

**Roads Streets & Traffic Department
Road Planning Division**

APPLICATION NUMBER	5400/22
PROPOSAL	Permission is sought for the demolition of existing dwelling & site structures,
LOCATION	29,Bow Lane West,Dublin 8,D08V44T
APPLICANT	Ixeter Property DAC
DATE LODGED	15-Jun-2023
APPLICATION TYPE	Permission

The Roads Report is below

TRANSPORTATION PLANNING DIVISION

30th January 2023

LODGED PLAN NO:	5400/22
DATE LODGED:	8th December 2022
LOCATION:	29, Bow Lane West, Dublin 8, D08V44T
PROPOSED:	Six storey apartment building comprising of 13 no. apartment units
FOR:	Ixeter Property DAC

TRANSPORTATION PLANNING DIVISION REPORT

Proposed Development

Permission is sought for the demolition of existing dwelling & site structures, and the construction of a six-storey apartment building comprising 13 No. apartment units (9 No. 1-bed units and 3 No. 2-bed units & 1 No. three bed) with associated balconies/terraces, the provision of 3 no. communal open space areas at ground level and on third floor and fourth floor terraces, ancillary areas for bicycle parking, refuse storage, apartment storage room, associated plant room at ground floor, amendments to the boundaries as required to facilitate the development in relation to the bounding properties to the south and west, maintaining in place a vehicular access with gate providing wayleave access to the side serving the rear of No 28, Bow Lane West, with associated landscaping & site works.

Planning History

Applicant site

None relevant.

Submissions

REPLY letter

None of relevance to this division.

TPD Comment

Location and access

The subject site is located on Bow Lane West and pedestrian access to the city centre is to the east via James Street and Thomas Street. The pedestrian footpath provision linking the subject site to the city centre is generally good. There are no cycle lanes on Bow Lane West, but there are various sections of mandatory and advisory cycle lanes as well as shared bus lanes for cyclists within the local road network.

The nearest bus stop is c. 350m east on James Street which is served by frequent Bus Route 13, 40 and 123. The Luas James's stop is within walking distance, c. 450 m, but involves crossing James's Street. Heuston Railway station is a c. 600m and provides intercity and commuter connections. The nearest Dublin bikes station is located on Grand Canal Place which is c. 500m from the proposed development.

A Mobility Management Plan has not been included in the submission.

The existing development is two storey residential with a large yard to the rear and benefits from vehicular access; there is a way-leave from this access along the western boundary of the site which provides vehicular access to the rear of 28 and 28a Bow Lane. The proposed development comprises a 6 storey, 13 unit (18 bedrooms) apartment building. It is proposed to maintain the wayleave, although it is noted that it is proposed to build over the wayleave. Submitted drawings indicate the proposed entrance and access lane will be 3.0m width, with a height restriction of c. 2.8m. No swept path analysis has been submitted demonstrating vehicular access along the lane (way-leave) to the parking area to the rear of no. 28 and 28a Bow Lane, it is not clear if existing vehicular access/egress is being impacted on. This division has concerns that the proposed access lane may lead to reversing movement of vehicles along the lane and onto the public road posing a hazard to pedestrians/cyclist and other road users; this is not acceptable.

It is noted that there is an access door off the vehicular access lane, which provides access to the cycle parking and bin store. There are also stairs from the vehicular lane down to the rear landscaped area indicating that the lane is a shared pedestrian/cyclist/vehicular surface. The limited use of the lane is noted, and as such limited opportunities for pedestrian/cyclist/vehicular conflict.

From review of submitted plans, the proposed building does not appear to encroach upon the public footpath.

Cycle parking

The applicant has proposed 24 no. secure cycle parking spaces (18 resident and 6 visitor) located on the ground floor in two compounds (visitor and resident) in a secure part of the development which can be accessed from Bow Lane West and as well as off the internal vehicular lane along

the western boundary. It is not clear how visitors will readily be able to gain access to the cycle parking.

The proposed quantum is in line with Development Plan 2022-2028 Standards, Appendix 5, Table 1. However, *Table 1, residential apartments, Note 3*, notes to include provision for e-bikes/cargo bikes/bike trailers/adapted bikes; submitted information indicates that no provision has been made.

Access doors to cycle parking areas should be a minimum 1.2m in width, doors to not appear to be adequate width to provide ease of access for a dismounted cyclist. The proposed type of cycle parking is unclear, it is not clear if there is adequate space to accommodate the proposed no. of spaces, and there appears to be inadequate room within the compounds to manoeuvre with as little as 0.9m between the rows. It is not clear if the cycle parking store is adequate in size to accommodate the proposed 8 no. cycle spaces. Adequate quality of cycle parking in terms of type of stands, ease of access and manoeuvrability has not been demonstrated.

Car parking

The applicant does not propose to provide any car parking for the development. The application site is located within Parking Standards Zone 1 of Map J of the Dublin City Development Plan 2022-2028. Appendix 5, Table 2, outlines the maximum car parking standards for residential development in Zone 1 as 0.5 space per dwelling, which would result in a maximum requirement of 9 spaces.

The submission does not reference the availability of existing car share facilities within the area and none are proposed. It is however noted that there are a number of public car share locations in the vicinity of the development. The applicant, with the exception of cycle parking provision, has submitted limited information to demonstrate the suitability of the subject site in relation to no car parking provision and a mobility or residential travel plan have not been included in the submission.

There are double yellow lines on the northside of Bow Lane West and a single yellow line on the south side of the street which does not permit car parking between 07:00 and 19:00hrs directly outside the proposed development. On street parking is controlled on surrounding streets.

Whilst it would be the preference of this division that some car storage or car share spaces would be provided on site, the small number of units proposed are noted as well as the limitations of the subject site, the proximity to the city centre, control of on street parking within the area and nearby public transport. The no car parking provision is considered acceptable in this instance. A Residential Travel Plan should be conditioned.

Waste Collection

The applicant has not provided any details in terms of the management of the waste collection. There is a bin storage area located at ground floor level, accessible from Bow Lane West. A temporary waste collection area to store the waste receptacles prior to collection has not been outlined within the documents submitted. It should be noted that the storage of bins on the

public footpath is not supported by this division. Bins, on collection days, should be stored within the curtilage of the site.

Servicing

Details on how deliveries and servicing are to be managed have not been provided. As noted above there are parking restrictions on both sides of Bow Lane East which will allow for restricted active loading time. The nearest on-street parking bay is located approximately 100m west of the proposed development. As the development of a small scale and located on a relatively quiet street and parking/loading is available relatively close, the proposed is acceptable in this instance.

Construction Management

An outline Construction Management Plan (CMP) has not been submitted. It is considered that should a grant of permission be forthcoming a condition should be attached requiring a final CMP be submitted and agreed with the Planning Authority on appointment of the main contractor.

Recommendations

It is recommended that **Further Information** be requested from the applicant with regard to the following:

1. No swept path analysis has been submitted demonstrating vehicular access along the lane (way-leave) to the parking area to the rear of no. 28 and 28a Bow Lane, it is not clear if existing vehicular access/egress is being impacted on. The applicant should clarify and demonstrate any access proposals. Reversing vehicles onto the public road would not be acceptable.
1. The applicant is requested to provide details of proposed cycle parking, including specification of stands, and to demonstrate sufficient area and height is provided to accommodate the cycle parking. Doors providing access to cycle parking should be a minimum of 1.2m width. Cycle stands should allow both wheel and frame to be locked. Ease of access and manoeuvrability as well as security (i.e. key/fob access) should be demonstrated. Electric charging points for e-bikes within the cycle store. Cycle parking design shall allow both wheel and frame to be locked. Provision for parking of cargo bikes/bike trailers/adapted bikes should be made, this is essential to support car free living.

Ellen Golden, Executive Engineer

REPLYletter

Heidi Thorsdalen, Senior Executive Planner
On Behalf of Edel Kelly, Senior Transportation Officer