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Sent By: Email

Job Ref: B094

A - GL

Date: 12-Aug-20

**RE: Shared Living Development, Brady's Public House, Old Navan Road,
Dublin 15
SHD Planning Application Traffic & Transport Design Statement**

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by Bartra Property (Castleknock) Limited to develop a Traffic & Transport Design Statement to accompany a planning application for a Communal Living Development at Brady's Public House, Old Navan Road, Dublin 15.

Traffic & Transportation

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2013)
- Fingal County Council Development Plan 2017-2023
- 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
- National Development Plan 2018 - 2027
- Apartment Guidelines 2018

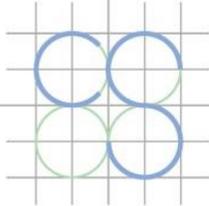
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Development Access

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. The sightline requirement of 45m in either direction can be achieved in both the horizontal and vertical alignment, both for vehicles exiting the development and for forward sight distance along the public road.

The entry and exit radii from/to the public road have been designed in accordance with the DMURS, please refer to drawing B094-013.

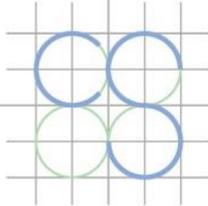
Development Layout Swept Path Analysis

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 the Old Navan Road and Talbot Downs in the vicinity of the site are of an excellent standard.

Within the development site, the provision of raised pedestrian zones ease of movement for pedestrians throughout the development, with safe pedestrian movement as a key consideration in the internal layout design.



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Cyclists

A total of 146no. bicycle parking spaces shall be provided for residents within the developments. Of the 146no. residential bicycle spaces, 10no. shall contain e-bike charging points. A further 108no. visitor and residential bicycle parking spaces shall be provided externally within the development, in proximity to building entrances. A total of 254no. cycle spaces are therefore provided within the confines of the development site. Of the 108no. surface level cycle spaces 12no. spaces shall be allocated to BleeperBikes and a letter of their support is included in the Mobility Management Report under separate cover.

The *Greater Dublin Area Cycle Network Plan* provides for the consolidation of existing cycling infrastructure through Blanchardstown village, with the creation of a new north-south primary cycle route (route 5) from Blanchardstown to Dublin city centre, via Castleknock and the Phoenix Park. It is also proposed to create a pedestrian/cyclist greenway along the Royal Canal. Please refer to additional details in the Mobility Management Plan under separate cover.

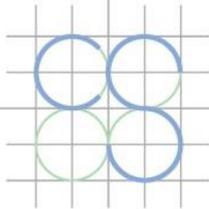
Public Transport

The development site benefits from proximity to good quality public transport services and is defined as central or 'accessible' under the design guidelines for new apartments.

Castleknock Train Station on the Maynooth-Dublin train line is located approx. 325m from the development site and is within a 5-7 minute walk. This stop is served by a frequent high capacity train service to Dublin city centre from Maynooth Train Station and vice versa.

There is an existing bus stop approx 280m to the north west of the development site which is served by Dublin Bus routes 38A, 39, 76A and the 220 . These provide regular connectivity between Castleknock/Blanchardstown to Dublin City Centre via the QBC on the N3/Navan Road and vice versa.

The NTA Bus Connects project (currently undergoing public consultation process), proposes to improve dedicated bus facilities and to reorganise the Dublin Bus



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network in order to improve its flexibility and performance. Radial Core Bus Corridors shall be created, primarily along the routes of the existing Quality Bus Corridors; bus lanes and cycle facilities are to be improved along these corridors, which will reduce bus journey times and improve cyclist safety. In addition, it is proposed to create new Orbital Bus Corridors, which shall link the radial corridors around the city. Swiftway Bus Rapid Transit (BRT) proposals include a route between Blanchardstown and UCD. This emerging preferred route runs along the N3 and includes a stop at Mill Road, approx. 200m from the development site. For additional information on NTA BusConnects and BRT proposals please refer to additional information in the Mobility Management Plan under separate cover.

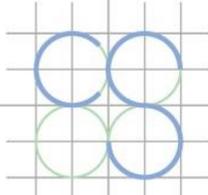
Car Parking

It is proposed to provide a total of 2 no. car parking spaces within the development itself, both of which will be assigned to GoCar Ltd. This accords with the policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*, published by 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.

"These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. 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 James Connolly hospital, the Dublin Enterprise Zone, Blanchardstown Shopping Centre and Retail Park to name a few. This will encourage walking or cycling instead of the necessity for car usage. As previously described, the



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development site is located within a 7-minute walk of Castleknock Train Station and high frequency bus services are within a 5 minute walk.

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