

Tiznow Property Company Limited (Comer Group Ireland)

City Park Development at The Former Tedcastles Site

Design Manual for Urban Road and Streets and the National Cycle Manual -
Compliance Statement

Reference: 267365-00-ARUP-XX-XX-RP-YT-0013

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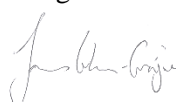


This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Contents

1.	Introduction	1
1.1	Site Access Arrangements	1
1.2	Design Manual for Urban Roads and Streets (DMURS)	2
1.3	Compliance with the National Cycle Manual	4
1.4	Conclusion	4

Figures

Figure 1:	Development Access Strategy	2
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1. Introduction

Arup has been commissioned by Tiznow Property Company Limited (Comer Group Ireland) to prepare a DMURS Compliance Statement for a proposed strategic housing development at The Former Tedcastles Site, in the South Docks area of Cork City. This note is to demonstrate that the proposed development has considered DMURS and the National Cycle Manual in the design development stage.

The proposed development site is located in the south-eastern suburbs of Cork City Centre, within the South Docklands area, placing the city centre within a reasonable walking distance and both the city and employment areas to the east and south within easy cycling distance.

The site will also benefit from pending improvements to transport services and infrastructure which will arise through the redevelopment of the South Docklands and the implementation of the Cork Metropolitan Area Transport Strategy (CMATS) and the recommendations arising from the South Docklands Area-Based Transport Assessment (ABTA), which has identified the local road network bounding the site as strategic transport corridors to incorporate high-frequency bus services along Monahan Road to the south and Marquee Road to the west, and the implementation of a mass transit system along Centre Park Road to the north (proposed as Bus Rapid Transit in the medium-term and upgraded to Light Rail Transit in the longer-term). The site will have immediate access to bus services and to the mass transit system.

1.1 Site Access Arrangements

The proposed development will have a single vehicle access point directly from Centre Park Road. This facilitates access to an internal street (Street A), from which access to sub-podium car parking areas will be provided.

Pedestrian and cyclist access and permeability through the site is provided throughout. The site is bounded to the north by the Shandon Boat Club access road, to the south by Centre Park Road and to the west by industrial lands.

The site access will be located on Centre Park Road, as shown in **Figure 1**.

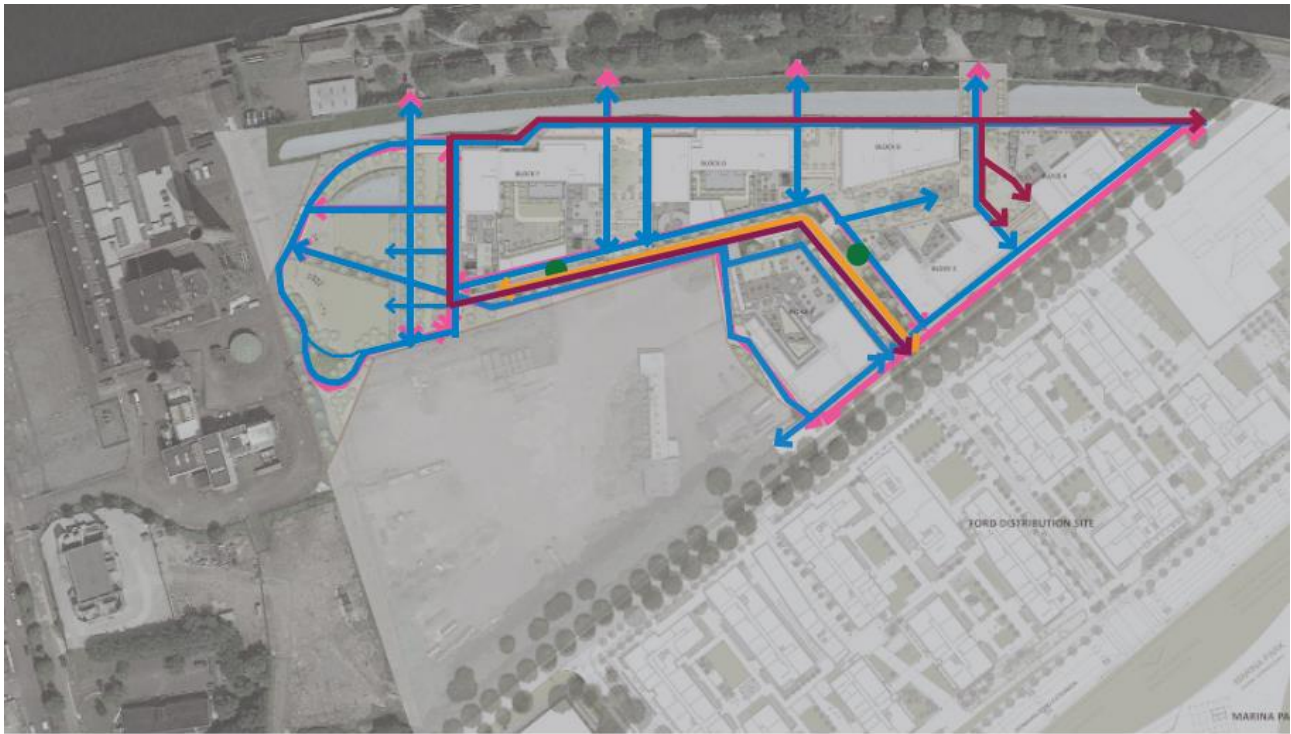


Figure 1: Development Access Strategy

1.2 Design Manual for Urban Roads and Streets (DMURS)

The Design Manual for Urban Roads and Streets (DMURS), published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in 2013 and revised in 2019, provides guidance relating to the design of urban roads and streets.

It presents a series of principles, approaches and standards that are necessary to achieve balanced, best-practice design outcomes with regard to networks and individual streets.

DMURS sets out four core design principles which must be considered for road and street design, as follows:

- **Design Principle 1:** To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport;
- **Design Principle 2:** The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment;
- **Design Principle 3:** The quality of the street is measured by the quality of the pedestrian environment; and
- **Design Principle 4:** Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

The proposed development has been guided through design in adherence to these key design principles, with a view to establishing and enhancing the connectivity of the site to the wider area, particularly for walking, cycling and for access to public transport.

1.2.1 Street Networks

The site is located at the convergence of a number of strategic transport links as determined in the Cork Metropolitan Area Transport Strategy (CMATS). The site will lie along strategic transport corridors for public transport as per CMATS, along key enabling road infrastructure (the Monahan Road extension and the Eastern Gateway Bridge) and will interface with high-frequency bus services proposed through the South Docklands and the emerging alignment of an east-west rapid transit corridor (ultimately envisaged to be a Light Rail service) linking Mahon to Ballincollig via Cork City Centre.

Furthermore, high-quality cycle facilities in the site vicinity (and indeed as part of the scheme design) ensure that the development will facilitate a multi-modal intersection of sustainable travel modes in all directions, in a transit-oriented manner.

1.2.2 Movement and Place

The street hierarchy within and surrounding the site includes a combination of arterial, link and local streets as per DMURS, as follows:

- **Arterial Streets:** Marquee Road, Monahan Road and the Monahan Road extension, ultimately connecting to the Eastern Gateway Bridge and becoming the gateway route to Cork City via Monahan Road;
- **Link Streets:** Centre Park Road providing an access to the site and prioritising the movement of public transport services to Cork City Centre and connectivity to Kent Station; and
- **Local Streets:** As outlined above, the site has a single vehicle access from Centre Park Road, which in turn leads to an internal vehicle route, termed ‘Street A’. This is a cul-de-sac roadway, 5.5m wide that provides access to sub-podium car parking areas and facilitates access for emergency and service vehicles to the site. There are no proposed ‘through streets’ that route through the site and which would encourage vehicle routing through the site itself; however, Street A will serve as a local street. The Marina (to the northeast of the site) does act as a local street (Cork City Council have permanently closed the Marina to traffic as of late 2021).

The proposed development will prioritise the movements of pedestrians and cyclists over the private car, with a single vehicle access point only, generous footpath widths and provision for the future implementation of dedicated cycle facilities on the southern site boundary on Centre Park Road. At the external site access junction and the internal accesses to car parking areas, pedestrians and cyclists will be prioritised via ramped crossings to affirm their priority over private cars.

1.2.3 Street Design

The site will not have connecting ‘through’ streets (Street A will be a cul-de-sac route only); rather, the site boundaries along Centre Park Road will form the primary streetscape associated with the development.

Along the site boundaries, the approach to street design includes allowing sufficient set-back for generous footpath widths, capacity for the implementation of segregated cycle facilities (along Centre Park Road as part of this application) and extensive landscaping, all seeking to create a sense of place with a distinct feel and character and active street edges supporting the function of these routes.

1.2.4 Pedestrian Environment - Permeability and Legibility

As outlined above, the site will benefit from a number of connections to the wider road and street network for pedestrians and cyclists, coupled with a single vehicle access point. The site will also be highly permeable for pedestrians and cyclists. A number of shared pedestrian/cyclist access points into the site will be provided around the perimeter, and the proposed bicycle parking areas located within the site will have dedicated access points from the external road and street network. Extensive areas of public space and green corridors through the site are also included between the various internal blocks. These will be pedestrian/cycle only areas, with limited vehicle access (for emergency vehicles only).

1.2.5 Parking Proposals

A total of 268 undercroft residential parking spaces are proposed, inclusive of 18 disabled parking spaces. Additionally, there are 10 non-residential parking spaces proposed at street level. Based on the parking

standards outlined for the South Docklands within the Cork City Council ABTA report, the proposed 823 units within the development would equate to a parking provision of 341 spaces.

The proposed 268 residential parking spaces therefore represents 79% of the total permissible under the ABTA parking standards. In addition, 27 motorcycle parking spaces are also proposed.

For cyclists, a total of 1,491 residential bicycle parking spaces and 412 visitor cycle parking spaces are required. A total of 1,718 resident and 412 visitor cycle parking spaces are proposed, which exceeds the required numbers.

1.3 Compliance with the National Cycle Manual

Cycle network facilities within the site vicinity include the Old Passage Railway line, which is being upgraded throughout 2021 and 2022 (including widening and public lighting improvements, and due to be completed in mid-2022). This high-quality cycling amenity provides a direct connection to the Mahon employment area to the south-east.

Pending cycle network proposals arising from CMATS will include greenway routes and proposed secondary cycle routes to the north and south of the site boundary.

The proposed development both incorporates and integrates with cycle network proposals along the various transport corridors bounding the site, with segregated cycle facilities proposed in line with the recommendations of the National Cycle Manual, in recognition of the connectivity with the wider area (by bicycle), the expected large numbers of cycle movements along these key corridors and in consideration of the adjacent roadways, which are intended to be multi-modal transport corridors and therefore not conducive to a shared environment where cyclists and general traffic and public transport are all mixed.

Emerging road upgrade proposals along the three existing roads nearest the site (Centre Park Road, Marquee Road and Monahan Road) will seek to incorporate significant improvements to existing footpaths, new segregated cycle facilities and public transport priority through the provision of bus lanes. The site boundary and development frontage has therefore been developed and set out with a view to facilitating these corridor enhancements and will ensure that these corridor proposals can be implemented.

In particular, the development roadside boundaries have been developed in a manner which will facilitate and incorporate the implementation of a segregated eastbound cycle lane along Centre Park Road to the south, along the extent of the site application boundary.

Cork City Council have also implemented dedicated 'pop-up' cycle facilities along Centre Park Road, Monahan Road and Marquee Road as a response to the Covid-19 situation. These facilities are then continued through the city centre via the newly constructed two-way cycle facilities along South Mall, and cycle facilities along Albert Quay east and west.

The development site therefore benefits from cycle connectivity to and from Cork City to the west via these new facilities, and to and from the south-eastern suburbs via the existing facilities and the closure of the Marina to traffic (which was closed in late 2020).

1.4 Conclusion

The proposed development design is therefore considered to be in line with the ethos and recommendations and principles outlined in DMURS, and furthermore it is also considered to be in line with the recommendations and design criteria outlined in the National Cycle Manual.