

**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	Ixter Property DAC
DATE LODGED	15-Jun-2023
APPLICATION TYPE	Permission

The Roads Report is below

TRANSPORTATION PLANNING DIVISION

24th April 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:	Ixter 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.

FURTHER INFORMATION REQUEST

The following Further Information, of relevance to this division, was requested from the applicant on the 10th February 2022:

2. The applicant is requested to address the following issues which were raised by the Transportation Planning Department:

a) 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 is requested to clarify and demonstrate any access proposals. Reversing vehicles onto the public road would not be acceptable.

b) 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.

RESPONSE

ITEM 2(a)

The submitted Proposed Ground Floor Plan shows swept path analysis of the vehicular access as requested. The submitted analysis is acceptable to this division.

ITEM 2(b)

An amended Ground Floor Plan has been submitted.

The cycle store layout is noted, the resident cycle store includes 19 no. spaces and 1 no. electric bike space; the visitor store comprises 1 no. cargo bike space and 8 no. cycle spaces; the proposed cycle stands comprise double staked, EV charging, cargo and vertical. It does not appear that there is sufficient space in the stores for the proposed no. of cycle spaces; from this division experience a minimum of 1.8m is required in front of double stacked stands in order to use the second tier, associated mechanism and provide necessary access, between c. 1.3m and 1.4m has been provided.

The Development Plan Standards for residential apartments, as per Appendix 5 - Table 1, are 1 per bedroom long-term spaces and 1 per two apartments short stay/visitors; in addition Note 3 notes to include provision for e-bikes/cargo bikes/bike trailers/adapted bikes. The Development comprise 13 units (18 bedrooms), giving a requirement of 18 no. long stay spaces and 7 no. short stay spaces. The central location of the site, proximity to public transport and constraints of the site are noted, therefore in this instance the provision of long stay cycle parking should be prioritised. The applicant should be requested to submit revised cycle parking plans: 1 no. short stay/visitor space should be provided in the rear courtyard in the form of a Sheffield Stand, a runnel should be provided on the stairs for access; and the internal cycle stores should be used to provided 18 no. long stay cycle spaces of which no. should include 1 no. cargo bike space, as well as EV charging facilities. The cycle parking should be provided to development plan standards, details of the stands are required, suitable operating space should be provided, ease of access should be demonstrated. The revised cycle parking can be conditioned.

The set back of the building line at ground floor level is noted, a bin storage area is shown at this location. The footpath in front of the site is narrow, the set back at ground floor level is welcomed by this division.

Recommendations

The division has no objections to the proposed development subject to the following conditions:

1. Prior to commencement of the development, the applicant/developer shall submit revised cycle parking plans including details of the stands, operating space and ease of access for the written agreement of the planning authority. 18 no. long stay cycle spaces including 1 no. cargo bike space shall be provided, these shall be secure, sheltered and well lit with electric bike charging facilities and key/fob access. 1 no. Sheffield stand for short stay shall be provided in the rear courtyard with stair runnel access.
1. A residential travel plan shall be prepared and submitted for proposed development. The travel plan shall address the mobility requirements of future residents and should promote the use of public transport, cycling and walking. The residential travel plan shall also, aside from the on-site car club facility, identify car club spaces outside of the development and in the vicinity of the site.
2. Prior to commencement of development, and on appointment of the main contractor, a Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, construction phasing and programme, a detailed traffic management plan, hours of working, noise and dust management measures, and off-site disposal of construction/demolition waste
3. All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of development, shall be at the expense of the developer.
4. The developer shall be obliged to comply with the requirements set out in the Code of Practice.

Ellen Golden, Executive Engineer

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

