



LOHAN & DONNELLY
Consulting Engineers

13 Gardiner Place, Mountjoy Square, Dublin 1. T: 01 8787770
W: www.lohan-donnelly.com E: info@lohan-donnelly.com

Project Title: Cabra PBSA

Report Title: Bicycle Design Statement

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Client: R&D Developments Ltd (In Receivership)
Grant Thornton

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Planning	Shane Horace	15/12/2025	Gordon Poyntz	15/12/2025

Table of Contents

1. Introduction.....	1
1.1. Site Location	1
2. Proposed Development	2
3. Proposed Bicycle Parking & Access Arrangement	3
3.1. Access	3
3.2. Bicycle Parking Requirements.....	4
4. Summary & Conclusions	6

1. Introduction

Lohan & Donnelly have been commissioned to prepare a Bicycle Design Statement to support a planning application for purpose-built student accommodation at 2A Faussagh Avenue, Dublin 7, ranging from 4-6 storeys tall.

The objective of this report is to set out the intended access strategy for bicycle parking for the proposed development.

This report is to be read in conjunction with the drawings and documents submitted by other members of the project design team.

1.1. Site Location

The development proposal is located at Faussagh Avenue, Cabra, Dublin, opposite St. Finbars GAA club, as shown in Figure 2.1 below. The site is approximately 0.51 hectares in area and is bounded by Faussagh Avenue to the South and the DART railway line to the West. The site is within the administrative jurisdiction of Dublin City Council.



Figure 1.1 : Site Location



2. Proposed Development

The proposed development provides for a Large-Scale Residential Development, which in summary, shall consist of:

- a) Demolition of the former 'Matts of Cabra' public house and associated structures.
- b) Construction of 249 no. student bedspaces arranged in 32 no. clusters of 6, 7, 8 and 9-bedroom units (including 13 no. accessible units and 10 no. studio units) each with associated shared kitchen/living/dining areas in 2 no. blocks ranging in height from 4-6 storeys;
- c) Internal amenity spaces (approx. 345.8 sqm) including 2 no. student lounge areas, laundry room, postal room and a reception / office / kitchen / tearoom;
- d) External amenity areas (approx. 2,287.3 sqm) including 1 no. outdoor terraces at fourth floor level of Block A (193.1 sqm);
- e) Approx. 350 sqm of public open space in the form of a public plaza fronting Faussagh Avenue;
- f) Switch room, ESB substation, sprinkler room and bin storage all in a single storey services building along the eastern site boundary;
- g) A total of 324 no. bicycle parking spaces at surface level (258 no. long term, covered bicycle parking spaces, 8 no. cargo bicycle parking spaces and 58 no. visitor bicycle parking spaces);
- h) Vehicular access to be provided from Faussagh Avenue and 1 no. accessible car parking space.

The development will also provide for all associated service connections, public lighting, cold water storage and thermal store room, hard and soft landscaping, planting, formal activity equipment, boundary treatment, nature-based SuDS features, green roofs and all associated site clearance, excavation and development works above and below ground.

3. Proposed Bicycle Parking & Access Arrangement

The LRD Meeting of 23rd of September 2025 requested a Bicycle Design Statement (BDS) to address the access strategy for the proposed bicycle parking. This BDS outlines all details on how all types of bicycles provided for, including the universal design bike can safely and with ease, access the proposed bicycle parking from Faussagh Avenue.

3.1. Access

All bicycles will access the development from Faussagh Avenue and traverse North through the site and access the several bikes stands located throughout the site. A total number of 246 sheltered bicycle parking (236 stacker) has been provided with an additional 64 bicycle spaces for visitors and a further 12 cargo bike parking spaces. The visitors bicycle spaces are located in the courtyard area between to the West of Block A, the cargo bycle spaces are located within and beside the bike shelter on the western boundary of the site. All spaces are located within the courtyard area of the site. Refer to Figure 3.1 below and the landscapes architects landscape plan for further clarity. Due to all of the bicycle spaces being accessible from the courtyard, all different sizes and shaped bicycle can access all of the proposed spaces.

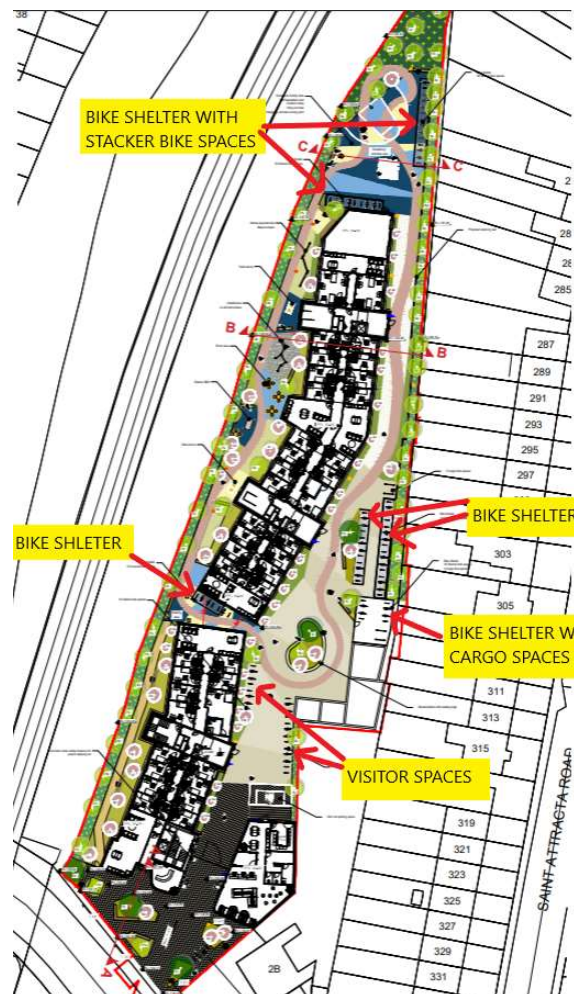


Figure 3. 1 - Bicycle Parking Locations

3.2. Bicycle Parking Requirements

Appendix 5 of the Dublin City development Plan 2022-2028 sets out the following Cycle Parking Standards:

Category	Land-Use	Zone	Long Term	Short Stay/ Visitor
Accommodation	Hotel ¹	All Zones	1 per 5 staff	To be determined by the Planning Authority on case by case basis
	Nursing Home Elderly Persons Accommodation/ Sheltered Housing ²	All Zones	1 per 5 staff 1 per 5 residents	1 per 10 residents
	Residential Apartment ³	All Zones	1 per bedroom	1 per two apartments
	Residential Dwelling	All Zones	1 per unit	1 per 5 dwellings
	Student Accommodation	All Zones	1 per bedroom	1 per 5 bedrooms
Civic, Community and Religious	Bank Community Centre Library Public Institution	All Zones	1 per 5 staff	1 per 100 sq. m. Gross Floor Area (GFA)
	Place of Worship	All Zones	-	1 per 20 seats
	Funeral homes	All Zones	-	To be determined by the Planning Authority on case by case basis
Education	College of Higher Education	All Zones	1 per 5 staff 1 per 2 students	
	Crèche/Childcare Services ⁴	All Zones	1 per 5 staff	1 per 10 children
	Primary Schools	All Zones	1 per 5 staff 1 per 5 students	
	Post Primary Schools	All Zones	1 per 5 staff 1 per 5 students	
Medical	Clinics and Group Practices	All Zones	1 per 5 staff	To be determined by the Planning Authority on case by case basis
	Hospital	All Zones	1 per 5 staff	1 per 10 beds
Retail and Retail Service	Café Restaurant	All Zones	1 per 5 staff	1 per 10 seats
	Public Houses	All Zones	1 per 5 staff	1 per 150 sq. m. GFA
	Retail	All Zones	1 per 5 staff	1 per 100 sq. m. GFA
	Retail Warehousing	All Zones	1 per 5 staff	1 per 100 sq. m. GFA
Enterprise and Em- ployment	Offices ⁵	All Zones	1 per 75 sq. m. GFA	To be determined by the Planning Authority on case by case basis
	Manufacturing/ Warehousing	All Zones	1 per 200 sq. m.	-
	Clubhouse Gymnasium ⁶	All Zones	1 per 5 staff	1 per 50 sq. m. GFA
	Courts Pitches	All Zones	1 per 5 staff	4 per pitch or court
	Auditoriums Cinema Conference Centre Theatre Stadia	All Zones	1 per 5 staff	1 per 20 seats

Figure 3. 2 - Table 1 from Appendix 5 of DCC development plan

Based off this table, the site-specific requirement was able to be determined. These have been outlined in Table 3.2 below and compared to what has been provided on site.



Type of Development	Bicycle Parking Standard	No. of Bedrooms	Parking Standard	Provided
Student Accommodation - Long Term	1 per bedroom	239	239	246
Student Accommodation - Short Term	1 per 5 bedrooms	239	47.8	50
Larger Biycycle Accommodation	5% of Long Term	239	11.95	12

Table 3.2 – Required vs Provided Bicycle Parking

Based on the tables above, the DCC development plan requires the proposed development to have a total of 287 bicycle spaces, with 239 being long term and 48 being short term. The Cycle Design Manual 2023 also requires that a min. of 5% of the long term bicycle parking to be able to accommodate larger bicycles. The proposed development meets all of the above the requirements for both short term parking and long term parking as it is providing 246 long term, 12 of which are for cargo bicycles, and 50 short term parking.



4. Summary & Conclusions

The proposed bicycle-parking strategy has been developed in line with the requirements of the Dublin City Development Plan 2022–2028, specifically the quantitative standards set out in Appendix 5: Car and Cycle Parking Standards and the qualitative design guidance of the Cycle Design Manual (2023). For a 249-bed student accommodation development, the Development Plan requires the provision of 239 long-term resident spaces and 48 short-term visitor spaces.

The scheme exceeds the long-term requirement by proposing 246 long-term spaces, ensuring ample capacity for residents while providing operational flexibility. The development also provides 50 visitor/short-term spaces, above the required 48 spaces, helping to accommodate higher peak visitor demand and to future-proof the scheme against increasing cycling activity.

In addition, 12 dedicated cargo/large-cycle spaces are included in line with the Cycle Design Manual's recommendation that a proportion of overall spaces should cater for non-standard and larger cycles. These spaces are located externally with direct access from the public realm, ensuring full usability for heavier or wider bicycles, adapted cycles, and trailers without the need to navigate internal doors, lifts, or corridors.

All bicycle spaces are provided fully externally, allowing easy, independent access at all times. This supports inclusive cycling, avoids internal circulation conflicts, and enhances security and passive supervision.

Overall, the proposal not only meets but comfortably exceeds the bicycle-parking standards of the Dublin City Development Plan. The strategy provides a well-balanced mix of long-term, visitor, and cargo parking, ensuring the development properly supports sustainable mobility, active travel, and the day-to-day needs of future residents and visitors.

Shane Horace B.Eng.,
Engineer,
For Lohan & Donnelly Civil & Structural Consulting Engineers

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