

DMURS STATEMENT OF CONSISTENCY

SANDYFORD CENTRAL RESIDENTIAL DEVELOPMENT,
SANDYFORD, DUBLIN 18

Sandyford GP Limited (Acting in its Capacity
as General Partner for the Sandyford
Central Partnership)

Project No. R478

15th November 2019



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



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DOCUMENT CONTROL & HISTORY

OCSC Job No.: R478	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
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Rev.	Status	Authors	Checked	Authorised	Issue Date				
C04	A1	P. Raggett	A. Horan	M. McGrath	15.11.2019				
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DMURS STATEMENT OF CONSISTENCY

SANDYFORD CANTRAL RESIDENTIAL DEVELOPMENT, SANDYFORD, DUBLIN 18

O'Connor Sutton Cronin & Associates (OCSC) have been commissioned to prepare this statement with respect to the proposed residential development at a site in Sandyford, Dublin 18. The exact site location can be seen in *Figure 1* below.

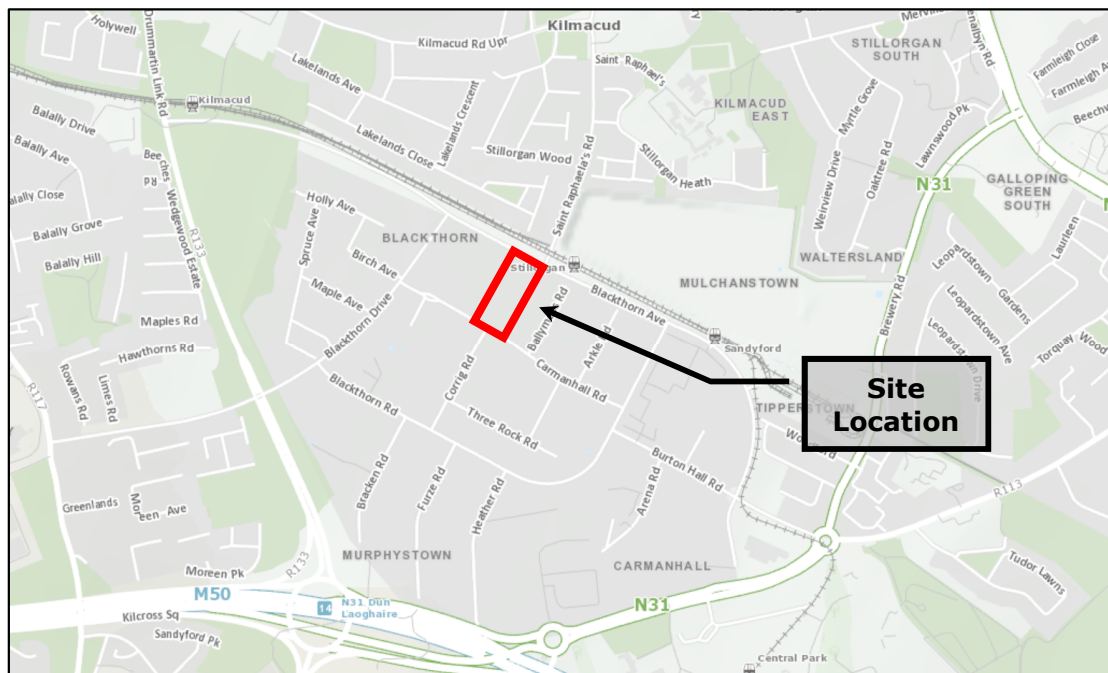


Figure 1: Site Location Map

The development, which will have a Gross Floor Area of 49,342 sq m will principally consist of: the demolition of the existing structures on site and the provision of a Build-to-Rent residential development comprising 564 No. apartments (46 No. studio apartments, 205 No. one bed apartments, 295 No. two bed apartments and 18 No. three bed apartments) in 6 No. blocks as follows: Block A (144 No. apartments) is part 10 to part 11 No. storeys over basement; Block B (68 No. apartments) is 8 No. storeys over basement; Block C (33 No. apartments) is 5 No. storeys over lower ground; Block D (103 No. apartments) is part 16 to part 17 No. storeys over lower

ground; Block E (48 No. apartments) is 10 No. storeys over semi-basement; and Block F (168 No. apartments) is 14 No. storeys over semi basement.

The development provides resident amenity spaces (1,095 sq m) in Blocks A, C and D including concierge, gymnasium, lounges, games room and a panoramic function room at Roof Level of Block D; a creche (354 sq m); café (141 sq m); a pedestrian thoroughfare from Carmanhall Road to Blackthorn Drive also connecting into the boulevard at Rockbrook to the west; principal vehicular access off Carmanhall Road with servicing and bicycle access also provided off Blackthorn Drive; 285 No. car parking spaces (254 No. at basement level and 31 No. at ground level); 21 No. motorcycle spaces; set-down areas; bicycle parking; bin storage; boundary treatments; hard and soft landscaping; lighting; plant; ESB substations and switchrooms; sedum roofs; and all other associated site works above and below ground.

The development contains minimal proposals with respect to roads given its location and nature. All aspects of the proposed roads design have been designed in accordance with the appropriate sections of the following:

- The Design Manual for Urban Roads & Streets (DMURS);
- The Traffic Signs Manual (TSM);
- The Dun Laoghaire Rathdown County Development Plan 2016-2022.

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

- SFC-OCSC-00-00-DR-C-0001 (Roads Layout Sheet 1 of 2);
- SFC-OCSC-00-00-DR-C-0002 (Roads Layout Sheet 2 of 2);
- SFC-OCSC-00-00-DR-C-0005 (Visibility Splay);
- SFC-OCSC-00-00-DR-C-0006 (Swept Path Analysis);
- SFC-OCSC-00-00-DR-C-0007 (Swept Path Analysis Fire Tender – 12m);
- SFC-OCSC-00-00-DR-C-0009 (Swept Path Analysis Refuse Truck);
- SFC-OCSC-00-00-DR-C-0010 (Taking in Charge Area Blackthorn Avenue);

- SFC-OCSC-00-00-DR-C-0011 (Taking in Charge Area Carmanhall Road);
- Traffic Impact Assessment (separate cover).

In terms of transportation, the key features of the proposed development are as follows:

SITE ENTRANCES

The majority of car parking (254 no. spaces) is to be provided under-development at Level 0 Lower Ground Floor which will be accessed via an entrance point on Carmanhall Road, in the south corner of the site, replacing the existing site entrance. Some additional parking (31 no. spaces) is to be provided at Level 1 which will be accessed by an additional entrance on Carmanhall Road, just west of its junction with Corrig Road.

The main car park entrance has a corner radii of 4.0m while the smaller parking area entrance has a corner radii of 2.0m. This shown on OCSC Drawing No. SFC-OCSC-00-00-DR-C-0002 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 following extract.

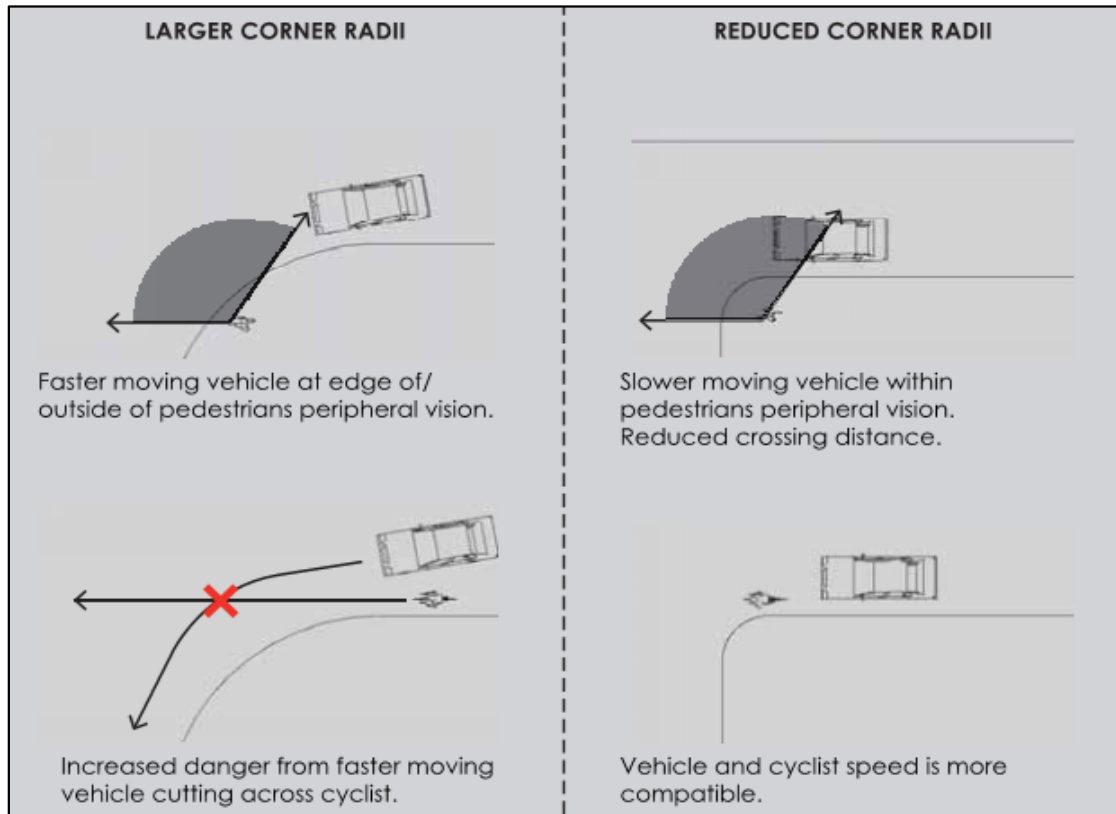


Figure 2: DMURS Extract on Benefits of Reduced Corner Radii

Road markings at the respective entrances are proposed in accordance with Section 4.2.4 of DMURS and Chapter 7 of the TSM and are shown in OCSC Drawing No's SFC-OCSC-00-00-DR-C-0001 & SFC-OCSC-00-00-DR-C-0002.

The entrance to the smaller parking area is proposed to include a ramp treatment to ensure there is no change in the level to the pedestrian footway. Alternate materials are also proposed to indicate that pedestrians have priority over vehicles. This shown on OCSC Drawing No. SFC-OCSC-00-00-DR-C-0002 and is in compliance with Section 4.3.1 of DMURS. For the larger car park entrance, more traditional materials are proposed and tactile paving combined with dropped kerbs are allowed to facilitate safe pedestrian movement.

A sight lines assessment has been carried out for each vehicular entrance in accordance with the guidance set out in DMURS Section 4.4.5 and is shown OCSC Drawing No. SFC-OCSC-00-00-DR-C-0005. This shows that

the required visibility of 45.0m is achieved in accordance with Table 4.2 of DMURS, recreated below.

Design Speed (km/h)	SSD Standard (metres)
10	7
20	14
30	23
40	33
50	45
60	59

Forward Visibility

Figure 3: DMURS Table 4.2 Forward Visibility Requirements

CYCLISTS

A dedicated cycle parking access route to the Level 0 Lower Ground Floor parking area is provided on Blackthorn Drive as shown in OCSC Drawing No. SFC-OCSC-00-00-DR-C-0001. This will also facilitate infrequent servicing access requirements including the movement of bins during collections periods. In keeping with DMURS Section 4.3.1. this access will not involve any change to the level of the pedestrian footway and will incorporate appropriate materials to highlight pedestrian priority.

The Level 0 Lower Ground Floor ramp access from Carmanhall Road also includes a segregated 2.0m wide cycle access ramp at a shallow 1:14 gradient.

ADDITIONAL ROADS FEATURES

Set down and servicing parking areas are proposed on both Carmanhall Road and Blackthorn Drive which will facilitate activities such as creche drop off/collection, waste collection and other servicing needs only, with no general parking permitted. 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.

PEDESTRIANS

Pedestrian access is provided through the site via a north-south link providing a direct route to the Luas. Due to the topography of the site, stairs are provided at the northern end along with an internal lift which will be open to public use. Cyclists may also use this route through the site with manoeuvring of the steps facilitated by a bike channel.

The existing footpaths to the north and south of the site will also be widened significantly. On Carmanhall Road, this will see the footpath width increased from the current c. 1.9 – 4.0m to between c. 6.1 – 10.0m. Similarly, the Blackthorn Drive footpath will increase from the existing c. 2.6m to between c. 10.9 – 14.7m. This will considerably improve the space available to pedestrians both related and unrelated to the development and is in accordance with section 4.3.1 of DMURS which sets out a width of 4.0m as the “minimum space for larger groups to pass comfortably. Areas of high pedestrian activity” as per the below extract.

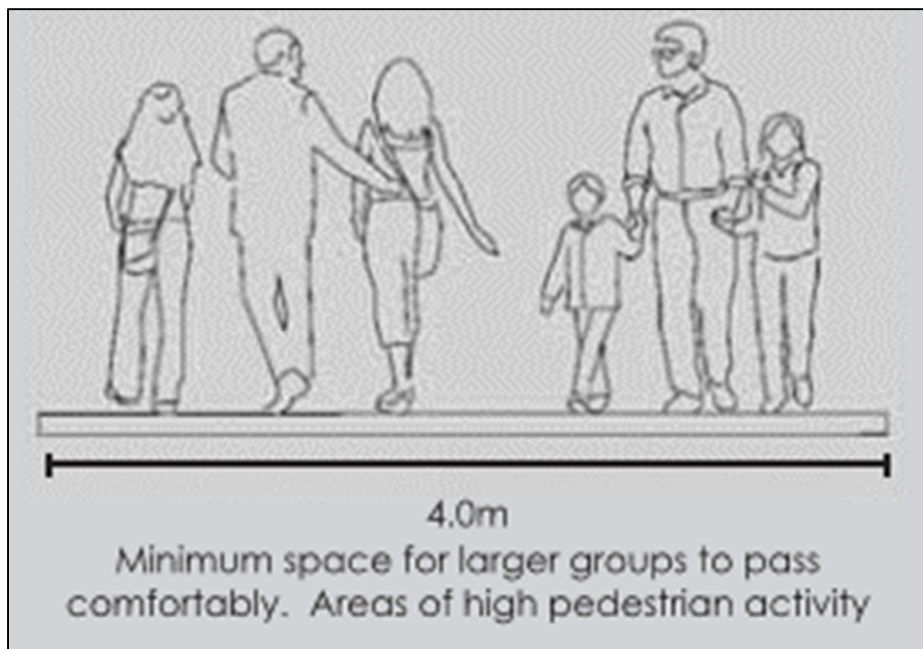


Figure 4: DMURS Extract of Figure 4.34

Taking in charge proposals will ensure that between 2.6 – 6.3m of footpath bordering the site will remain in DLRCC ownership.

FIRE TENDER

Access for fire tender and other emergency vehicles is also catered for via the north-south link with a swept path analysis having been carried out as per Drawing No. SFC-OCSC-00-00-DR-C-0007, submitted separately in support of this application.

SUSTAINABLE TRAVEL

The development incorporates a series of measures to facilitate and promote travel by more sustainable means and reduce travel by car. These are summarised as follows:

- Reduced car parking provision at a rate of 0.5 per unit based on the highly accessible nature of the site. This is in line with the guidance set out in Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities;
- Provision of 10 no. dedicated car club parking on-site to reduce the need for private car ownership and facilitate infrequent car usage while not facilitating commuting by car;
- Cycle parking provision of 1,178 spaces, considerably in excess of the Development Plan Standard and in line with the Development Plan Standard;
- Implementation of a site specific Mobility Management Plan, submitted under separate cover as part of this application, incorporating a series of objectives and measures to facilitate and promote travel by more sustainable means;
- Providing pedestrian and cycle permeability through the site to increase accessibility locally and provide a more direct access to key features such as the Luas and local bus routes.

The above are in accordance with the core policy of DMURS, set out in Section 1.2 which describes "encouraging modal shift to more sustainable modes of travel" as central to the overarching objective.

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.

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