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Strategic Housing Unit
An Bord Pleanála
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Sent By: Email
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RE: **Strategic Housing Development (SHD) at Heuston South Quarter, St. John's Road West, Kilmainham, Dublin 8**
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 HPREF HSQ Investments Ltd. to develop a DMURS Statement of Consistency to accompany a planning application for a proposed strategic housing development of 399no. apartment units and all associated ancillary accommodation on a site of 1.08ha at Heuston South Quarter, St. John's Road West, Kilmainham, Dublin 8.

While the proposed development will not entail the implementation of any new urban streets, the design and layout of the proposed development nevertheless seek to incorporate and promote the key design principals of the *Design Manual for Urban Roads and Streets* (DMURS), as published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government (2019). DMURS provides guidance relating to the design of urban roads and streets outlining a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets and urban public realm areas.

Applicable Standards and Guidance Documents

The proposed scheme has been designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2019)
- Dublin City Development Plan 2016–2022
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2020
- National Cycle Manual (2011)
- IStructE Design Recommendations for Multi-storey and Underground Carparks (2011)

Access and Permeability

Vehicular access to the subject development site is via the 2no. existing access junctions of the Heuston South Quarter (HSQ) complex, located on St. John's Road West (R148) and on Military Road. Existing ramps from both access junctions bring vehicular traffic down from street level to basement level.

The provision of good permeability for pedestrians and cyclists, as well as efficient access to public transport, are all key objectives of the proposed development. Easy pedestrian and cyclist access to podium level is facilitated at multiple points via the existing Heuston South Quarter complex:

- to/from Military Road, at the site's eastern boundary; and
- to/from St. John's Road West, at the site's northern boundary.

Access for cyclists to the basement-level bicycle parking facilities is provided via a dedicated bicycle lift from podium level, as well as via internal stair cores and lifts within the proposed buildings. Bicycle access to basement level is also possible via the existing bicycle access ramp at the HSQ complex's eastern access junction on Military Road. It is not intended that cyclists use the existing access ramp from St. John's Road West.

Pedestrian and cyclist permeability through the subject development itself is ensured by the provision of clear and safe podium-level pedestrian and cyclist routes along the east/west and north/south axes. Provision is also made for pedestrian and cyclist connectivity between the proposed development and the adjacent Royal Hospital grounds, and a new lift to provides wheelchair access from St. John's Road West to the HSQ podium.

Internal Layout

The internal road layout of the proposed development is located entirely at basement level (with the exception of the existing ramp connecting it to the existing access junction on St. John's Road West). This internal basement layout comprises a one-way service road loop with a minimum carriageway width of 6.0m, including marked pedestrian walkways and crossing points. The 80no. new car parking spaces to serve the proposed development are arranged perpendicularly along this service road loop, as well as to either side of a short spur that extends south from the loop in the south-eastern corner of the proposed development.

The proposed service road loop shall also give access to a number of existing car parking spaces that are used by commercial elements of the existing HSQ complex, and which it is not proposed to alter as part of this development. The service road loop shall connect to the internal car parking of the existing HSQ complex at 2no. existing ramps, located on the subject site's eastern and south-eastern boundaries. An existing ramp at the southern boundary of the subject site, which gives access to and from car parking areas at level -2 within the existing HSQ complex via the subject site, shall be realigned and reprofiled to integrate with the proposed development's internal layout. An additional existing ramp at the south-western corner of the subject site, which currently serves as an exit from a residential car parking area at lower ground floor within the existing HSQ complex, shall be extinguished and closed; alternative egress routes from this car parking area will be ensured within the existing HSQ complex.

The proposed development's internal service road loop shall also provide vehicular access to the existing commercial loading dock that serves the SuperValu retail unit within the existing HSQ complex, this loading dock having hitherto been accessed via existing roads within the subject site. The proposed development's internal basement layout (including road markings) has been designed to accommodate the swept path of an articulated Heavy Goods Vehicle accessing this loading dock.

Refer to CS Consulting drawing HSQ-CSC-XX-XX-DR-C-0119 for further details of the proposed development's internal basement layout.

The objectives of the proposed site layout design are:

- to ensure ease of access for emergency services and for refuse collection and servicing operations;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc; and
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children.

All road widths, corner radii, pedestrian and cyclist facilities, kerbs, boundary treatments, and landscaping have been designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS) and the Institution of Structural Engineers (IStructE) *Design Recommendations for Multi-storey and Underground Carparks*.

The internal layout of the proposed development incorporates 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.

Quality Audit

An independent Quality Audit of the proposed development layout and access arrangements has been conducted by PMCE Consulting Engineers on behalf of CS Consulting. This incorporates the following components:

- Stage 1/2 Road Safety Audit
- Accessibility & Walkability Audit
- Non-motorised User and Cycle Audit

The Quality Audit was completed in September 2021. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing HSQ-CSC-XX-XX-DR-C-0119 for details of these design changes.

The Quality Audit report document issued by PMCE, together with the audit response form, are provided as an appendix to the Traffic and Transport Assessment report submitted separately in support of this planning application.

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for Cronin & Sutton Consulting