

Statement on Traffic and Transportation & Associated Infrastructure

Proposed Student Accommodation, Rialto

04th July 2019
(Rev. 01-minor amendments)

MMOS have been requested by Molaga Capital Ltd to prepare a Transport Statement for the development of student accommodation at a site on South Circular Road in Dublin 8. The proposed development consists of a 5-7 storey above ground new Student Accommodation facility, with accommodation for circa 317 no. students (313 no. bedrooms) and with associated leisure facilities and plant at Lower Ground level. The Gross Floor area of the proposed development is 11,265.7m².

There is no provision for car parking within the site but there is allowance for access to Courtyard 2 for a fire tender. It is proposed to provide 160 no. Cycle parking spaces for Residents at ground level, accessed from the front of the development, and in accordance with DCC Bicycle Parking Requirements (1 per 2 students). There will be 7 No. cycle parking spaces for visitors at the front of the development. Servicing of the proposed development is proposed by a lay-by off the South Circular Road, directly in front of the front entrance at Ground Floor level. Refer to Mobility Management plan section 2.0 for details.

As there is to be no car parking proposed on site the traffic implications of the proposed development are minimal as the development will not generate any additional vehicle demand and will not impact the surrounding road network. Therefore, no Traffic Impact assessment is required. Note that Dublin City Council do not permit Permit Car Parking for student residences in this location. The Mobility Management plan also outlines public transport and pedestrian & cyclist accessibility of the site (sections 5.0 & 4.0 respectively) and provides an envisaged modal split (section 3.0) for pedestrians, cyclists and public transport users to and from the development.

MURPHY MATSON O'SULLIVAN

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, 2013, provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets. The design has taken into account the principles set-out by DMURS by encouraging pedestrian and cycling usage and by proposing a development free of car parking. The proposed design increases the existing footpath width in front of the development and provides a dedicated lay-by for set-down on the South Circular Road. The external road network will be unchanged.

MURPHY MATSON O'SULLIVAN