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DUBLIN - LONDON - LIMERICK

Planning & Property Development Department
Dublin City Council, Block 4, Floor 3
Wood Quay
Dublin 8

Sent By: Email

Job Ref: R043

A - GF

Date: 2-Aug-19

RE: Residential Apartment & Shared Accommodation Development, Spencer Dock, Dublin 1

Pre-Planning Application DMURS Statement of Consistency to An Bord Pleanála

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by Spencer Place Development Company Limited to develop a DMURS Statement of Consistency to accompany a planning application for a proposed strategic housing development of 464no. apartment units and 84no. shared accommodation units with 78no. basement car parking spaces, 26no. surface-level public car parking spaces, an internal access road, and ancillary works at Block 2, Spencer Dock, Dublin 1.

Traffic & Transportation

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2013)
- Dublin City Development Plan 2016–2022
- National Cycle Manual (2011)
- Greater Dublin Area Cycle Network Plan

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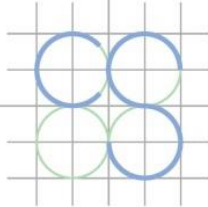
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Development Access

The proposed development incorporates 2no. basement car parks, separated due to the presence of the North Lotts Pumping Station. It is proposed to provide a vehicular access to each of these basements directly from New Wapping Street, at the eastern boundary of the site. The design of the accesses ensures that sightlines of 49m are achievable in both directions along New Wapping Street for vehicles exiting the development, in accordance with the requirements of the *Design Manual for Urban Roads and Streets*.

Internal Road Layout

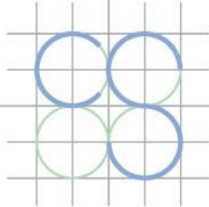
At surface level, the development incorporates the north-south access road between Sheriff Street Upper and Mayor Street Upper, as planned under the *North Lotts and Grand Canal Dock Planning Scheme 2014*. The southern part of this access road shall be restricted to one-way operation in the northbound direction.

The north-south access road shall have general carriageway widths of 3.8m along its southern section (one-way traffic) and 6.0m along its northern section (two-way traffic). Car parking and loading facilities are provided along either side of the access road, positioned so as to minimise conflicts between vehicle and pedestrian movements.

A service access to the development and to the North Lotts Pumping Station is provided via an internal spur to the east from the north-south access road. This is accessible by way of removable bollards and a dropped kerb. With these bollards in place, the service spur entry provides a turning head for larger vehicles.

The internal road layout of the proposed development is designed in accordance with the guidance provided in the *Design Manual for Urban Roads and Streets* (DMURS). As stated in the introduction to the DMURS:

"Better street design in urban areas will facilitate the implementation of policy on sustainable living by achieving a better balance between all modes of transport and road users. It will encourage more people to choose to walk,



cycle or use public transport by making the experience safer and more pleasant."

Given the development site location, shape and constraints, as well as the requirements of the *North Lotts and Grand Canal Dock Planning Scheme 2014*, we submit that the proposed site layout is well suited to this strategic development site.

Public Realm and Pedestrian Facilities

The development layout design put forward improves the existing roads environs with plantings and with enhanced pedestrian facilities. The development design ensures pedestrian permeability through the development site along both the north-south and east-west axes. The development shall significantly extend and improve the public realm along its eastern boundary, providing a minimum footpath width of 3.4m along New Wapping Street.

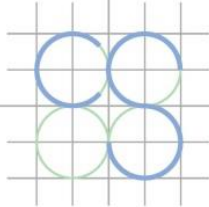
The existing pedestrian crossing facilities at the site boundaries on Sheriff Street Upper, New Wapping Street, and Mayor Street Upper shall be retained; pedestrian crossings shall also be provided on the new north-south access road at the north-western and south-western corners of the site, with dropped kerbs and tactile paving. Dropped kerbs and tactile paving shall also be provided at the development's vehicular accesses on New Wapping Street.

Raised footpaths shall flank the new north-south access road to either side, separated from the carriageway by car parking spaces and planting.

Traffic Calming Measures

The final development layout shall incorporate features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, kerb buildouts, plantings, etc.), following the principle that roads should serve a community and not dominate it. The provision of good permeability for pedestrians, cyclists & public transport are all key objectives of the proposed site layout.

Dated design elements that reflect poor design standards (such as wide roads, long straights or sweeping curves, unnecessarily large junction corner radii, and



large junction visibility splays) are omitted to the extent possible within the site layout, to reduce vehicle speeds within the development.

The objectives of the site layout design are:

- to keep vehicle speeds low;
- to minimise the intrusion of vehicle traffic;
- to ensure ease of access for emergency services;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.;
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children.

Traffic calming and VRU protection measures to be implemented in the design include:

- designated and marked pedestrian crossing points;
- smaller corner radii;
- horizontal alignment constraints to restrict vehicle speeds;
- landscaping to frame vehicle sightlines internally;
- a road design for a maximum vehicle speed of 20km/h.

The internal layout of the proposed development shall incorporate numerous design features such as distinctive surface materials and colours, strong landscaping proposals and modern furniture structures, in order to establish a sense of place within an urban neighbourhood environment. The low quantum of car parking provision within the scheme will also improve safety.

Gordon Finn

Roads & Traffic Engineer

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for Cronin & Sutton Consulting