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Planning & Property Development Department
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Sent By: Email
Job Ref: H085
A - NB
Date: 6-Dec-21

RE: **Residential Apartment Development, Site 6, Parkwest, Dublin 12**

Pre-Planning Application DMURS Statement of Consistency to Dublin City Council

Doc. Ref: **PWT-CSC-XX-ZZ-LT-C-0001-P1**

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by Greenseed Ltd to develop a DMURS Statement of Consistency to accompany a planning application for a proposed residential apartment development with car parking, an internal access road, and ancillary works at Site 6, Parkwest, Dublin 12.

Traffic & Transportation

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2019)
- Dublin City Development Plan 2016–2022
- National Cycle Manual (2011)
- Greater Dublin Area Cycle Network Plan

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Internal Road Layout

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 location, shape and topography of the site, and the scale and type of the development proposed, we submit that the proposed site layout is well suited to this infill site.

The development layout design put forward improves the existing roads environs with plantings and with enhanced pedestrian facilities. The development design ensures pedestrian permeability to the west and to the south, while also providing for future pedestrian connectivity to the east.

The final development layout shall incorporate features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, raised tables, 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) shall be omitted to the extent possible within the final site layout, to reduce vehicle speeds within the development.

The objectives of the evolving site layout design are:

- 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;
- cul-de-sac road layout;
- horizontal alignment constraints to restrict vehicle speeds;
- landscaping to frame vehicle sightlines internally;
- a road design for a maximum vehicle speed of 30km/h;

The proposed internal service road shall have a minimum width of 5.5m, to permit safe access for service and emergency vehicles, with a vehicle turning head provided at cul-de-sacs. Car parking areas are arranged so as to minimise conflicts with pedestrian movements.

Raised footpaths shall flank the service road to either side, separated from it by car parking spaces and planting, connecting to footpaths along Parkwest Road and Parkwest Avenue. Further footpaths connecting directly to the adjacent development to the east shall provide alternatives to access the site via the service road.

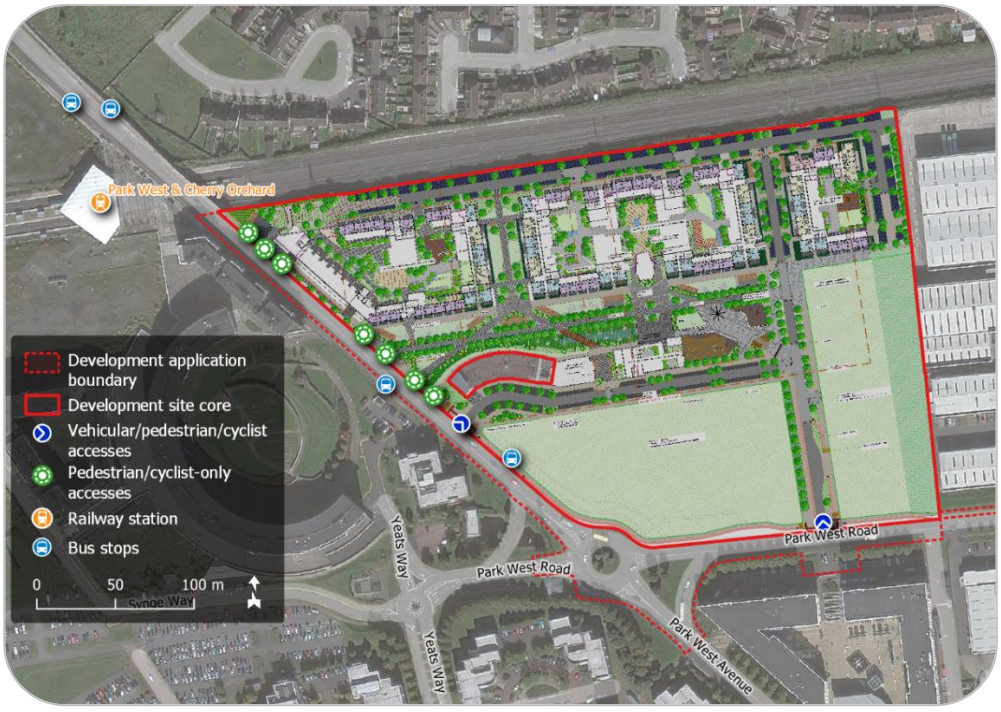
The internal layout of the proposed development shall incorporate numerous design features such as distinctive surface materials and colours, strong landscaping proposals and modern furniture structures, in order to establish a sense of place within an urban neighbourhood environment. The quantum of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

For more information on the road infrastructure and cross sections please review the CS Consulting Road Infrastructure Design Report submitted.

Upgrading of Existing Infrastructure

Sections of Park West Avenue and Park West Road along the development site boundary are currently in private ownership and not yet taken in charge by Dublin City Council. As part of the proposed development, this existing road infrastructure within the application boundary shall be brought up to DCC taking-in-charge Standards, to enable its future transfer to DCC.

In addition, upgrade works to adjoining road infrastructure shall include a signalled controlled development access junctions along Parkwest Avenue and at Parkwest Road. The proposed upgrade shall improve pedestrian and cyclist permeability and safety to other amenities in the vicinity of the site.



Development Layout and Access Provisions
(map data & imagery: Murray & Associates, NTA, OSi, OSM Contributors, Yandex)

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