out the proposed bicycle parking on the site, in accordance with the relevant standards.

Unit Type	No.	Long-term Ratio	Short-term Ratio	Long-term Cycle Parking	Short-Term Cycle Parking
Studio	17	1 per unit	0.5 per unit	17	8
1-Bed Apartments	45	1 per unit	0.5 per unit	45	22
2-Bed Apartments	27	2 per unit	0.5 per unit	54	14
3-Bed Apartments	11	3 per unit	0.5 per unit	33	6
Additional Cycle parking Spaces				1	-
Total	100	1.50	0.5	150	50

Table 4 | Bicycle Parking Proposed

Bicycle parking areas will be spread throughout the communal areas of the site, with spaces for residents in the central communal area, in the northeastern communal area, and in a basement bicycle storage room in the northern building, and visitor bicycle parking spread around the outer edges of the eastern side of the site, as can be seen in **Figure 4** below.



Figure 4 | Bicycle Parking Spaces

5. Cycle Parking Management Plan

5.1 Introduction

The purpose of this Parking Management Plan is to set out the strategy and action plan for all bicycle parking spaces within the permitted development.

The implementation of this Parking Management Plan is responsibility of the appointed Management Company (or equivalent management body), who will oversee the allocation of spaces and enforcement of rules.

The Management Company will be responsible for the upkeep of visitors and residents bicycle parking facilities. All residents will have access to secure bicycle storage within the development.

5.2 Management Company

The Management Company's responsibilities include:

- Management and maintaining the plan.
- Monitoring the progress of the plan.
- Maintenance of access.
- Liaise with residents/stakeholders and assigned agent representing Dublin City Council.
- Producing information reports for the developer, residents, and local authorities.

In addition to the above responsibilities, the Management Company must also undertake the following activities:

5.2.1 Promoting the Parking Management Plan

It is the responsibility of the Management Company to provide all new residents at the site with the Parking Management Plan, which includes the information detailed in the following sections.

5.3 Action Plan

5.3.1 Assignment and Management

Apartment and Duplex units:

- There will be 104 no. bicycle parking spaces provided for the apartment units.
- A further 46 no. Parking spaces will be provided for the Duplex units.

Visitor Parking:

- 50 no. visitors parking spaces will be provided throughout the site, including on Beaumont Road and Beaumont Grove

5.3.2 Access and Access Control

Access to the bicycle parking spaces is shown on the approved architectural and engineering drawings included in the planning application package.

Access to residential parking spaces is for the benefit of residents only, and visitor parking shall be accommodated exclusively within the general-use parking spaces.

Non-compliance with the requirements shall be considered inappropriate parking, as defined in **Section 5.3.3** below.

5.3.3 Inappropriate Parking

Both residents and visitors have bicycle parking spaces assigned throughout the development. Parking on footpaths or locking bicycle to fencing rails, where bicycle parking is not provided, is not permitted, as this may hinder pedestrian movement.

5.3.4 Parking Control Measures

The following measures must be in place for all parking areas allocated to the residents' units.

- Frequent 'on-the-beat' parking surveys conducted by site security and/or by parking management contractors, to monitor compliance with all parking restrictions.
- Enforcement of parking restrictions by means such as bicycle removal and fines.

6. Conclusion

Waterman Moylan has prepared this Parking Management Plan on behalf Urban Life (BMD) Ltd, as part of the planning application for a large-scale residential development(LRD) located at Beaumont Road / Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont, Dublin 9.

42 no. Car parking spaces will be provided (41 No. Spaces to the development and 1 space for share car company), and we can conclude that this is in line with Dublin City Council's Requirements.

200 no. Bicycle parking spaces will be provided (private and visitors), and we can confirm that this is in line with Dublin City Council's requirements.

The level of car parking proposed is considered adequate, as the subject development is located within an area with a medium to high level of public transport service, as outlined above. It is also noted that a recently permitted development (Reg. Ref. LRD6076/25-S3), the Hines Scheme at Hoy Cross College on Clonliffe Road, located within a 2 km radius of the subject site, provides a parking ratio of 0.31 spaces per unit. Accordingly, for the recently permitted development comprising 1,131 apartment units, a total of 345 car parking spaces is proposed, reflecting the site's high public transport accessibility. Given that the subject development benefits from a comparable level of public transport provision, a parking ratio of 0.51 spaces per unit is considered sufficient to meet the anticipated demand of future residents.

This reduced level of car parking is consistent with national, regional, and local policy objectives aimed at reducing carbon emissions associated with the transport sector and encouraging a modal shift toward more sustainable forms of transport. The proposed parking aligns with Ireland's climate action commitments by prioritising sustainable travel choices, including walking, cycling, and public transport, and by reducing reliance on private car ownership in an urban context.

The purpose of this Parking Management Plan is to set out the strategy and action plan for all car and bicycle parking spaces within the permitted development.

The implementation of the Parking Management Plan will support the efficient and equitable use of available parking resources.

Appendices

A. GoCar Letter of Intent



Urban Life (BMD) Ltd
Upper Mell,
Drogheda, Co. Louth
A92 P598
Ireland

10th July 2026

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a car sharing service in the proposed development located on lands in Beaumont Road/Beaumont Grove, Beaumont, Dublin 9 areas. GoCar representatives have discussed the project with Urban Life (BMD) Ltd and are excited to commit to providing one (1) car sharing spaces to service this location. The development consists of one hundred and two (102) units within the central Dublin 9 area. The developer proposes to have available one (1) vehicle for service at surface level for the wider communities.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 1200 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars, massively reducing the need for parking in any given area. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise, and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

Daniel Ralston
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UK and Ireland Office Locations

