DMURS STATEMENT OF CONSISTENCY

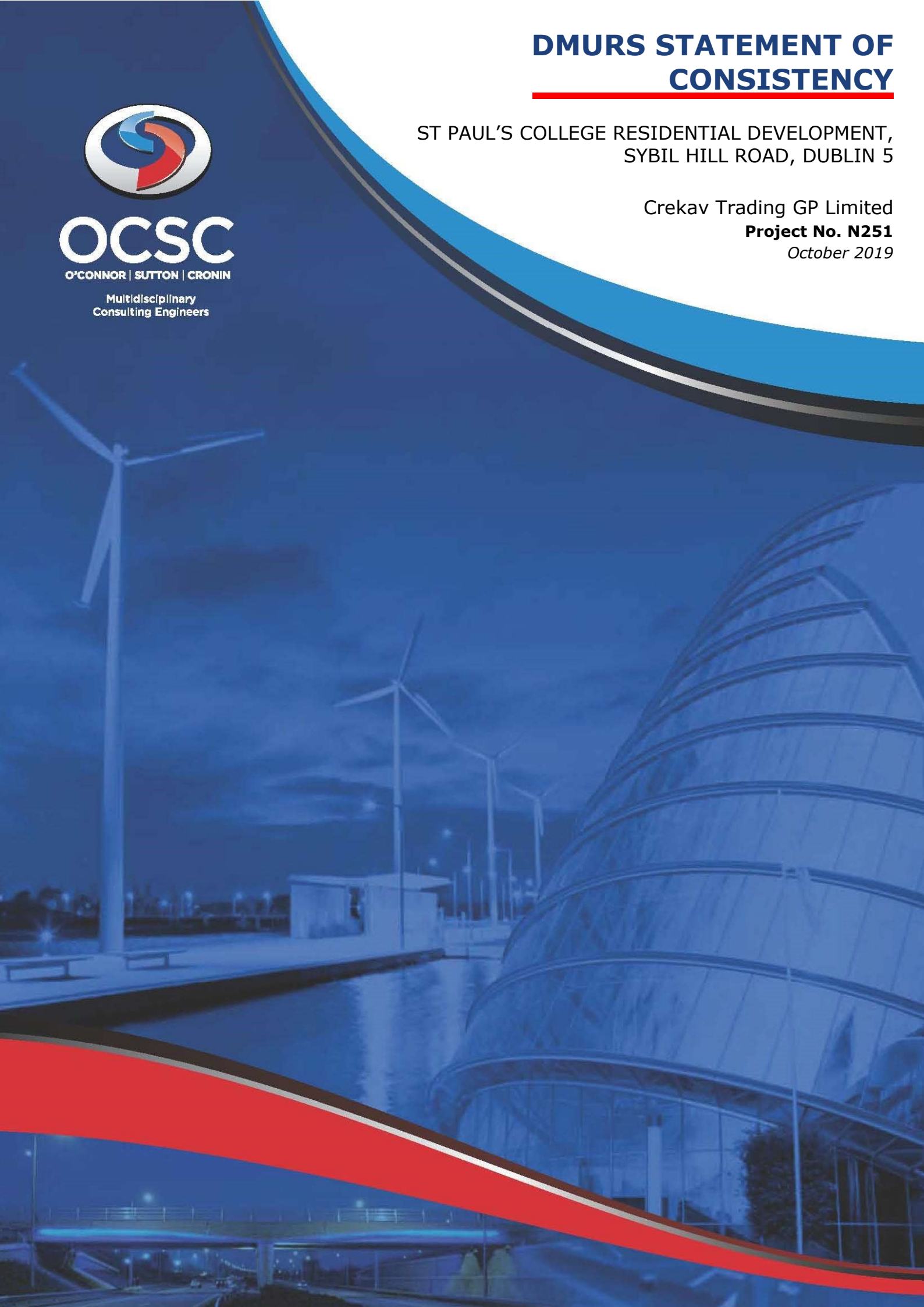
ST PAUL'S COLLEGE RESIDENTIAL DEVELOPMENT,
SYBIL HILL ROAD, DUBLIN 5

Crekav Trading GP Limited

Project No. N251

October 2019

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers



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NOTICE

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ST PAULS COLLEGE RESIDENTIAL DEVELOPMENT, SYBIL HILL ROAD, DUBLIN 5

O'Connor Sutton Cronin & Associates (OCSC) have been commissioned to prepare this DMURS Statement of Consistency with respect to the proposed residential development at a site in Sybil Hill Road, Dublin 5. The exact site location can be seen in *Figure 1* below.

Figure 1: Site Location Map

PROPOSED DEVELOPMENT OVERVIEW

The development will consist of the construction of a residential development set out in 9 no. blocks, ranging in height from 5 to 9 storeys accommodating 657 no. apartments, residential tenant amenity and a crèche. At basement level the site will accommodate car parking spaces, bicycle parking, storage, services and plant areas. Landscaping will include extensive communal amenity areas, and a proposed significant area of

public open space. The proposed development also includes for the widening and realignment of an existing vehicular access onto Sybil Hill Road and the demolition of an existing pre-fab building to facilitate the construction of an access road with from Sybil Hill Road between Sybil Hill House (a Protected Structure) and St Paul's College incorporating upgraded accesses to Sybil Hill House and St Paul's College and a proposed pedestrian crossing on Sybil Hill Road. The proposed development also includes for the laying of a foul water sewer in Sybil Hill Road and the routing of surface water discharge from the site via St. Anne's Park to the Naniken River and the demolition and reconstruction of existing pedestrian stream crossing in St. Anne's Park with integral surface water discharge to Naniken River.

A new access road with footpaths and on-road cycle lanes from Sybil Hill Road into the development and from this new access to Sybil Hill House and St Paul's College will be provided, as well as, the provision of new wall and railing boundary treatment along the new road, and new and existing accesses to Sybil Hill House and St Paul's College.

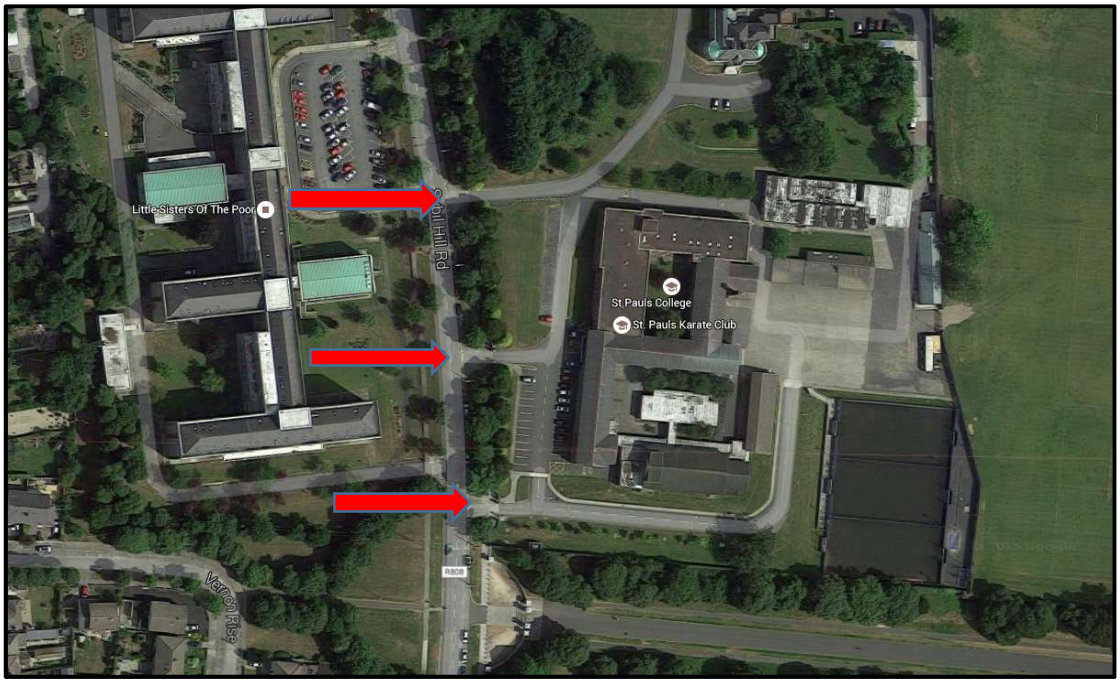

Figure 2: Existing entrances to St Paul's College and Sybil Hill House

The development provides; 465 No. car parking spaces at basement level including 23 disable spaces and 4 electric car spaces; 1,314 No. bicycle

parking spaces at basement level; surface parking (34 No car parking spaces including 2 disabled spaces and 2 electric car spaces) and 332 No. bicycle parking spaces; bin storage; hard and soft landscaping; lighting; surface water attenuation facilities; and all associated site works above and below ground.

All aspects of the proposed roads design have been designed in accordance with the appropriate sections of the following guidance documents:

- The Design Manual for Urban Roads & Streets (DMURS);
- The Traffic Signs Manual (TSM);
- Guidance on the use of Tactile Paving Surfaces.
- The National Cycle Manual (NCM)

The proposed roads layouts and associated assessments can be seen in the following drawings:

- N251-A3 (Site Location)
- N251-C01 (Proposed Road Alignment – Sheet 1 of 2)
- N251-C02 (Proposed Road Alignment – Sheet 2 of 2)
- N251-C04 (Swept Path Analysis Fire Tender – Sheet 1 of 2)
- N251-C05 (Swept Path Analysis Fire Tender – Sheet 2 of 2)
- N251-C06 (Swept Path Analysis Refuse Vehicle)
- N251-C07 (Swept Path Analysis Rigid Vehicle)
- N251-C08 (Visibility Splay)
- N251-F01 (Road Markings & Signs – Sheet 1 of 2)
- N251-F02 (Road Markings & signs – Sheet 2 of 2)

In terms of transportation, the key features of the proposed development are explained in the following sections:

Site Entrance

The development will be accessed via an entrance point on Sybil Hill Road, between Sybil Hill House and St Paul's College, replacing the existing site

entrance, and incorporating new accesses to Sybil Hill House and St Paul's College.

The main access has a corner radii of 6 m. This is shown on OCSC drawing N251-C01 and is in compliance with Section 4.3.3 of DMURS which encourages smaller radii to reduce vehicle speeds and improve cyclist and pedestrian safety, as per the below extract.

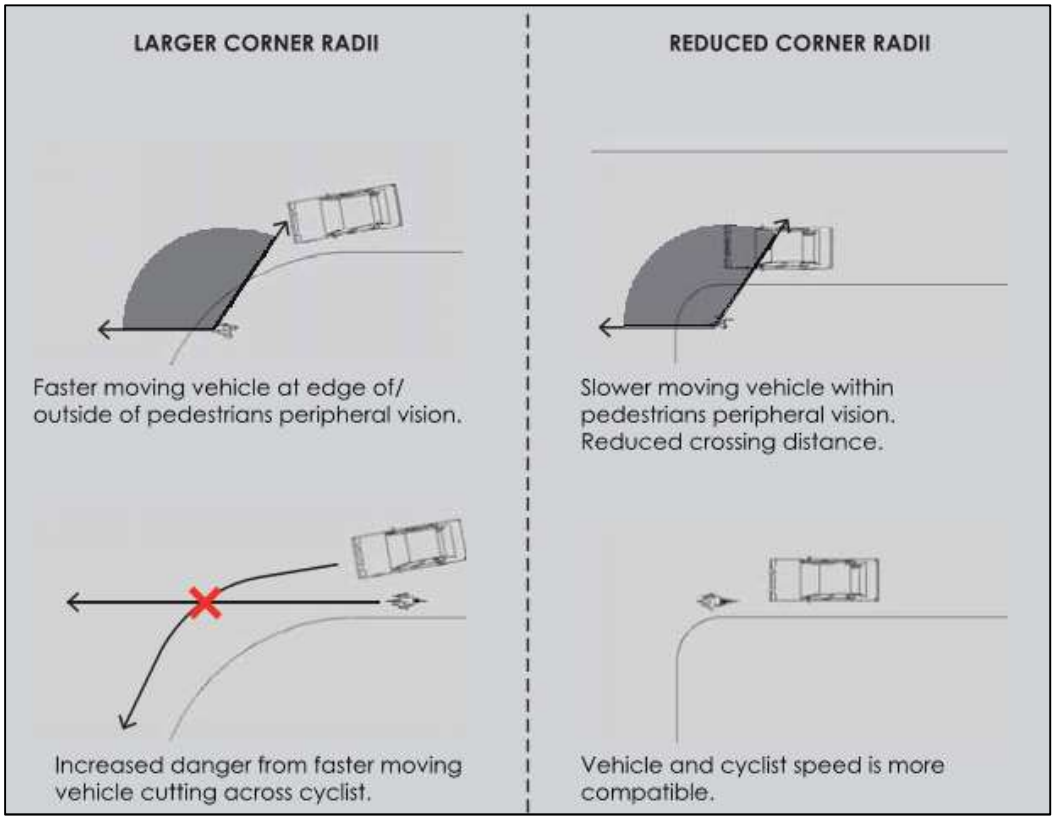

Figure 2: DMURS Extract on Benefits of Reduced Corner Radii

A mandatory cycle lane 1.50m wide in each direction will be provided as part of the new access road to the development.

A sight lines assessment has been carried out for the vehicular entrance in accordance with the guidance set out in DMURS Section 4.4.5 and is shown in OCSC Drawing No. N251-C8. This shows that the required visibility of 49.0m is achieved in accordance with Table 4.2 of DMURs.

Design Speed (km/h)	SSD Standard (metres)
10	8
20	15
30	24
40	36
50	49
60	65

Forward Visibility on Bus Routes

Figure 3: DMURS Table 4.2 Forward Visibility Requirements

Road Markings and Signs

Uncontrolled pedestrian crossing with appropriate tactile paving and dropped kerbs will be provided at key desired lines. Controlled crossing on Sybil Hill Road will be relocated as a way of improving pedestrian safety movement, and new School Keep Clear marking will be placed in both St Paul's College entrances as per OCSC Drawing N251-F01 and N251-F02.

Traffic Calming measures have been provided which include speed ramp along the main spine road, speed limit and stop signs.

Road markings and tactile paving at the respective entrance and internal roads are proposed in accordance with Section 4.2.4 of DMURS, Chapter 7 of the TSM and The Guidance on the use of Tactile Paving and Surfaces.

Additional Road Features

Set down and servicing parking areas will be provided with access from the proposed road which will facilitate activities such as creche drop off/collection, waste collection and other servicing needs only. The design of these bays will facilitate the movement of larger service vehicles including refuse trucks, thereby avoiding any potential impact on the public road. Swept Path Analysis for refuse and rigid vehicle has been performed and show in drawings N251-C06 and N251-C07.

Pedestrian

Pedestrian access is provided through the proposed new entrance and via proposed links through St Anne's Park.

The existing footpaths on Sybil Hill Road will be connect to a proposed 2.0m wide footpath throughout the development including proposed landscaping walkable surfaces. The proposed footpath is in accordance with section 4.3.1 of DMURS which sets out a width of 1.80m a minimum space for two people in wheelchairs to pass each other.

Fire Tender

Access for fire tender and other emergency vehicles is also catered for via the main entrance and throughout landscaping area via permeable paving and reinforced grass. Swept path analysis has been carried out for such vehicles and are shown in N251-C04 and N251-C05.

CONCLUSION

Taking the above into consideration, the proposed development has incorporated a series of design measures to promote more sustainable modes of transport and support vulnerable road users which is in line with the core principles of DMURS and all other relevant guidance.