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DUBLIN - LONDON - LIMERICK

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**Job Ref:** B098

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**Date:** 22-Mar-19

**RE: Shared Living Development, Old School House, Elbana Avenue,  
Dun Laoghaire, Co. Dublin  
Traffic & Transport Design Statement**

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by Bartra Property (Elbana) Limited to develop a Traffic & Transport Design Statement to accompany a planning application for a Communal Living Development at The Old School House, Elbana Avenue, Dun Laoghaire, Co Dublin.

#### **Traffic & Transportation**

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2013)
- Dun Laoghaire Rathdown County Council Development Plan
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2018
- National Cycle Manual (2011)
- Greater Dublin Area Cycle Network Plan
- Department of Transport, Tourism and Sport Smarter Travel guidelines

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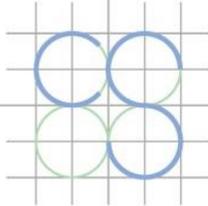
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### **Development Access**

The development site access is structured as a simple priority junction and has been designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS). An existing access is in place at this location that can obtain sufficient sightlines in either direction (in both the horizontal and vertical alignments), both for vehicles exiting the development and for forward sight distance along the public road.

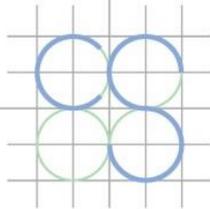
The dropped kerb entry and exit to/from the public road have been designed in accordance with the DMURS.

### **Development Layout Swept Path Analysis**

The proposed internal development service road and the proposed development access arrangements have been assessed to show that these will accommodate the required movements of a refuse vehicle and of emergency vehicles (such as a fire tender and ambulance). The site layout shall therefore enable efficient refuse collection within the site itself, avoiding any obstruction of the public road or footpath.

### **Pedestrians**

In order to reduce dependency on car-based travel by residents, walking and cycling should be encouraged. Existing pedestrian facilities along Eblana Avenue to Marine Road are of a good standard. as a key consideration in the internal layout design, within the development site, there shall be a new provision of a landscaped area with footpaths from Eblana Avenue through to Harbour Square to the north east that shall allow the safe movement for pedestrians through the development, to access existing public transport services along Crofton Road such as the DART and Dublin Bus.



### **Cyclists**

A total of 208 no. bicycle parking spaces shall be provided for residents within the development. A further 24 no. visitor bicycle parking spaces shall be provided externally within the development of which 8 will be used as a Dockless Shared Bicycle Scheme i.e. BleeperBike. (Note: a total of 232 cycle spaces shall be provided within the confines of the development site)

### **Public Transport**

The development site benefits from proximity to good quality public transport services.

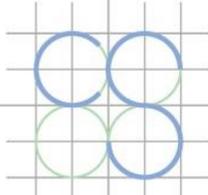
Dun Laoghaire Dart Station on the Malahide-Dublin-Greystones train line is located less than 100 metres from the north east boundary of the development site and is within a 3 minute walk. This stop is served by frequent trains to Dublin city centre and beyond every ten minutes at peak times and vice versa.

There is an existing bus stop approx 80m to the north east of the development site which is served by Dublin Bus routes 46A, 7 and 7A. These provide regular connectivity between to Dublin City Centre. The 703 aircoach bus can be accessed on Marine Road which departs hourly to the airport.

### **Car Parking**

It is proposed to provide a limited amount of parking facilities within the development. No car parking shall be assigned to a potential occupant however following discussions with DLR Co Co Transport Section a total of 4 no. car parking spaces for visitors only, 1 no. dedicated disabled parking space and a GoCar parking space shall be constructed within the development site. A "Set Down Only" space for deliveries shall also be provided adjacent to the building entrance within the development site.

This accords with the policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*, published by



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the Department of Housing, Planning and Local Government in March 2018, which states that:

*"In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.*

*"This includes [locations within] 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."*

The development site is within a short distance of significant employment locations such as St. Michaels Hospital and Dun Laoghaire Shopping Centre to name a few. This will encourage walking or cycling instead of the necessity for car usage. As previously described, the development site is located within a 3 minute walk of Dun Laoghaire DART Station and high frequency bus-services within a 2-3 minute walk.

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