



Bicycle Design Statement

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

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This document has been prepared and checked in accordance with
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Comments

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1. Introduction

Waterman Moylan has prepared this Bicycle Design Statement 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.

This report has been prepared in response to the Dublin City Council's LRD Opinion, Pl. Apl. Reg. Ref. No. LRD9004/26-S2 for the proposed residential development.

The purpose of this report is to set out the intended strategy for cycle parking for the proposed development in line with the requirements of the Dublin City Development Plan 2022-2028 and the Cycle Design Manual (2025).

2. Cycle Parking Requirements

To determine the appropriate amount of cycle parking for the Subject Development, the following guidelines/policies have been reviewed:

- Dublin City Development Plan 2022-2028
- Sustainable Urban Housing: Design Standards for New Apartments (2025)
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

Details of the specific cycle parking assessment are set out in the *Waterman Moylan Report No. 20-048r.022 Traffic and Transport Assessment*, **Section 9.2**, which is included in the documentation package.

Cycle parking has been proposed in accordance with *Dublin City Development Plan 2022-2028* as illustrated in **Table 1** below.

Unit Type	No.	Long-term Ratio	Short-term Ratio	Long-term Cycle Parking	Short-Term Cycle Parking
Studio	17	1 per unit	0.50	17	50
1-Bed Apartments	45	1 per unit		45	
2-Bed Apartments	27	2 per unit		54	
3-Bed Apartments	11	3 per unit		33	
Additional Cycle parking Spaces				1	
Total	100	1.54	0.50	150	50

Table 1 | Proposed Cycle Parking

Cycle parking has been proposed to encourage residents to use more sustainable transport modes. For this reason, a total of 150 no. cycle parking spaces is proposed for residents and 50 no. for visitors.

3. Proposed Cycle Parking and Access Arrangements

The Proposed Development has been designed in accordance with the principles set out in the National Cycle Design Manual (2025). The proposed cycle parking facilities seek to provide a safe, direct, coherent, attractive and comfortable environment for cyclists.

Section 6.2 of the Cycle Design Manual outlines a number of key considerations that should inform the location and design of cycle parking facilities. The proposed development has been assessed against these considerations as follows:

- Safe access away from adjacent live traffic lanes:
Cyclists will access the development via dedicated access points. The proposed cycle parking facilities are located away from the adjacent traffic lanes on Silloge Road (West), Balbutcher Lane (North) and Silloge Road (South), thereby providing a safe environment for users when accessing and parking their bicycles.
- Lighting for personal security and convenience after dark:
Appropriate external lighting will be provided throughout the development, ensuring that cycle parking facilities are well-lit and accessible during hours of darkness.
- Weather protection for commuter and overnight parking:
Weather protection has been incorporated into the design of the long-term cycle parking facilities. Further details are provided in Chapter 4 of this Statement.
- Location away from main pedestrian routes and emergency access points:
Visitor cycle parking facilities have been positioned adjacent to building entrances while remaining clear of principal pedestrian desire lines and emergency access routes, thereby avoiding obstruction and maintaining accessibility for all users.
- Level access:
Level access has been provided to the cycle parking facilities throughout the development, ensuring convenient and inclusive access for all cyclists.
- Location in visible and overlooked areas:
Cycle parking facilities are located in prominent, well-overlooked areas of the development to enhance personal security and reduce the potential for theft and vandalism. Further details regarding cycle parking security measures are provided in Chapter 4 of this Statement.

The cycle parking strategy has been developed in accordance with the principles outlined above and seeks to provide safe, convenient and attractive facilities for both residents and visitors. Details of the proposed cycle parking provision and associated access arrangements are outlined in the following sections.

3.1 Resident and Visitors Cycle Parking

Long-term cycle parking for residents is provided within secure, access-controlled cycle stores located at ground floor level throughout the development.

The location of each cycle storage is shown in **Figure 1** below.

The cycle stores are positioned to provide convenient access from each residential block whilst ensuring security for residents and their bicycles.

Access to the long-term cycle parking facilities is restricted to residents of the respective building and is controlled. This approach prevents unrestricted access to all cycle parking areas across the development, with each residential block served by its own dedicated cycle storage facility.

The proposed cycle parking provision has been designed in accordance with the requirements of the Dublin City Development Plan and the Design Standards for New Apartments.



Figure 1 | Cycle Storage Locations

3.2 Proximity of Cycle Parking to Destinations

The location of cycle parking facilities has been carefully considered to maximise convenience for users and minimise walking distances between cycle parking facilities and building entrances.

Short-term cycle parking is distributed throughout the public realm in close proximity to principal entrances, communal facilities and areas of activity. Visitor cycle parking is generally located within approximately 25 metres of the destinations it serves, ensuring a convenient and attractive option for visitors and short-stay users.

Long-term cycle parking facilities are provided within each residential block and are located in close proximity to residential cores and principal building entrances. Long-term parking spaces are generally located within approximately 50 metres of the residential accommodation and non-residential uses they serve.

The locations of all long-term and short-term cycle parking facilities are illustrated in **Figure 1** above.

3.3 Site Access Points and Internal Layout

All vehicular/pedestrian/cycle shared street within the subject development are designed for a speed limit of 30km/h.

The design and layout of the proposal have been prepared to fully comply with the current relevant design standards and specifications applicable to this form of development.

Vehicular, pedestrian and cycle access to the subject development will be provided off Beaumont Road, on the southern side of the development. Additional pedestrian / cycle access is provided from Ellenfield Road, which link to the surrounding neighbourhoods.

The **Figure 2** below illustrates the access and footpath within the Proposed Site.



Figure 2 | Proposed Development – Access Point

The layout proposes a not car-dominated environment. The central area is designed as a shared surface for pedestrians and cyclists, with no internal vehicular route connecting Beaumont Road to Ellenfield Road. Permeability at this location is restricted to pedestrians and cyclists only, with the exception of access for fire tender emergency vehicles.

The residential car parking area to the south of the development includes landscaped breaks between parking bays, creating a more attractive and pedestrian-friendly environment.

Cycle parking spaces for visitors have been distributed through the site, near to the main access and in proximity to the residential units.

Further details are provided in Waterman Moylan Consulting Engineers Document No. 20-048.021 (LRD Opinion Response), and in Drawings No. 20-048-P2030 (DMURS Layout) and No. 20-048-P2020 (Parking Layout), submitted as part of the planning application package.

3.4 Pedestrian and Cyclist Infrastructure

The proposed development has been designed with pedestrians and cyclists given priority over other modes of transport. In this regard, footpaths are provided throughout the development, with appropriate

connections linking the open spaces. Footpaths within the development have been designed with a minimum width of 1.8 metres, in accordance with the minimum width recommended by DMURS.

3.4.1 Maintenance and Operational Management

The cycle parking facilities and associated access routes will form part of the overall estate management strategy for the development and will be maintained by the appointed Management Company.

A maintenance programme will be implemented to ensure that cycle parking facilities and associated access routes remain safe, accessible and operational throughout the year. This programme will include:

- Regular inspection of cycle parking equipment.
- Monitoring and replacement of damaged bicycle stands where required.
- Routine cleaning of cycle stores and access routes.
- Inspection and maintenance of surface finishes.
- Maintenance of road markings and wayfinding signage.
- Inspection of drainage infrastructure to ensure effective operation during periods of rainfall.
- Maintenance of lighting infrastructure serving cycle routes and cycle parking facilities.

The Management Company will also monitor the operation of the cycle parking facilities over time and will have the ability to adapt spaces for adapted bicycles or emerging micro-mobility requirements should demand arise.

4. Cycle Stand Equipment and Security Considerations

4.1 Cycle Parking Types

As per Chapter 6.5 of the Cycle Design Manual (2025), the most common types of equipment used for cycle parking are:

- Stands or hoops – where the cycle is leaned against a metal structure and locked (this may include hi/low arrangements where alternate sides are ramped to avoid handlebars clashing);
- Two-tier racks – where the cycle is locked in a tray and supported either at ground level or shoulder height;
- Cycle Lockers – where individual cycles are secured in a metal box;
- Cycle Hangers – where several cycles are secured in a metal box; and
- Semi-vertical or vertical racks - where cycles are lifted into a vertical position (note - these are not recommended as public cycle parking stands).

4.1.1 Long-term Cycle Parking Types

To support residents of the Proposed Development, it is proposed to provide stands and two-tier racks within the sheltered cycle parking storage units, strategically positioned as detailed in **Figure 1** above. Two-tier stands offer up to 30% more cycle parking capacity within the same footprint compared to single-tier designs and also provide enhanced weather protection.

According to the Design Cycle Manual, the layout of two-tier stands are as follows, a clear space of about 2.0m to 2.50m in front of each unit to enable efficient bike alignment and placement. Most designs allow for stands to be placed either at 90 degrees or 45 degrees to the aisle, so a minimum aisle width of 2.0m to 2.5m is acceptable. In addition, ceiling heights of at least 2.6 metres are required to accommodate the operation of two-tier mechanisms.

An illustrative example of two-tier cycle parking facilities is shown in **Figure 3** below. Detailed drawing can be found in Henry J. Lyons drawing No. EPB-HJL-XX-00-DR-A-6601.

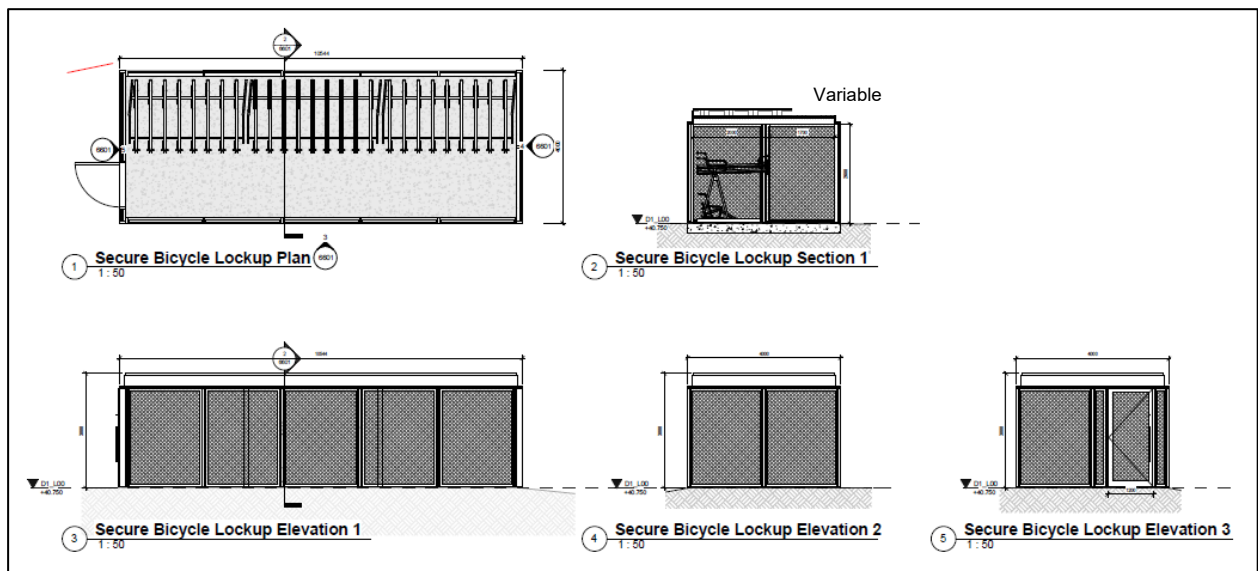


Figure 3 | Sheltered Storage

The proposed equipment incorporates assisted-lift mechanisms to reduce the effort required to access upper-tier spaces. The system allows users to lower the upper racks to a comfortable loading height before returning the bicycle to its storage position.

4.1.2 Short-term Cycle Parking Types

To accommodate short-term and visitor cycle parking demand, the Subject Development will incorporate banks of Sheffield stands. Each stand will be stainless steel with a brushed polish finish and will support up to two bicycles and will be securely anchored at two points, either surface-mounted or embedded into the ground, as presented in **Figure 4** below.

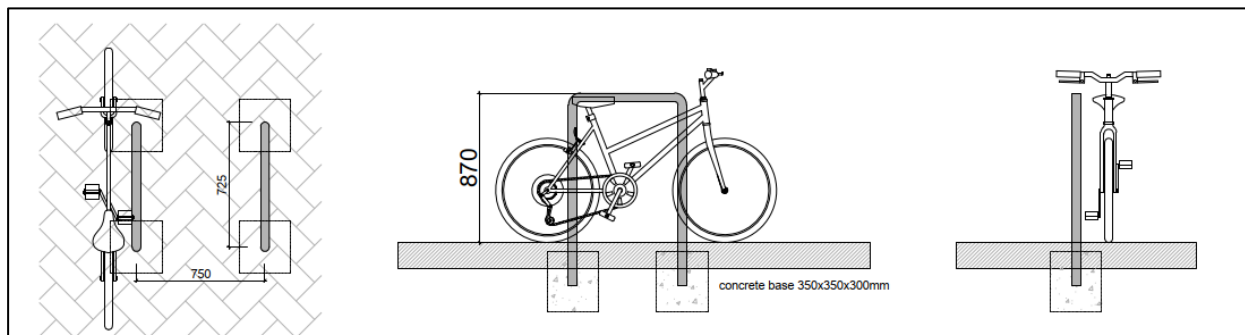


Figure 4 | Sheffield Stand – Illustrative example only

Table 2 below shows recommended and minimum dimensions for cycle parking where the Sheffield stands are placed in a parallel arrangement on larger isles within a compound according to the Cycle Design Manual.

	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2.0m	2.0m
Bay length (tandems, trailers and accessible cycles)	3.0m	2.5m
Access aisle width (for bicycles only, pushed into position by user on foot)	2.0m	1.5m
Access aisle width (bicycles ridden to stand, larger cycles use the end bay only)	3.0m	1.8m
Access aisle width (all cycles ridden to stand, large cycles use internal bays)	4.0m	3.0m
Spacing between stand	1.0m	0.8m
Gap between stand and wall (part of bay width)	600mm	600mm

Table 2 | Layout Dimensions for simple cycle stands

(Source: Cycle Design Manual)

As stated, the bank of Sheffield stands dedicated to short-term stay cycle storage will be strategically distributed within the Proposed Development. A total of 50 No. stands are expected to be installed beside the entrances to cover for the entire Site.

4.2 Security Considerations

The cycle parking facilities have been designed to promote cycling as a viable mode of transport for residents, staff and visitors. It is also to protect against theft and vandalism, and conflict with vehicles.

4.2.1 Access Control and Security

Long-term cycle parking facilities are located within dedicated cycle stores at ground floor level and are only accessible from within the development. Access to these facilities will be restricted to authorised users only.

Each residential block is served by its own dedicated cycle storage facility, ensuring that residents only have access to the cycle parking areas associated with their respective building. This arrangement prevents unrestricted access to all bicycle storage facilities across the development.

The cycle stores will be clearly labelled and numbered to assist with management, improve wayfinding and enhance the user experience. The facilities are also positioned to benefit from passive surveillance from surrounding residential accommodation, communal amenity areas and circulation routes.

In addition, cycle parking equipment will be selected and installed to minimise opportunities for theft or tampering. Sheffield stands, two-tier racks and associated fittings will be securely fixed in accordance with manufacturer specifications, with fixings designed to resist removal by cutting, twisting or the use of simple hand tools.

Where provided, CCTV coverage of key circulation routes, entrances and cycle storage facilities will further contribute to the overall security strategy of the development.

4.2.2 Lighting

Appropriate lighting will be provided throughout all cycle parking facilities and associated access routes to ensure safe and convenient use during hours of darkness.

Cycle parking areas will be illuminated to the same standard as the surrounding development and integrated into the overall site lighting strategy. Particular attention will be given to the lighting design around enclosed and sheltered cycle storage facilities to eliminate shadowing, improve visibility and enhance user safety.

The proposed lighting strategy will:

- Provide clear visibility within cycle parking facilities.
- Improve personal safety and user comfort.
- Enhance passive surveillance and the effectiveness of CCTV systems where provided.
- Improve route legibility and wayfinding.
- Ensure cycle parking facilities remain functional and attractive throughout the year.

4.2.3 Management of Abandoned Cycles

Abandoned cycles reduce available parking capacity and may contribute to the perception that a location is neglected or unsafe. The management company will therefore implement procedures for the monitoring and management of abandoned bicycles within the development.

In accordance with the principles outlined in the Cycle Design Manual (2025), a bicycle may be considered abandoned where it:

1. Secured in a dangerous way (i.e. blocking access)
2. Attached to a cycle rack and considered unroadworthy
3. Reported by a member of the public and assessed as unroadworthy or in a dangerous position

4. Not moved for a reasonable period of time (typically several weeks)

Indicators that a bicycle may be unroadworthy include:

1. Flat front/rear/both tyres
2. Missing wheel(s)
3. Missing seat
4. Buckled front/rear/both wheels
5. Bent forks
6. Seized/damaged brakes
7. Rusted chain/gears
8. Missing chain.

Once a bicycle is identified as potentially abandoned, the Local Authority, or parking operator, can secure a notice to the bike and warn that if the bicycle is not removed within 14 days it will be removed as abandoned. If there is anything about the bicycle that identifies the owner, an attempt to contact the owner should be made, and advise them that their bicycle is to be removed as abandoned.

If there is a genuine interest in bicycle maintenance, public courses on the use, maintenance, repair, and improvement of bicycles may be proposed.

5. Conclusion

The proposed cycle parking provision has been developed in accordance with the requirements of the Dublin City Development Plan 2022–2028, including the cycle parking standards set out in Appendix 5, and has been informed by the design principles contained within the Cycle Design Manual (2025).

The development provides a total of 200 cycle parking spaces, comprising a mix of long-term resident parking, short-term visitor parking.

Long-term cycle parking is provided within secure, access-controlled cycle stores, while visitor cycle parking is located within the public realm, positioned close to building entrances and areas of activity.

The cycle parking facilities are supported by a legible network of pedestrian and cycle routes that connect the development to the surrounding public realm and wider active travel network. Surface treatments, route layouts and access arrangements have been designed to prioritise active travel and provide safe and convenient movement between the public street, building entrances and cycle parking facilities.

Overall, the proposed cycle parking strategy provides a comprehensive and high-quality cycling environment that supports sustainable mobility objectives, encourages active travel and fully supports the day-to-day needs of future residents, visitors, staff and community facility users.

UK and Ireland Office Locations

