

**CS CONSULTING
GROUP**
DUBLIN - LONDON - LIMERICK

Planning & Property Development Department
Dublin City Council, Block 4, Floor 3
Wood Quay
Dublin 8

Sent By: Email

Job Ref: R064

A - GF

Date: 5-Jan-21

RE: Proposed Strategic Housing Development, Waterfront South Central, North Wall Quay, Dublin 1 (ABP 306158-19)

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 Waterside Block 9 Developments Limited to develop a DMURS Statement of Consistency to accompany a planning application for a proposed strategic housing development of 1,005no. apartment units, also including 1,894m² of commercial office space, a 450m² childcare facility, a gym/spa with a GFA of 1,529m², restaurant/café/bar units with a combined GFA of 1,964m²; at North Wall Quay, Dublin 1. The proposed development shall include 176no. car parking spaces, located at basement level -2, with vehicular access to/from North Wall Avenue. The site of the proposed development forms part of City Block 9 within the North Lotts and Grand Canal Dock Strategic Development Zone.

Traffic & Transportation

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2013)
- Dublin City Development Plan 2016–2022
- National Cycle Manual (2011)

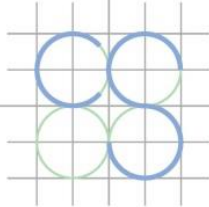
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- Greater Dublin Area Cycle Network Plan

Development Access

The proposed development incorporates a single level of basement car parking, which is to be accessed directly via a single ramp from a priority-controlled junction on North Wall Avenue, at the site's eastern boundary. The design of this access junction ensures that sightlines of at least 25m are achievable in both directions along North Wall Avenue for vehicles exiting the development, in accordance with the requirements of the *Design Manual for Urban Roads and Streets*. With the exception of emergency service vehicles, vehicular access to the interior of the development site at surface level shall not be permitted.

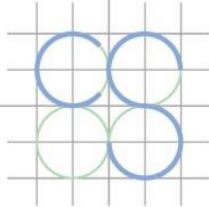
Internal Roads Layout

The proposed development does not include an internal road network at surface level; vehicular movements within the site shall be confined to basement level -2 and the ramp leading to this. The gradient and clearance of this access ramp, as well as the layout of basement level -3, have been designed to allow the majority of development servicing (including refuse collection) to be conducted within the basement.

Public Realm and Pedestrian Facilities

The development layout design put forward improves the existing roads environs and ensures pedestrian permeability through the development site along both the north-south and east-west axes: the development includes a large open space at surface level, accessible to pedestrians and cyclists from North Wall Quay, North Wall Avenue, Mayor Street Upper, and Castleforbes Road.

The existing pedestrian crossing facilities at the site boundaries on North Wall Quay, North Wall Avenue, Mayor Street Upper, and Castleforbes Road shall be retained. Dropped kerbs and tactile paving shall also be provided at the development's vehicular access junction on North Wall Avenue.



Traffic Calming Measures

The final development layout shall incorporate features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, kerb buildouts, 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, unnecessarily large junction corner radii, and large junction visibility splays) are omitted to the extent possible within the site layout, to reduce vehicle speeds within and on approach to the development.

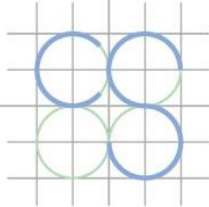
The objectives of the site layout design are:

- to keep vehicle speeds low;
- to minimise the intrusion of vehicle traffic;
- 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;
- horizontal alignment constraints to restrict vehicle speeds;
- landscaping to frame vehicle sightlines;
- a road design for a maximum vehicle speed of 20km/h.

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.



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