

Residential Led Mixed-Use Development at Milltown Park, Sandford Road, Dublin 6

Bicycle Design Statement (BDS)

December 2025

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1 INTRODUCTION

1.1 Background

This Bicycle Design Statement (BDS) has been prepared by DBFL Consulting Engineers (DBFL) in support of a planning application for a proposed residential-led mixed-use development on a site at Sandford Road, Milltown, Dublin 6.

The proposed development includes for a total of 562 no. residential units (556 no. apartments and 6 no. Houses), cultural / community space, a café / restaurant, a childcare facility, open space, and all associated development.

The subject scheme proposals include for an overall provision of **1343 no. bicycle parking** spaces comprising **384 no. short-term** spaces on surface level and **959 no. Long term** spaces within the basement.

1.2 Scope of Report

This Bicycle Design statement has been prepared in response to the Local Authority's Notice of LRD Opinion (Ref. LRD6093/25-S2). It particularly presents the design team's response to 'Cycle Parking' item within Section 2 of the Notice of LRD Opinion.

In relation to the provision of cycle parking, the Notice of LRD Opinion states the following.

Local Authority LRD Opinion:

Cycle Parking

- a) *"The applicant is requested to prepare a Bicycle Design Statement (BDS). The BDS should set out details as to how all bicycles can safely and with ease access the proposed cycle parking from the public road. Detailed drawings of all cycle parking areas should be included. It should be demonstrated that adequate height clearance, separation distance between racks and within internal access corridors is provided for ease of accessibility and functionality of the long-term compounds, in accordance with the provisions of the Cycle Design Manual, 2023."*
- b) *"Having regard to guidance of the NTA Cycle Design Manual, 2023 and to the relevant provision of Section 3 and Table 1 of Appendix 5 of the Dublin City Development Plan, 2022-2028, the applicant is requested to provide details of the following amendments to the scheme with regard to cycle parking."*

- i. An additional means of cyclist access to the basement from surface level should be provided (e.g. cycle lift).*
- ii. The location and type of the 26 no. spaces allocated to the community/childcare/commercial uses should be specified. Sufficient secure parking for staff should be identified.*
- iii. A breakdown of the location of all visitor cycle parking and quantity within each bank of stands/compound.*
- iv. A minimum of 5% of total residential cycle parking provision should be of a type capable of accommodating non-standard/large cycle parking equipment (e.g. cargo bikes, adaptive bikes, e-bikes).*
- v. The cycle parking within the forecourts of each dwelling in Block E should be provided within a secure and covered facility."*

2 Development Proposals

Sandford Living Limited intend to apply for permission for a Large-Scale Residential Development at a c. 4.26 hectare site at Milltown Park, Sandford Road, Dublin 6, D06 V9K7. Works are also proposed on Milltown Road and Sandford Road to facilitate access to the development including improvements to pedestrian facilities on an area of c. 0.16 hectares. The development's surface water drainage network shall discharge from the site via a proposed 300mm diameter pipe along Milltown Road through the junction of Milltown Road / Sandford Road prior to outfalling to the existing drainage network on Eglinton Road (approximately 200 metres from the Sandford Road / Eglinton Road junction), with these works incorporating an area of c. 0.32 hectares. The development site area, road works and drainage works areas will provide a total application site area of c. 4.74 hectares.

The development will principally consist of: the demolition of c. 4,847.5 sq m of existing structures on site including Milltown Park House (880 sq m), Milltown Park House Rear Extension (2,031 sq m), the Finlay Wing (622 sq m), the Archive (1,240 sq m) and the Link Building between Tabor House and Milltown Park House Rear Extension to the front of the Chapel (74.5 sq m); the refurbishment and reuse of Tabor House (1,575 sq m) and the Chapel (768 sq m) and the provision of a single storey glass entrance lobby to the front and side of the Chapel (52 sq m); and the provision of 562 No. residential units comprising 6 No. three-bed courtyard houses and 556 No. apartment units (70 No. studios, 176 No. one-bed units, 267 No. two-bed units and 43 No. three-bed units).

Block A1 will range in height from 5 No. storeys to 8 No. storeys and will comprise 81 No. apartment units; Block A2 will range in height from 6 No. storeys to 8 No. storeys and will comprise 139 No. apartment units; Block B will range in height from 3 No. to 7 No. storeys and will comprise 74 No. apartment units; Block C will range in height from 4 No. storeys to 7 No. storeys and will comprise 151 No. apartment units; Block D will range in height from 3 No. storeys to 5 No. storeys and will comprise 30 No. apartment units; Block E will be 2 No. storeys in height and will comprise 6 No. courtyard type houses; and Block F will range in height from 5 No. storeys to 7 No. storeys and will comprise 81 No. apartment units.

The development also includes the provision of: cultural/community space within Tabor House (4 No. storeys including lower ground floor level) and the Chapel (2 No. storeys including lower ground floor level and mezzanine level) (1,698 sq m) with associated outdoor space (248 sq m); a café/restaurant (179 sq m) and a creche (375 sq m) within Block F with associated outdoor creche

play area; ancillary residents' amenities and facilities (274 sq m) within Blocks B & C; and a single storey bin store and substation adjacent to Block F (101 sq m).

The development also provides a new access from Milltown Road (which will be the principal vehicular entrance to the site) in addition to utilising and upgrading the existing access from Sandford Road as a secondary access principally for deliveries, emergencies and taxis; new pedestrian access points; pedestrian/bicycle connections through the site; 319 No. car parking spaces (288 No. at basement level and 31 No. at surface level); set down area for deliveries; bicycle parking; 22 No. motorcycle spaces; bin storage; boundary treatments; private balconies and terraces facing all directions; hard and soft landscaping including public open space and communal open space; green/blue roofs; PV panels; substations; lighting; plant; lift cores and overruns; and all other associated site works above and below ground.

The proposed development has a gross floor space of c.50,196 sq m above ground level over a partial basement (under part of Blocks A1 and A2 and under Blocks B and C) measuring c. 10,550 sq m, which includes parking spaces, bin storage, bike storage and plant.

3 SITE ACCESS ARRANGEMENTS

3.1 PEDESTRIAN AND CYCLIST ACCESS

Pedestrians and cyclists will be able to access the development from a number of locations. They will be given priority within both the internal and external site layout, to ensure desire lines within the site are accommodated. The aim is to provide a good level of service and ensure the risk of pedestrian or cyclist conflict with vehicles is minimised.

Access to/from the 'long-term' residential bicycle parking storage facility in the basement is available via a dedicated cycle ramp located at Block C and a dedicated bicycle lift located at Block A2. Access to the surface level bicycle parking can be made via the dedicated pedestrian/cycle routes provided within the development. **Figure 3-1** below illustrates key pedestrian and cycle accessibility proposals of the subject development.



Figure 3-1 Proposed Pedestrian and Cyclists Access

3.2 VEHICLE ACCESS

The subject site will benefit from one principal vehicle access location which will be newly provided on the R117 Milltown Road on the southeastern boundary of the site and a secondary existing access on the R117 Sandford Road on the northeastern boundary of the site, primarily for emergencies, deliveries and taxis and a small element of mobility impaired parking.



Figure 3-2 Proposed Vehicle Access

4 BICYCLE PARKING STRATEGY

4.1 BICYCLE PARKING QUANTUM

4.1.1 Overview

In reference to the development plan schedule (no. and type of units) **Table 4-1** below details the corresponding number of bicycle parking spaces required according to the local (DCC) and national (DHPLG) development management standards. The development proposed to provide a total of 1343 no. on-site bicycle parking spaces. Table 4-1 below outlines the cycle parking requirement and proposed provision.

Land Use Description	No. Units (Beds)/ GFA	DCC Parking Requirements		DHPLG Requirements		Development Cycle Parking Provision	
		Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
Apartments	556	909	276	909	"to be provided"	1305	
Houses	6	6	1	18	"to be provided"		
Creche	375m ²	4	6	-		38	
Community	1,698m ²	1	19				
Café	179m ²	2	1				
Total		1225		927 + visitors		1343	

Table 4-1 Cycle Parking Requirements & Provision

The residential-led mixed-use development scheme currently proposes a total of **1343 no. bicycle parking spaces** (959 long-term and 354 short-term). The currently proposed overall provision is significantly higher than the DCC requirement (9.6% higher) and also exceeds the DHPLG requirement for 'long stay' bike parking and are therefore compliant with the DCC requirements. Furthermore, the proposal has been made to incorporate the provision of a total 18 no. dedicated cargo bike spaces within the basement and at surface level. The proposed bicycle provision is detailed in the **Table 4-2** overleaf.

Land Use	Parking Type	Bicycle Parking Provision		Total
		Basement	Surface Level	
Residential	Long Term	959	0	
	Short Term	0	384	
	Sub-Total	959	384	1305
Creche/Community/Commercial	Long Term	0	0	
	Short Term	0	38	
	Sub-Total	0	38	38
Total Bicycle Parking Provision				1343

Table 4-2 Table 4-2 Bicycle Parking Provision (Current Compliance)

4.1.2 Long-Term Bicycle Parking

Table 4-2 above details the development's proposals of a total of **959 no. long-term** cycle parking spaces comprising 953 no. standard bike spaces and 6 no. cargo bike parking spaces. The breakdown of this long-term bicycle parking is as follows:

The 959 number 'long term' bicycle parking spaces are to be located in the basement area and will be provided in the form of a two tier bike rack (with the upper tier gas strut Ref. **Figure 4-1**) manufactured by Bike Dock Solutions or similar. The manufacturer's brochure has been included within **Appendix A** of this Bicycle Design Statement which demonstrates that the scheme design provides sufficient area for the positioning of bicycles into / from the racks. The specification of the gas strut rack will ensure all users will be able to conveniently use the top tier of the two tier rack.

The height (2.4m clearance) and aisle width provision in the basement bike store have been designed around the specification detailed by the manufacturer Bike Dock Solutions.



Figure 4-1 Two Tier Bike Rack - With Gas Strut by Bike Dock Solutions

4.1.3 Short-Term Bicycle Parking

The subject development scheme proposes to provide a total of 384 no. short-term cycle parking spaces comprising 346 no. short-term residential spaces and 38 no. short-term parking spaces intended for use by the creche, community and commercial land uses.

The short-term bicycle parking spaces are provided in the form of Sheffield type stand (Stainless steel 316), manufactured by MG Depot. The manufacturer's brochure has been included within **Appendix B** of this Bicycle Design Statement which demonstrates that the scheme design provides sufficient area for the positioning of bicycle into / from the stands. The short stay cycle parking will be similar to the below image (a Sheffield type stand) (Ref. **Figure 4-2**).



Figure 4-2 Sheffield type stands Stainless steel 316

It is noted that the 'short-term' cycle parking spaces are conveniently located in close proximity to each Block access location and will be well within the recommended distances of 25m for short stay cycle parking spaces.

Head Clearance

The clear unobstructed head room being provided for within the basement ranges between a minimum of 2.4m up to a 2.7m maximum as per Cycle Design Manual requirements for cyclists' headroom clearance.

4.2 BICYCLE PARKING LOCATION

4.2.1 Overview

As discussed in Section 4, the Sandford development scheme proposes to provide a total of 1343 no. bicycle parking spaces. The specific on-site location of both 'long-term' and 'short-term' spaces are discussed in the following section.

4.2.2 Surface Level Parking

At Surface level, 384 no. 'short-term' spaces are positioned as illustrated in **Figures 4-3** and **Figure 4-4**. The layout and positioning of all short term 'Sheffield' parking stands has sought to fully respect the geometric requirements as per best practice guidelines and standards.



Figure 4-3 Bicycle Parking Locations on surface level

4.2.3 Basement Level Parking

At basement level, a total of 953 no. spaces are being accommodated within the dedicated cycle storage facility. Six cargo bike spaces have also been included as part of the design within the basement level as detailed in **Figure 4-3**.

Access to/from the bicycle parking storage area can be made via the dedicated cyclist access ramp located at Block C and the dedicated cyclist lift located at Block A2. Pedestrians and cyclists will benefit from an internal defensible route that will be segregated from vehicular traffic routes. Pedestrians will also benefit from zebra crossing markings with the objective of enhancing the conspicuousness of the presence of active modes when vehicle drivers are circulating the car park area.

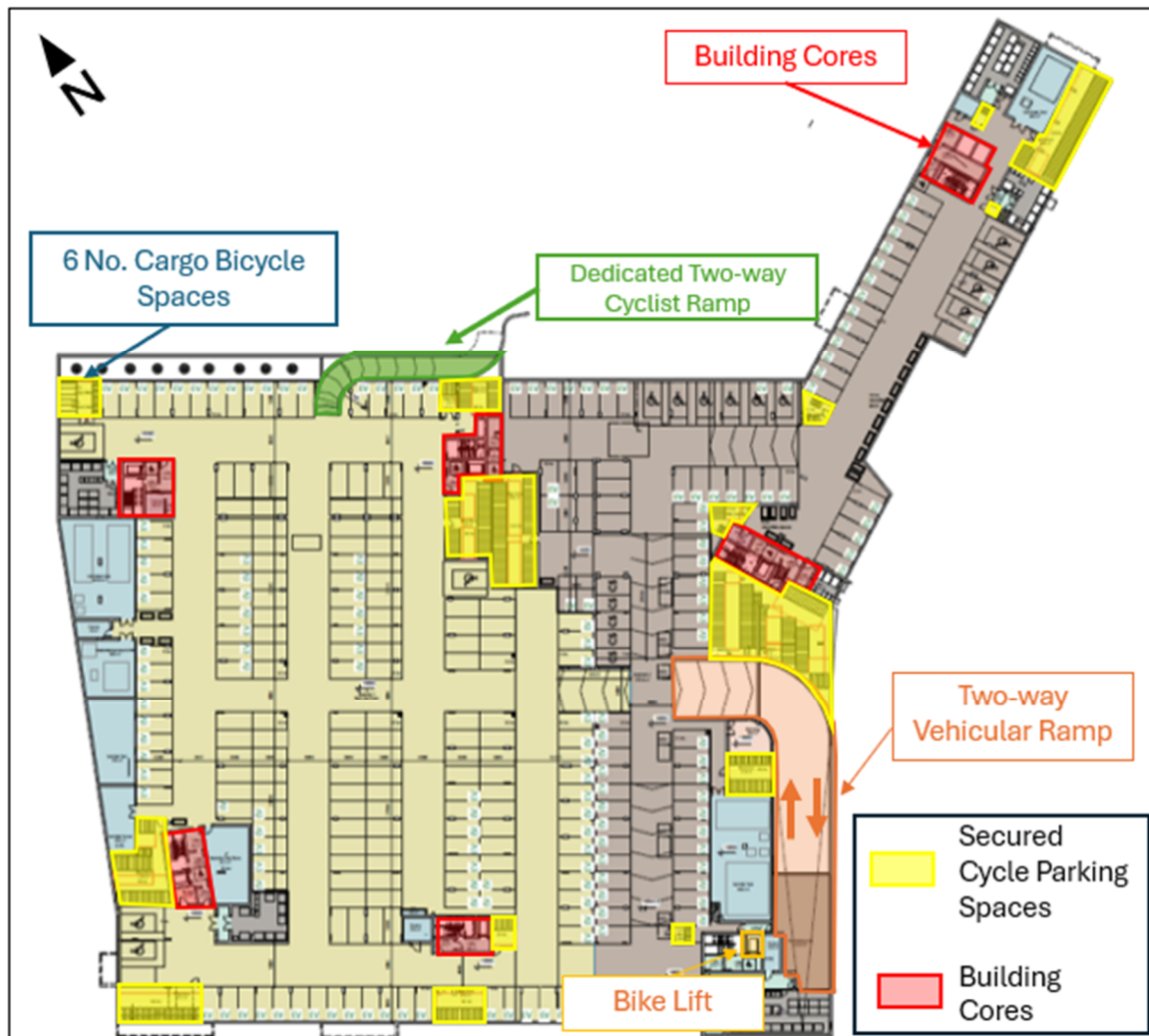


Figure 4-4 Bicycle Parking Locations at Basement Level

The bike parking compound/store will be open at all times with only residents and creche staff cyclists permitted to access the parking area. This facility will also benefit from the implementation of CCTV. All external and internal doors used by cyclists will be sufficiently wide and benefit from the provision of an electronic push button door release positioned criteria 3.0m in advance on both approaches to the door of the bike store area.

4.2.4 Creche/Community/Café Bicycle Parking

A total of 38 no. bicycle parking spaces has been allocated to the creche/community/café areas in the form of Sheffield stand and cargo parking.

4.3 MANAGEMENT OF BICYCLE PARKING FACILITIES

4.3.1 Overview

The Cycling Parking Management Strategy will be founded on the principle that the cycle parking provided must be capable of being used by all members of the community at all life stages and abilities. The design, stand type and spacing have been provided in accordance with the design standards and guidance contained within the Dublin City Development Plan 2022-2028 Appendix 5 pertaining the Cycle Parking Standards for DCC and the NTA's Cycle Design Manual.

All marketing material for the proposed development in addition to the MMP's 'Welcome Pack' will publicise the availability and access arrangements to the on-site bicycle parking facilities. A management regime will be implemented by the development's management company to control the access to the internal residential bicycle parking spaces at basement level. The regime aims to actively manage the availability of bicycle parking for both residents and staff in order to sufficiently meet demand.

The management intends to promote the cycling facilities in order to raise awareness of the benefits of alternative active and more sustainable travel. A formal 'Sustainable Travel' induction package or a 'Welcome Travel Pack' will be compiled and provided to each dwelling unit detailing the access arrangements to/from the bicycle parking area. Further measures, as set out in the MMP, which will be implemented to promote and encourage cycling include:

- Display local cycling maps in communal areas (and online if applicable).
- Investigate the potential benefit and uptake of setting up a 'buddying' scheme to address personal security issues associated with cycling.
- Undertake route audit and implement a review program to ensure appropriate infrastructure is provided / upgraded to meet cycling requirements for external routes to key off-site destinations.
- Examine the opportunity and potential benefits and uptake of bike service / maintenance workshops.
- Market / publicise the potential availability of employer operated discounted cycle purchase incentives.

- Liaison and coordination between residents and management company in regard to access arrangements, maintenance and the potential upgrade/improvement of facilities as and when demand and/or wear and tear necessitates.

4.3.2 Bicycle Parking Allocation

The building management team will be responsible for the day-to-day management of bicycle parking operations. All residents of the permitted residential apartment scheme will have the opportunity to obtain a key code / electronic fob to access the on-site 'long-term' bicycle parking spaces.

The creche, café and commercial units have been allocated 38 bicycle parking spaces on the surface. This includes no. 30 Sheffield stand and no. 8 cargo parking spaces. A further 346 short term spaces are available for visitors. In total no. 384 short term parking spaces are available on the surface level.

These bicycle parking spaces will be allocated on a 'first come, first served' basis. Cyclists who would be visiting the scheme will be able to utilise the dedicated visitor spaces at Podium level. These short stay cycle parking spaces are distributed across the site, conveniently located close to the apartment entrances as well as the open space areas. The proposed bicycle parking locations will be overlooked to ensure passive surveillance is achieved and located adjacent to paths for ease of access.

4.3.3 Basement Parking Access / Egress Controls

Accessing the basement bicycle parking facility can be made via the dedicated pedestrian / cyclists entrance from the north-western boundary of the site. Residents will be able to enter via an access code / electronic fob and use the segregated route towards the parking facility.

Residents who want to undertake a journey would firstly enter the basement level via one of the core lifts being proposed. Once residents have collected their bikes, egressing the site would be made via the segregated pedestrian / cyclists route and dedicated cyclist lift illustrated in **Figure 4-4** below.

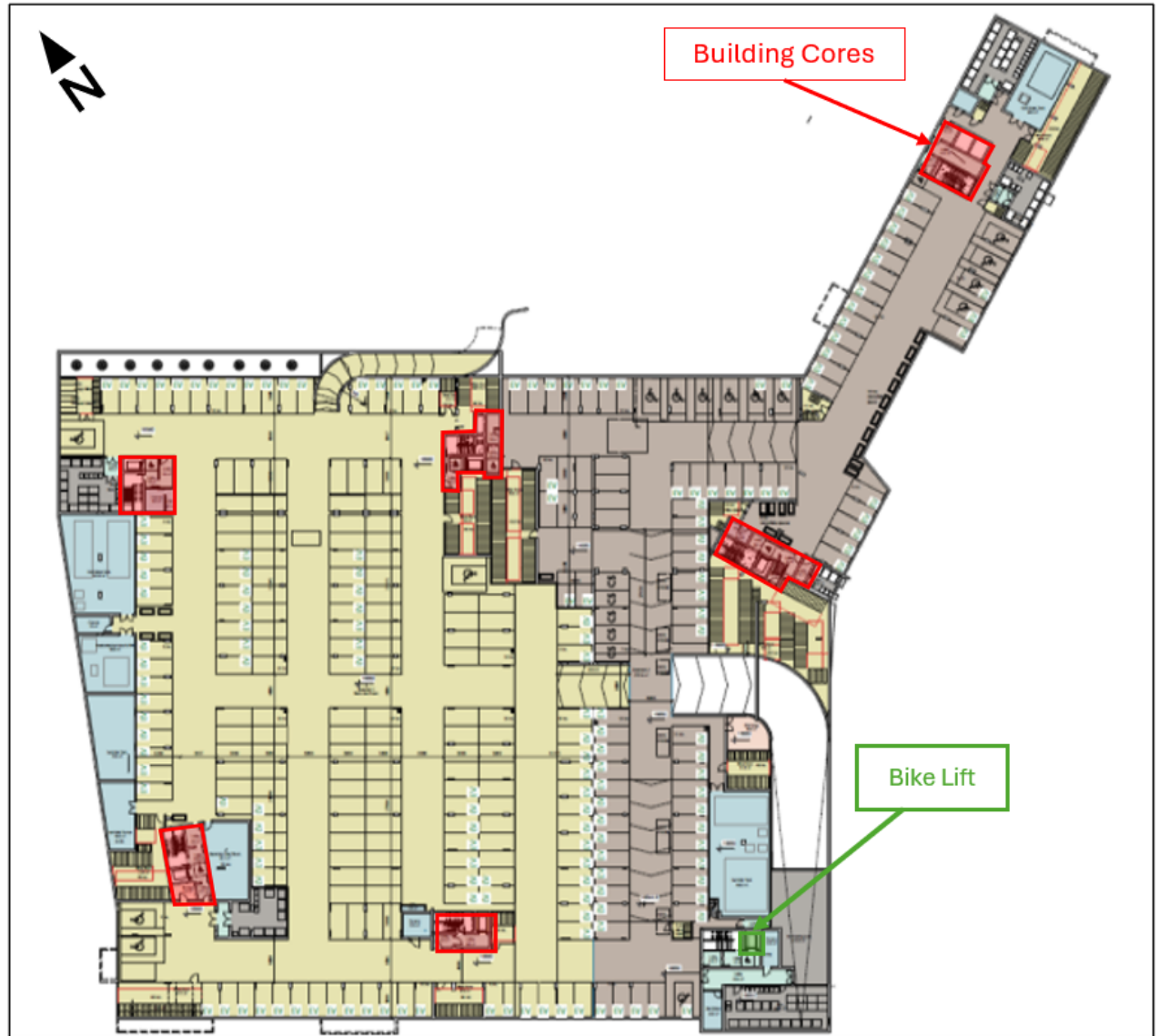


Figure 4-5 Bike lift location on Basement level

5 SUMMARY

This Bicycle Design Statement (BDS) has been prepared for the subject Sandford residential-led mixed-use development located on Sandford Road, Milltown, Dublin.

The subject scheme proposals include for an overall provision of a total of **1343 no. bicycle parking spaces** comprising **384 no. short-term** spaces and **953 no. long term** spaces.

The BDS outlines the proposed cycle parking provision for the development, as well as detailing the respective parking management regimes which will be implemented on site for the benefit of future resident, staff and visitors.

The contents herein seek to provide an understanding of the type and quantum of bicycle parking being accommodated at the subject development.

Therefore, based upon the information detailed within this report, it is considered that the ample amount of cycle parking spaces being provided in tandem with the car parking provision will adequately meet the predicted demand, whilst adhering to the principles of sustainable development which underpin the scheme.

Appendix A :

Value Two Tier Bike Rack - With Gas Strut by Bike Dock Solutions



Two Tier Bike Rack - With Gas Strut (BDS)

Ex. VAT: £175.00 **TOTAL**
Inc. VAT: **£210.00**

*Base price, not including any custom options.

Product Images





Description

The BDS Two Tier Bike Rack is a pioneering and user friendly cycle parking system, with excellent space saving bike storage, superb usability and high value; allowing you to house twice as many bikes in the same area and space as any standard bike rack.

The unique aspect of the space efficient and cost effective "Two Tier Bike Rack" makes it exclusive which has resulted in a growing requirement for it; especially in areas of high population densities such as stations, shopping centres, schools, car parks and offices.

For all types of bicycles

The Two Tier Bike Rack can accommodate all types of bicycles, such as mountain bikes and road bikes, which can be chained or D-locked on to the Two Tier Bike Rack for added security. The bicycle is well supported by wheel channels and the back wheel is stabilised by a gutter to lock the bicycle firmly into place.

Simple and easy

The lower cycle rack has a sloping wheel channel, so the user does not have to bend between the levels which makes the two tier cycle rack system simple and easy to use for all ages. This rack is excellent for space saving as the cycle stands are so compact with a centre to centre distance of only 375mm.

Capacity Calculator*

Estimate how many bikes you can store:

Length mm units:

Calculate

Number of cycles stored:

*Minimum height of 2.4 metres required

Benefits of the Two Tier Bike Rack include:

- Available in a galvanised or powder coated finish (please call us for a quote).
- Easy to use upper tier using stainless steel bearings for long life and minimum maintenance
- The bicycle is held stable in the wheel channels with locking bars for additional security
- Accommodates all cycle types (mountain bikes, town bikes etc)
- Bicycle frame and wheel can be chained for security
- Cycle is well supported when being stored
- Lower rack has a sloping wheel channel, so the user does not have to bend between the levels
- Can be extended indefinitely
- Double or single sided versions available
- Robust construction, hot dip galvanised to BS EN ISO 1461
- Optional powder coating in any of the 192 RAL colours (Non moving parts)

- BDS Two Tier Bike Racks are the only "Cycling Score" approved two tier bike parking system
- Designed and manufactured by a company with over 50 years experience
- We even wrote a blog about the Two Tier Bike Rack [here](#).
- This bike rack can help contribute towards gaining ENE8 Cycle storage credits when used in the appropriate situation, under the Code for Sustainable Homes.
- Cycle stands are compact with a centre to centre distance of 375mm
- **Minimum height required is 2400mm** x minimum depth 1950mm (plus a recommended minimum entrance space of 1500mm)
- Easy lift gas strut fitted so lifting the bike up on the rack requires minimal force from the user, as per health and safety standards

How many bikes can I fit in with the Two Tier Bike Rack?

It's easy to work out. All you need to do, is measure the length of the area you want to fit the rack in. The length (mm) divided by 375mm = number of bikes that will fit on the bottom row. Multiply by 2 to get the total number of bike spaces and subtract 2 bikes to allow for the handle bars sticking out.

For example. 4000mm length divided by 375 = 10.666. Multiplied by 2 = 21.333. Round it down to 20 bikes.

How much space in the room do I need?

To be comfortable, we advise at least a 3500mm depth and a width of:

- 4 bikes - 1125mm
- 6 bikes - 1500mm
- 8 bikes - 1875mm
- 10 bikes - 2250mm
- 12 bikes - 2625mm
- 14 bikes - 3000mm
- 16 bikes - 3375mm
- 18 bikes - 3750mm
- 20 bikes - 4125mm
- Simply add 375mm for each extra 2 bikes.

Lead Time on the BDS Two Tier Bike Rack

Unlike many other Two Tier bike rack manufacturers, we carry stock of the main components so lead times can be much shorter than other suppliers. We have often delivered against very strict deadlines, The London Shard being an example; where we attended site, created a CAD layout plan for approval, designed a bespoke solution, manufactured and delivered in 4 weeks to the set and agreed deadlines.

Typical delivery time: 2-8 weeks

PLEASE CALL US ON 0800 612 6113 TO DISCUSS MORE DETAILS OR TECHNICAL INFORMATION.

[See our Two Tier Cycle Shelters here](#)

Product reference: TTBR1

Additional Information

Best Sellers M2

Yes

Additional Options

Bike Rack Size	4 bikes (currently unavailable)	£0.00
	6 bikes	£995.00
	8 bikes	£1,385.00
	10 bikes	£1,775.00
	12 bikes	£2,165.00
	14 bikes	£2,555.00
	16 bikes	£2,945.00
	18 bikes	£3,335.00
	20 bikes	£3,725.00
	Please contact for larger quantities	£0.00
Choose Finish	Hot Dipped Galvanised	£0.00
	Galvanised and Powder Coated Colour (Up to 20 bikes)	£385.00
RAL Colour Code	1023 Traffic Yellow	£0.00
	3000 Flame Red	£0.00
	5002 Ultramarine Blue	£0.00
	5017 Traffic Blue	£0.00
	6005 Moss Green	£0.00
	7015 Slate Grey	£0.00
	6024 Traffic Green	£0.00
	9005 Jet Black	£0.00
	9010 Pure White	£0.00
	Custom Colour	£220.00
Bolts	None	£0.00
	Fixing pack (Up to 6 Bike Frame)	£22.00
	Fixing pack (Up to 6-12 Bike Frame)	£44.00
	Fixing pack (Up to 12-20 Bike Frame)	£55.00



Appendix B : Sheffield type stand Stainless steel 316 by MG Depot



Product Specification Sheet

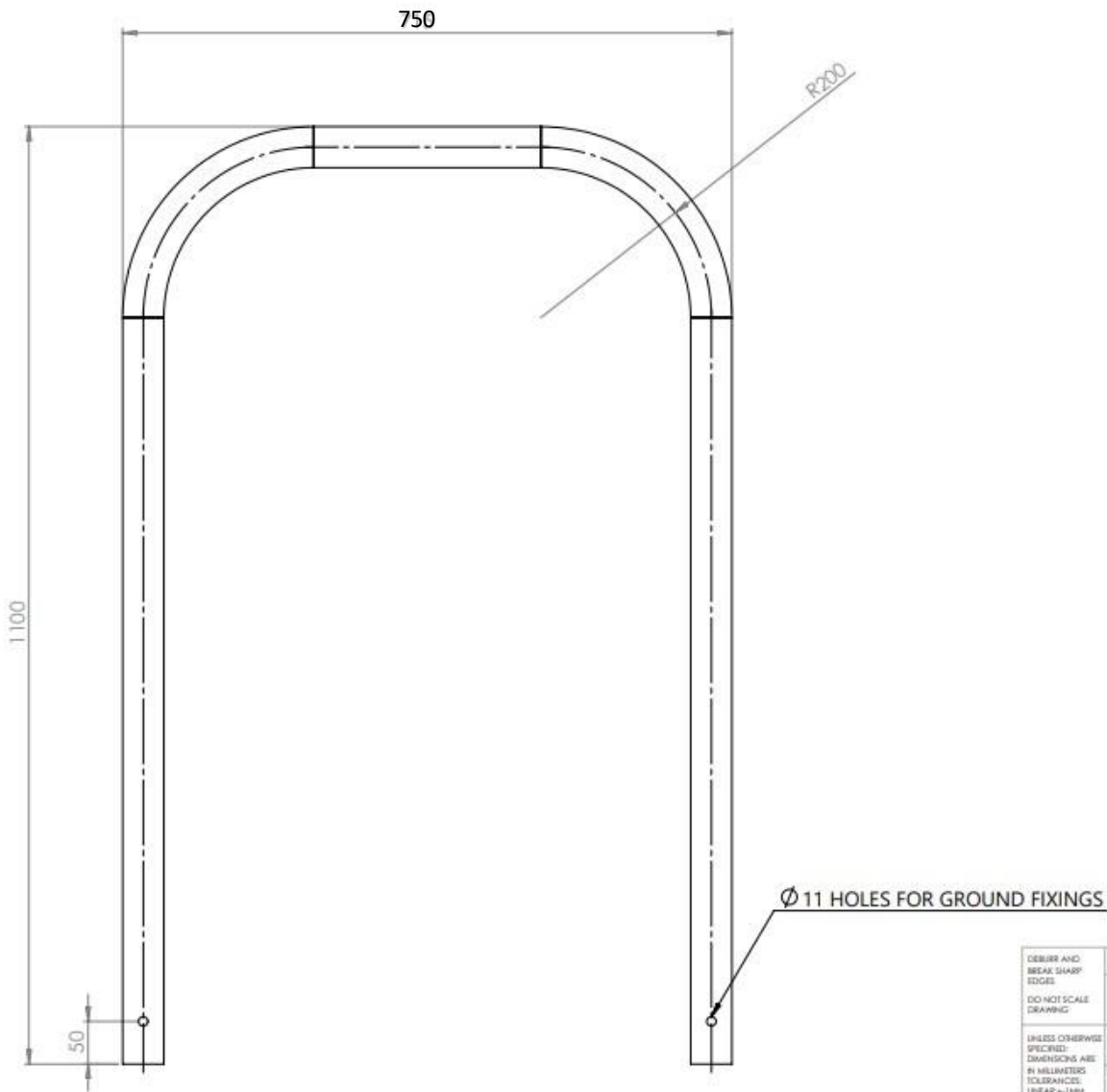
Product name – Sheffield Cycle Stand – Sub-Surface 316 Stainless Steel



Manufacturer / Brand	MG Depot
Warranty	1 Year manufacturer's warranty
Material	316 Grade Stainless Steel
Components	Single piece design – root fixed
Dimensions	1100(H) x 750(W)mm – 48mm tube diameter
Features	316 Stainless steel – suitable for sea-side environments Root-fixed – cast into concrete Lock 2 bikes in place per stand High quality, professional finish

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Email: sales@pittman.ie

United Kingdom:
1310 Solihull Parkway, Birmingham Business Park
Birmingham B37 7YB
Ph: 0121 630 3527
sales@pittman.uk



DEBUR AND BREAK SHARP EDGES DO NOT SCALE DRAWING UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN MILLIMETERS TOLERANCES: LINEAR = ±0.1MM ANGULAR = ±0.5DEG	DRW: CAB	DATE: 12/10/17	REVISION: A
	TITLE: 48MM CYCLE STAND		
	DWG NO: CYST-SHEFF-48-1100-715-F		
FINISH: SEE JOB SHEET	SCALE: 1:10	A3	
MATERIAL: TUBE 48MM X 2MM		SHEET 1 OF 1	

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