CS CONSULTING GROUP

HEAD OFFICE: 19-22 Dame Street, Dublin 2, D02 E267, Ireland

T | +353 1 5480863 | E | info@csconsulting.ie | www.csconsulting.ie

Strategic Housing Unit

An Bord Pleanála

64 Marlborough St

Rotunda

Dublin 1

Sent By: Email

Job Ref: E037

A-FB/NB

Date: 25-Feb-22

E037-CSC-ZZ-XX-LT-C-0001

RE: **Proposed Residential Development at Sommerville, Dundrum, Dublin 14**

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 Eir to develop a DMURS Statement of Consistency to accompany a planning application for a proposed residential development at Sommerville, Dundrum, Dublin 14.

The proposed development comprises 111no. residential units (54no. 1-bedroom apartments (including 3no. studios) and 57no. 2-bedroom apartments) as well as all associated ancillary works.

Applicable Standards and Guidance Documents

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

- Design Manual for Urban Roads and Streets (2019)
- The Institution of Structural Engineers (IStructE) Design Recommendations for Multi-Storey and Underground Car Parks (2011)
- Dún Laoghaire-Rathdown Development Plan 2016–2022
- Dún Laoghaire-Rathdown County Council Draft County Development Plan, 2022-2028
- National Cycle Manual (2011)

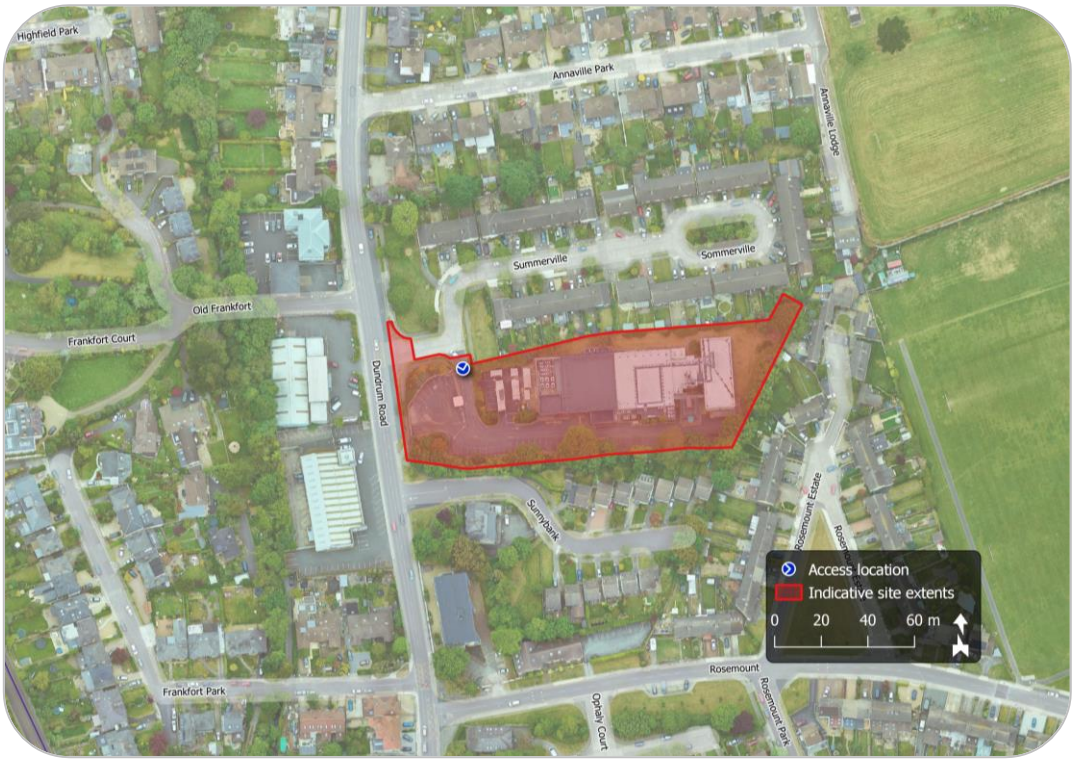

Figure 1 – Development access provisions
(sources: NTA, OSM Contributors, Google)

Vehicular Access Arrangements

Vehicular access to the proposed development shall be via Sommerville and its existing junction with Dundrum Road (R117). The existing priority-controlled access junction for the development site shall be utilised at the north-eastern corner of the development site. The minor arm of the development access junction shall have a carriageway width of 6.0m, allowing two-way traffic flows into and out of the development.

It is proposed to undertake works to the existing junction of Sommerville and Dundrum Road. Junction radii of 6.0m shall be implemented and an uncontrolled pedestrian crossing complete with dropped kerbs and tactile paving will be installed.

An uncontrolled pedestrian crossing of the development access junction is also proposed, providing access to the development from the existing footpath to the east of Sommerville. Dropped kerbs and tactile paving shall be implemented at this crossing.

Refer to CS Consulting drawings **E037-CSC-ZZ-XX-DR-C-0005** for details of the proposed site layout and development access arrangements.

Pedestrian and Cyclist Facilities

Pedestrian and cyclist access to the development shall be possible via its principal access junction on Sommerville, at the site's north-western boundary (which also provides vehicular access). Direct access to Block A shall also be possible from Dundrum road on the western boundary of the subject site.

All footpaths within the subject development site shall have a typical width of 2.0m and a minimum within of 1.8m.

Within the development, the internal road network shall include shared surfaces as well as raised and/or segregated footpaths, providing safe movement for both pedestrians and cyclists.

Internal Road Layout

At surface level, the internal road layout of the development shall comprise a short two-way service road extending approx. 30m southward from the development's vehicular access on Sommerville, connecting to a one-way emergency access loop around Block B via the proposed shared surface. 2no. disabled accessible car parking spaces and cycle storage for visitors and residents of Block B are located on the shared surface.

The two-way section of service road shall give direct access to the lower ground floor access ramp and to the surface-level car parking area via the shared surface before continuing to form a one-way service road loop. This shall have a carriageway width of 3.0m. Marked pedestrian crossing shall be provided across the access to the lower ground floor access ramp.

The one-way service road loop shall allow for fire tender to service the subject development and shall be restricted for use by emergency vehicles only.

Refer to CS Consulting drawing **E037-CSC-ZZ-XX-DR-C-0005_Site Layout** and **E037-CSC-ZZ-XX-DR-C-0006_Swept Path Analysis Fire Tender and Refuse** for further details.

The internal road layout has been designed with reference to the Design Manual for Urban Roads and Streets. The ethos of the design manual refers to:

> *"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."*
>
> *"A holistic approach to the design of urban streets in cities, towns, suburbs and villages in Ireland for the first time and promotes a collaborative and consultative design process."*

The use of narrow road profiles, paving stones, plantings, etc. call for low vehicle speeds, benefiting the vulnerable user (i.e. roads should be there to serve a community - not to 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 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 children.

Traffic calming measures incorporated in the design include:

- shared surface
- arrangement of on-street parking
- smaller corner radii
- horizontal alignment constraints to restrict speed
- Landscaping
- Design for maximum of 10kmph

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.

Lower Ground Floor Car Park

Vehicular access to the basement car park shall be via a dedicated access ramp allowing two-way traffic flows into and out of the basement. The access ramp shall have a total carriageway width of 6.6m kerb-to-kerb and a maximum gradient of 1:10.

A total of 39 no. car parking spaces are provided (including 3 no. car club spaces) in the semi-basement car park below Block A. Parking spaces shall be arranged perpendicularly to either side of two-way circulation aisles with a minimum width of 6.0m.

The lower ground floor car park configuration and access arrangements comply with the IStructE Design Recommendations for Multi-Storey and Underground Car Parks. Refer to CS Consulting drawings **E037-CSC-ZZ-XX-DR-C-0007** and **E037-CSC-ZZ-XX-DR-C-0013** for further details of lower ground level car parking area.

Conclusion

Given the location, shape of the site, topography and scale / type of residential development proposed, we submit that the proposed development and its proposed layout are well suited to this site location. In addition, the proposed development has been designed in compliance with all applicable standards and guidance, including the Design Manual for Urban Roads and Streets (2019).

Fionnán Burke

Civil and Traffic Engineer

BSc (Hons), ME, M.I.E.I.

for Cronin & Sutton Consulting