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Strategic Housing Unit
An Bord Pleanála
64 Marlborough Street, Dublin 1
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Sent By: Email

Job Ref: W012

A-NB

Date: 22-Jul-21

RE: Proposed Strategic Housing Development at Clonkeen Road, Blackrock, Co. Dublin.
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 Clonkeen Investments DAC to develop a DMURS Statement of Consistency to accompany a planning application for a proposed 299-unit Strategic Housing Development at Clonkeen College, Clonkeen Road, Blackrock, Co. Dublin.

Traffic & Transportation

The proposed scheme is designed in compliance with the following:

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

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.”

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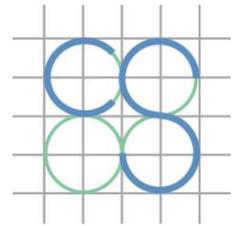
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Given the location, shape and topography of the site, and the scale and type of the residential development proposed, we submit that the proposed site layout is well suited to this infill site.

The development layout design put forward provides for a local street with perpendicular car parking spaces, plantings and high-quality pedestrian facilities. The development design ensures pedestrian permeability to the north.

The development layout incorporates 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.

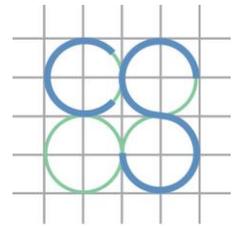
The objectives of the site layout design are:

- 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 implemented in the design include:

- designated raised pedestrian crossing points;
- ramped area to reduce speed on entering and exiting the basement parking;
- smaller junction 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 20km/h.

The proposed internal service road has a width of 6.0m to permit safe access for service and emergency vehicles, with a vehicle turning head provided at the far end of the cul-de-sac development. Car parking areas are arranged so as to minimise conflicts with pedestrian movements. Raised footpaths flank the service road to either side, connecting to the existing footpaths along Meadow Vale.



Large vehicles such as waste collection trucks and furniture lorries are allowed for in the design, notwithstanding that their movements shall be infrequent in comparison to passenger cars. The swept paths of these vehicles have been considered to ensure circulation without overdesigning the kerb radii. Overdesign would result in the negative effect of encouraging car drivers to travel at higher than desired speeds. Kerb radii at all internal junctions have been restricted to a maximum of 3.0m.

With reference to carparking, the proposed development incorporates:

- Surface level car parking in proximity to dwelling entrances.
- Perpendicular spaces along internal roads to promote lower vehicle speeds.
- Planted bays every 6 spaces as per DMURS standards.

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.

An independent Quality Audit of the proposed development layout and access arrangements has been conducted; this incorporates a Stage 1/2 Road Safety Audit, an Accessibility & Walkability Audit, and a Non-motorised User and Cycle Audit. The Quality Audit report document issued by PMCE, together with the audit response form, are provided as Appendix B to the accompanying Road Infrastructure Design Report prepared by CS Consulting. Refer to CS Consulting drawing W012-CSC-ZZ-XX-DR-C-0033 for details of the design changes made in response to the recommendations of the Quality Audit.

Niall Barrett

Director

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for Cronin & Sutton Consulting