

consulting
engineers

NRB

**SERVICING / WASTE
MANAGEMENT PLAN
&
Independent Development
Road Safety & Quality
Audit (incl Cycle/Walking)
(Appendix B)**

for

**Proposed Student
Accommodation
Development**

at

**139-149 North King St.,
Dublin 7.**

SUBMISSION ISSUE

Contents

Page	Section	Description
2	1.0	Introduction
5	2.0	Servicing Arrangements
8	3.0	Plan Initiatives
11	4.0	Management & Monitoring of the Plan
12	5.0	Conclusions

Appendices: -

A	Proposed Development Layout – Servicing Plan incl TRACKs (<i>NRB-RFI-005-RevB</i>)
B	Stage 1 Independent Road Safety / Quality Audit (incl Designer Feedback Form)
C	Copy of Email & NRB Drawing Submitted to DCC for Letter of Consent Application

1.0 INTRODUCTION

- 1.1 This Servicing & Waste Management Plan (SWMP) has been prepared by NRB Consulting Engineers Ltd and addresses the Traffic/Transportation issues associated with servicing vehicles & waste management vehicles for the proposed Student Accommodation Scheme at 139-149 North King St., Dublin 7. A Site Location plan is included below as **Figure 1.1**.

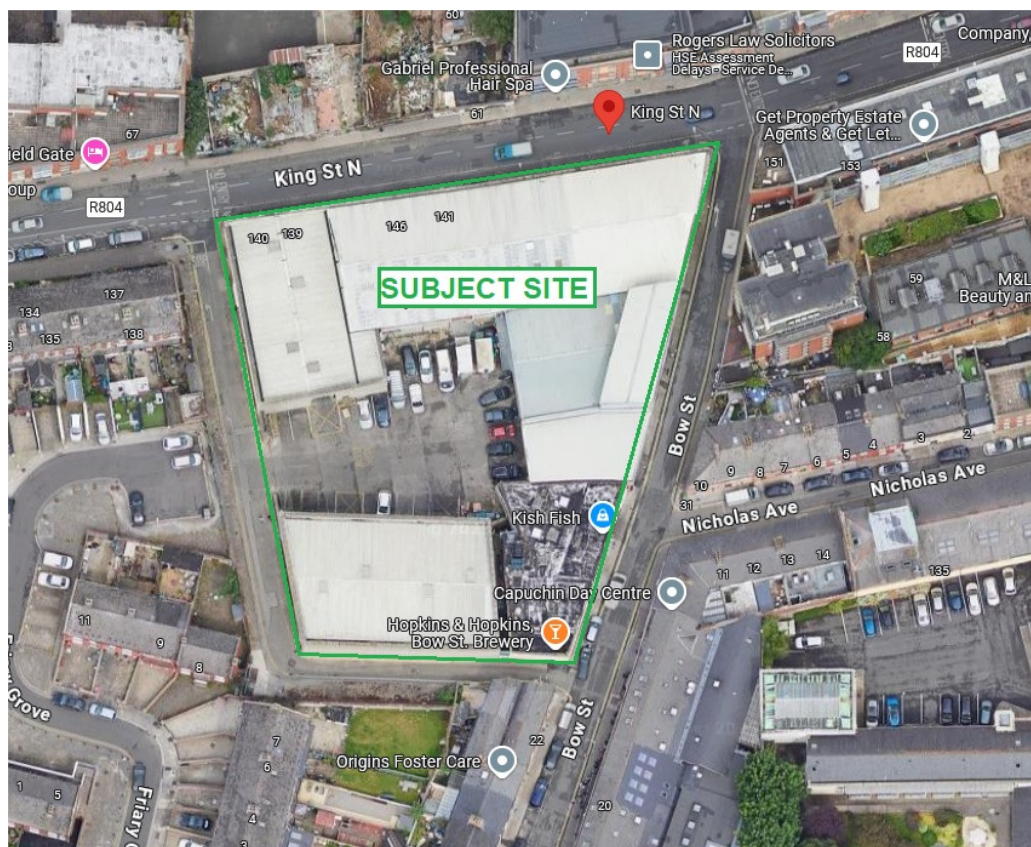


Figure 1.1; - Site Location Plan and Context

- 1.2 This report is prepared to address servicing and details how deliveries/collections & waste/refuse vehicles will be managed by the operators within the curtilage of the site within a long-established busy commercial area, when the development is operational.
- 1.3 The SWMP has been prepared following discussions within the project team and site visits. The development layout and design is consistent with the design requirements of DMURS, the Part 8 of the Traffic Signal Manual, and has been developed following liaison with DCC Traffic / Transportation Department during the course of the Letter of Consent request process..

- 1.4 This Service & Waste Management Plan has been prepared conscious that servicing of the proposed development can easily be managed utilising appropriately sized vehicles to ensure that the operations do not result in any hazard or obstruction to other street users or city residents, and amendments to the adjacent streets within the Red Line of the application, which have been agreed in principle with DCC, will assist in this regard.
- 1.5 Considering the delivery and servicing needs of a site from the outset can help to facilitate efficient deliveries by encouraging site occupiers and their suppliers to consider the actual need for delivery and servicing activity, in terms of timing when & how deliveries are made and improving overall access to goods and services.
- 1.6 This document provides an outline Delivery/Collection & Waste Management Plan for the planning stage and describes the operational regime that will be adopted at this development. It demonstrates how the development can be serviced in a manner which ensures minimal impacts locally, with TRACK drawing extracts of various vehicles provided on the Service Management Plan Drawing NRB-RFI-005 included as **Appendix A**.
- 1.7 There are clearly established commercial uses at the site, located in the heart of the city, with busy and active frontage, and with accessible public streets available along all 4 boundaries. Servicing and refuse management at the existing historically busy commercial site have operated without issues arising, and it is expected that this will continue to be the case when the new development is completed and occupied with less concentrated servicing than already established and with the beneficial improvements to the entire of Brown Street North to the west side, as set out on the enclosed Appendix A drawing.
- 1.8 For the vast majority of servicing, the type of vehicle servicing a student apartment scheme with ancillary elements will be very much smaller service vehicles such as taxis, small vans, Transit Vans or Courier Bikes. These can be clearly accommodated within the proximity of the site.

Objectives

- 1.9 The primary objective of the SWMP will be to manage deliveries/collections including waste/refuse to, from and within the development in order to ensure that all activity is undertaken successfully whilst minimising the potential for conflicts with pedestrians and other vehicles.

1.10 Typically, a SWMP will help to:

- Achieve financial savings through improved efficiencies.
- Identify where safe and legal loading can take place, both generally and in exceptional circumstances.
- Improve vehicular access to a delivery / collection origin or destination.
- Avoid vehicles moving through or circulating around a site and parking unnecessarily.
- Reduce noise, CO2 and air quality emissions, congestion, collisions and overall freight costs by reducing the number of delivery trips (particularly during peak hours).

2.0 SERVICING ARRANGEMENTS

- 2.1 The site currently & historically operated as a busy commercial premises and generated significant associated commercial vehicular traffic. In these terms, it clearly has & had established associated servicing and day-to-day operational activities in its own right which are significantly greater than those associated with the now-proposed use for student residences, with ancillary gym and a Retail Unit.
- 2.2 Notwithstanding the above, there will clearly be a requirement for deliveries and possibly e-shopping deliveries which can be accommodated within the local more lightly trafficked perimeter streets as indicated on the enclosed drawings, which can all now be accommodated on the proposed improved Brown Street North. It should be noted that a dedicated parcel delivery facility room is also to be included in the design in order to minimise wait times for delivery vans to the Student Residences. This is located adjacent reception.
- 2.3 The vast majority of deliveries to the development will be by small to medium sized vehicles, such as transit vans, with the rare and infrequent need for a larger vehicle such as a 7.5t box van or smaller rigid bodied truck, all of which can be accommodated at surface level on Bow Street and Brown Street North in the now proposed controlled indented bays.
- 2.4 Deliveries will be pre-booked where possible, and a delivery slot then allocated so as to minimise the potential for multiple vehicles arriving simultaneously and requiring use of the same street space. If, upon arrival, the indented Brown Street Nth spaces are occupied, the delivery vehicle driver will be directed to wait in an appropriate waiting place off site until the preferred location becomes available. However, the frequency of deliveries anticipated means that multiple overlapping deliveries are very unlikely, and given the nature of the street are unlikely to cause traffic nuisance.
- 2.5 Whilst deliveries will be managed where possible to ensure that the potential for multiple vehicles arriving/departing at the same time is minimised, the indented bays available on Brown Street North in particular are able to cater for more than one waiting vehicle simultaneously if required , as illustrated on the enclosed Appendix A Plan.
- 2.6 The key issue will be management of refuse collection, and this is addressed herein.
- 2.7 Waste Management facilities for all residents, and for the small Retail Unit are provided in a dedicated area within the scheme design. For ease of reference, this is illustrated in the extract from the enclosed TRACK Drawing below as **Figure 2.1**. The facilities provide for full separation and recycling.

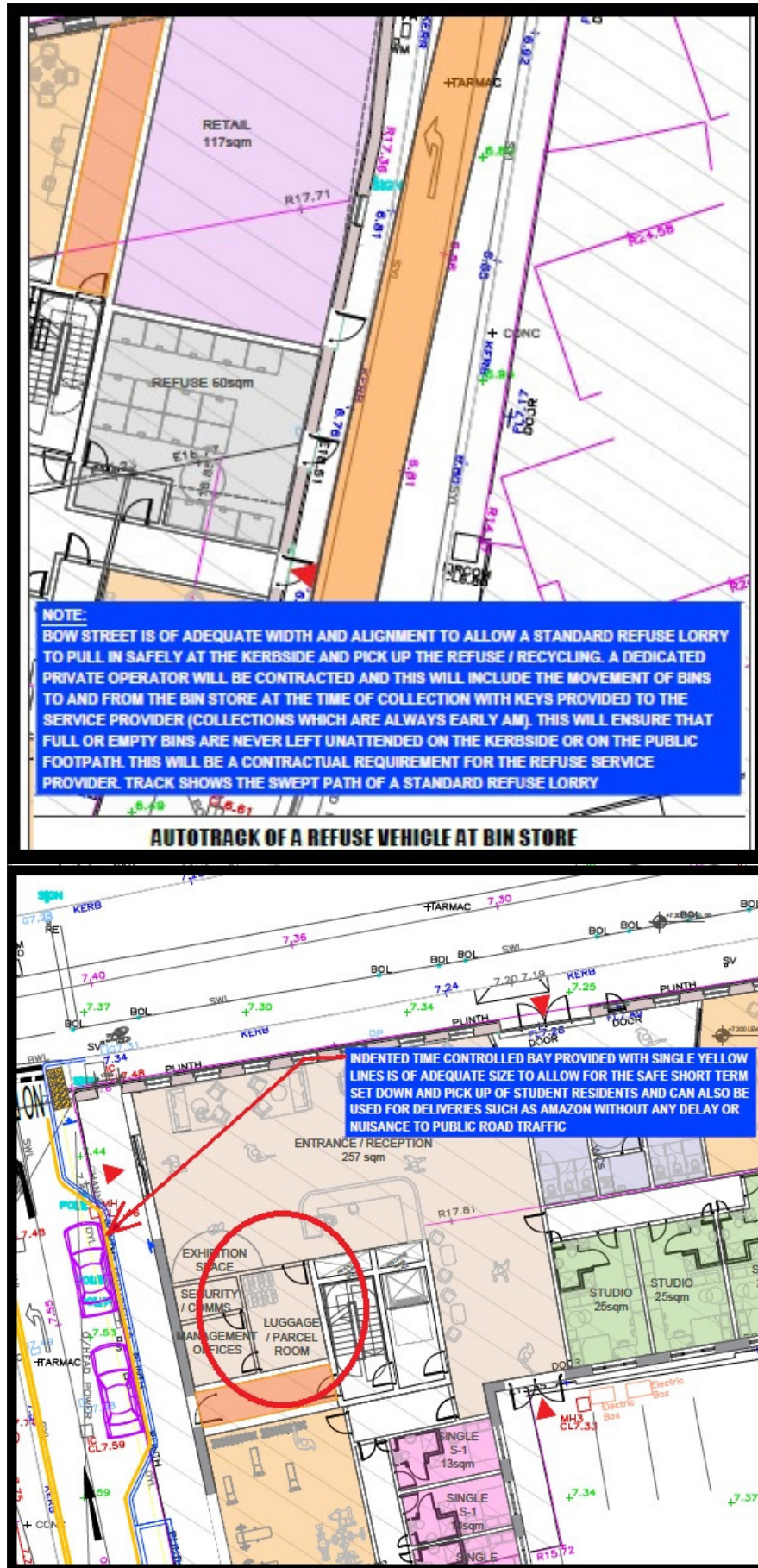


Figure 2.1; - Refuse Management Area & Parcel Room

- 2.8 In terms of adequacy of the facility, we understand that the quantity of bins has been provided at the minimum recommended rate of 1 No. 1,110L Bin per 15 No. Occupants, consistent with the DCC Guidelines. We understand that this accords with the design considerations outlined in Section 4.8 & 4.9 of the Department of Housing, Planning & Local Government, Sustainable Urban Housing, design Standards for New Apartments, Guidelines for Planning Authorities (2020).
- 2.9 No on-street servicing on King Street North is proposed or envisaged for the development – however, the frequency of deliveries is such that multiple deliveries are unlikely & there is no anticipated need or requirement for using King Street North for any waiting vehicles whatsoever. The improvements to Brown Street North and the location of the reception / doorways will ensure that use of North King Street will not be required.
- 2.10 Dublin City Council strategies targets & supports a fundamental shift towards sustainable travel, reducing the dependency on the private car and taking action to make the city more accessible and connected, enhancing quality of life within the city for all. The general objectives include:
- Promoting sustainable transport
 - Managing traffic in a way which maximises mobility and safe movement
 - Maintaining and Developing/Upgrading Infrastructure
- 2.11 It is recognised that commercial building management and delivery systems are essential for the economic activity of the city and surrounding areas. This includes restricting HGV access to the City Centre to only those vehicles with destinations (or origins) in the city (and it should be remembered that a student accommodation development such as this generates zero operational HGV movements). The city strategy also includes managing the routing and timing of deliveries to the city area.
- 2.12 This SWMP accords with these strategic aims as demonstrated in the measures proposed at Section 3 below.

3.0 INITIATIVES OF THE PLAN

- 3.1 The Management Company for the facility will manage the day-to-day operations of the overall development. Within this team, the Job Description will include goods management to oversee servicing activity and to ensure the smooth running of the Plan (referred to below as 'Goods-in-Manager').
- 3.2 These staff will therefore be aware of any forthcoming commercial servicing and refuse collection activity, particularly, if/when exceptional activity is planned/expected.

Servicing

- 3.3 In order to meet the objectives of the SWMP, the following initiatives are proposed:
- The Goods-In Manager will issue instructions to all student residents or commercial tenants who book deliveries & collections setting out the delivery procedures to be adopted by them.
 - The frequency of deliveries means that multiple deliveries are unlikely
 - Students and the commercial tenants (Gym/ Retail Unit) will be required to pre-book Half-hr or 1 hr slots including details of the type of vehicle that will be used to undertake the delivery / collection and the scale/nature of the requirement. For students, this will apply on days of moving-in and moving-out. The timed slots would allow for vagaries of Dublin traffic etc and any restrictions applicable at that time.
 - Prior to moving in, Student Accommodation Operators typically issue welcome packs which are distributed electronically to all students. These packs include details of the site & how it is run, advice on moving in, public transport information, useful local information and usually require confirmation of a timeslot to move in. The preparation of this information enables a swift and largely trouble-free process enabling Operators to welcome students and direct them to their rooms quickly and efficiently. Moving out mirrors this operation.
 - Deliveries and collections will be programmed so as to avoid clashing with waste/recycling collections and will be off-peak to avoid the peak arrival and departure times for commuters.
 - Delivery drivers will be encouraged to advise the Goods-In Manager of their impending arrival by telephone in reasonable time before arrival where possible.
 - Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded/unloaded (i.e. when their vehicle is stationary).
 - Vehicles not associated with delivery of goods will not be permitted to park/wait at the development or on the perimeter.

- The Goods-In Manager will ensure that goods are transported directly from the delivery vehicle to the dedicated parcel store. He/she will ensure that goods and/or storage cages are not stored within/in public areas or on any footways so as to keep the areas clear at all times.
- The Goods-In Manager will be responsible for the smooth and efficient operation of the 'Plan'.

Refuse

- 3.4 The development contains a dedicated self-contained & managed refuse collection area at Ground Floor Level as illustrated above and enclosed. This area will be accessible by lock/fob or possibly by way of a keypad. The bin storage area will contain dedicated colour coded bins for recyclables, normal waste, glass and organic waste – all in accordance with best practice.
- 3.5 The Refuse Service Providers will themselves be responsible for the weekly movement of the bins from the bin area to Bowe Street (as per the included drawings with an extract above as **Figure 2.1**) on the days of refuse collection and then responsible for returning them to the storage room after emptying. This will be part of the supplier contract.
- 3.6 Notwithstanding the above collection-day procedures, the Goods-In Manager will also be designated to oversee the storage and collection of waste. The key objectives will be to:
- Minimise the risk of a potential conflict with users of the development when waste is being deposited, transferred or collected.
 - Encourage the effective and environmentally friendly storage and disposal of refuse and recyclable material.
 - Reduce the amount of waste produced, and
 - Increase the proportion of waste that is recycled.
- 3.7 The collection of commercial waste, arising from the Retail Unit, will be agreed with the relevant operator and undertaken in accordance with the Council's requirements, but will be broadly in accordance with the other waste arrangements. Such refuse collections traditionally take place early in the morning or later in the evening, avoiding clashing with peak network times, as is normal practice. (However, a small Retail Unit of this scale generates very low volumes of waste).

Access Management

- 3.8 Vehicular traffic to the site will be restricted to all but essential activity (with the assistance of signage, active management and CCTV control, as necessary).
- 3.9 Management staff will provide an active presence on-site, in order to actively discourage any unauthorised parking/waiting activity. In addition, security staff will maintain contact

with colleagues who will be able to monitor CCTV footage, in order to assist in the management and control of parking activity.

- 3.10 Where possible, for student residents and Retail Unit tenant, larger vehicles will be discouraged from servicing the site, particularly between the hours of 8am and 6pm but the proposed amendments to Brown Street North can facilitate the expected vehicle types.
- 3.11 The timing of deliveries will avoid peak periods where possible (in particular 08:00-09:00 and 17:00-18:00) and peak commuter arrival & departure times. The Goods-In Manager will timetable deliveries for quieter times, when this is within their control. Timetabling will also reduce the risk that multiple delivery vehicles will arrive at the same time and therefore minimise the chances of congestion occurring as a result of the servicing strategy. Given the intended use, this is not expected to represent an issue of concern.

4.0 MANAGEMENT & MONITORING OF THE PLAN

Overview

- 4.1 Management, review and monitoring of the SWMP will be important in ensuring that actions are carried out and remedial measures are taken where necessary. This will be undertaken by the Management Company.

Monitoring and Review

- 4.2 The SWMP will have similar timescales to a typical Mobility Management Plan and be reviewed as required following occupation. Surveys can also be undertaken to coincide with the baseline monitoring survey for any Mobility Management Plan (typically undertaken within six months of occupancy) and annually thereafter.
- 4.3 Monitoring of the SWMP will include:
- Survey of the number of vehicle movements throughout the survey days and timing of these.
 - Recording of Warning Notices issued to those servicing the development as well as any complaints associated with servicing.
 - Identification of any parking, access or loading issues on the site.
- 4.4 Where the monitoring process highlights that there is under-performance against the aims of the SWMP, remedial action would be taken in consultation with the Local Authority if required. Following implementation of additional measures, the areas of weakness would be subject to regular review.

5.0 CONCLUSIONS

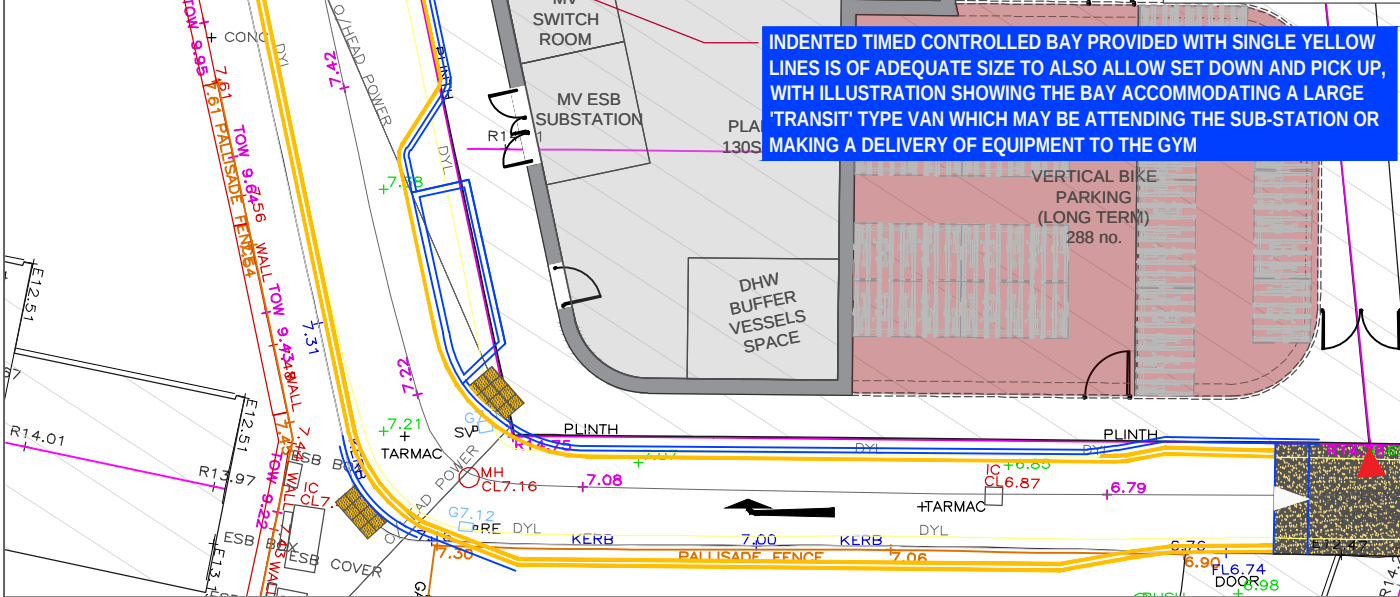
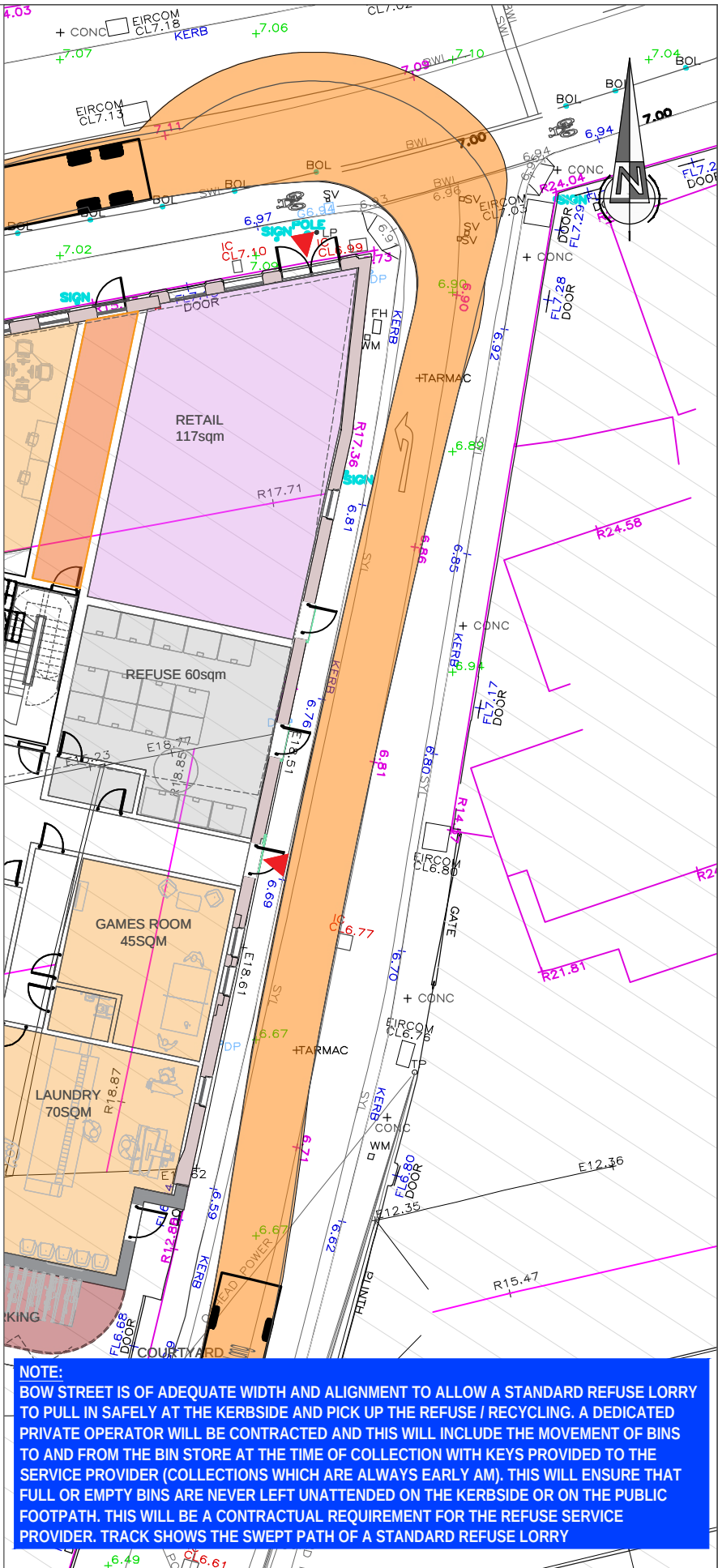
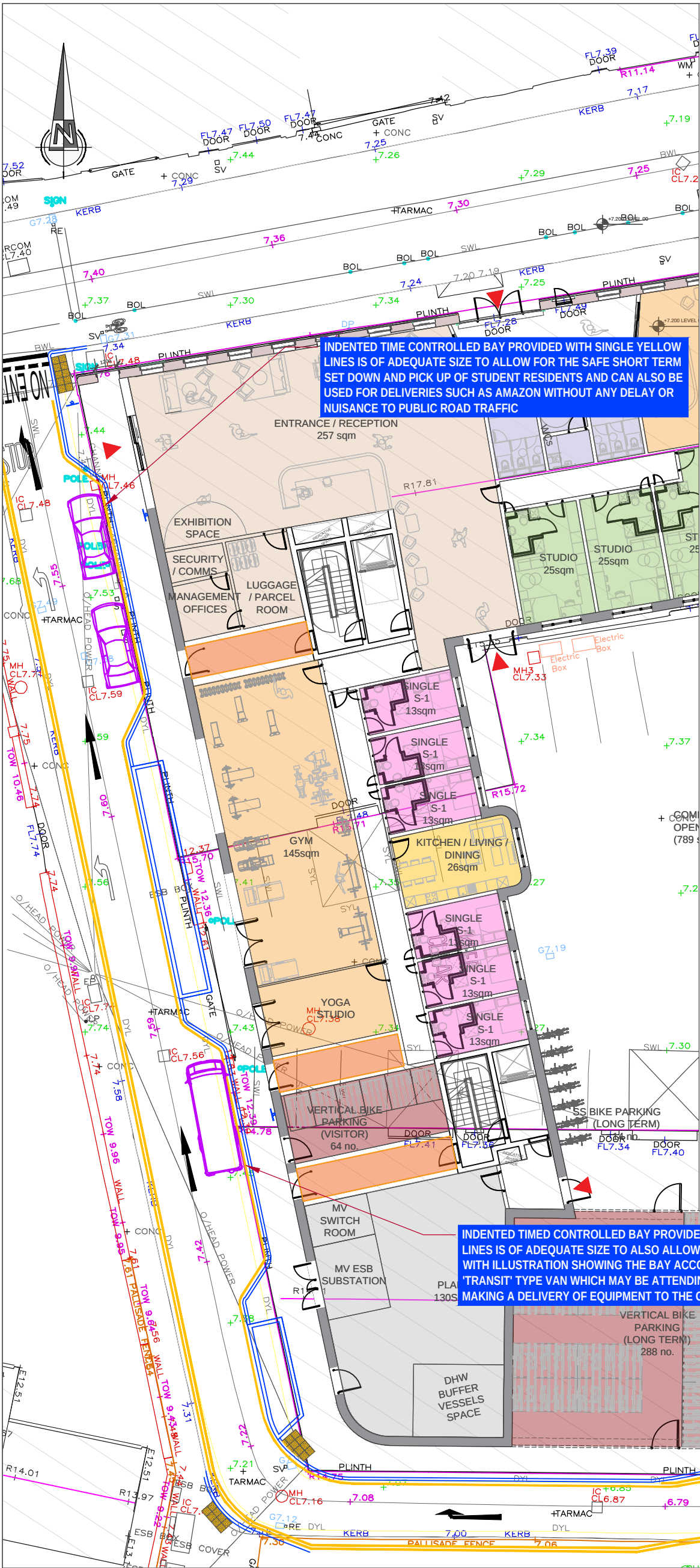
- 5.1 This Servicing & Waste Management Plan (SWMP) describes the proposed strategy to manage the delivery and servicing requirements of the proposed Large Scale Residential development of Student Residences at 139-149 King Street North, Dublin 7.
- 5.2 It should be remembered that the site has long established busier commercial uses and the use as Student Accommodation and a small Retail Unit will have a significantly lower servicing requirement. The plans include very beneficial improvements to the entire of Brown Street North to the west side, as set out on the enclosed Appendix A drawing, which can accommodate the anticipated vehicle types.
- 5.3 Overall, the SWMP for the development will ensure the successful operation of delivery and collection activity within the site curtilage on a day-to-day basis. The frequency of deliveries anticipated means that multiple deliveries are unlikely
- 5.4 The SWMP will ensure that the likelihood of conflicts with pedestrians and other vehicles will be minimised, and that servicing activity will not affect the free flow or environmental condition of the local road network.
- 5.5 Measures have been proposed to ensure that the delivery and servicing that does take place has a limited impact upon other road users and neighbouring residents and commercial premises. It is evident that a reduction in servicing trips is likely as a result of the development proposals.
- 5.6 The Applicant is committed to the implementation of this SWMP, and this document will be fully updated on confirmation of the Student Residential profile and Gym / Retail Unit Leaseholders or end-users.
- 5.7 With the proposed SWMP in place, it is considered that there are no significant Operational Traffic Safety or Road Capacity issues associated with Servicing or Waste Management which prevent a positive determination of the application by Dublin City Council.

APPENDICES - CONTENT

A	Proposed Development Layout – Servicing Plan incl TRACKs (<i>NRB-RFI-005-RevB</i>)
B	Stage 1 Independent Road Safety / Quality Audit (incl Designer Feedback Form)
C	Copy of Email & NRB Drawing Submitted to DCC for Letter of Consent Application

APPENDIX A

Proposed Development
Servicing Plan incl TRACKs (*NRB-RFI-005-RevB*)



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon architects drawing 23005_MOLA_A01_00_DR_A_XX_0200 received 03/04/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP	Client		Project No.		Drawing No.	
NRB Consulting Engineers Ltd						North King St. Dublin		23-113		NRB-RFI-005	
5th Floor						Project		Drawn		Checked	
40 Mespil Road						Title		PB		ER	
Dublin 4						Proposed Service Management Plan		17/04/25		17/04/25	
D04 C2N4						Date		17-Apr-25		Scale @ A3	
Phone: +353 1 292 1941						Purpose of Issue		1:250		Rev	
Email: info@nrb.ie						Draft		Information		Approval	
Web: www.nrb.ie						As Built		Tender		Construction	
Registered in Ireland No. 491679						NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.				B	

APPENDIX B

Stage 1 Independent Road Safety / Quality Audit
(incl Designer Feedback Form)

**NOTE: ALL MATTERS / PROBLEMS RAISED IN THE ENCLOSED
AUDIT HAVE BEEN ADDRESSED IN THE SUBMITTED LAYOUT
PLANS TO THE SATISFACTION OF THE INDEPENDENT
AUDITOR, WITH THE PLANS ALTERED FOLLOWING
COMPLETION OF THE AUDIT**



Title: **Road Safety Audit (Stage 1),
Cycle Audit and Walking Audit.**

For;

**Proposed North King Street Student Accommodation &
Associated Works.**

Client: **NRB Consulting Engineers**

Date: **April 2025**

Report reference: **2646R01**

VERSION: **FINAL (8-4-2025)**

Prepared By:

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CONTENTS SHEET

Contents

1.0	Introduction	2
2.0	Background	3
3.0	Issues Common to more Audits than RSA	4
4.0	Items Raised in This Stage 1 Road Safety Audit	5
4.1	Problem	5
4.2	Problem	6
4.3	Problem	7
5.0	Issues Raised in this Audit – Walking Audit	8
5.1	Issue	8
5.2	Issue	9
6.0	Issues Raised in this Audit – Cycling Audit	10
6.1	Issue	10
6.2	Issue	10
7.0	Audit Statements	11
Road Safety Audit Statement		11
Cycle & Walking Audit Statement		11
Appendix A		12
Appendix B		13
Appendix C		16

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1.0 Introduction

This report was prepared in response to a request from Eoin Reynolds, NRB Consulting Engineers, for a Stage 1 Road Safety Audit including a Walking Audit and Cycling Audit for the works associated with a planning application for the proposed student accommodation at the site between North King Street, Bow Street and Brown Street in Smithfield, Dublin 7.

The Road Safety and Other Audits Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII Road safety Auditor approval number: NB 168446

Team Member: **Owen O'Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng

MIEI TII Auditor Approval no: OO 1291756

These audits involved the examination of drawings and other material and a site visit by the Audit Team, on the 7th of April 2025. The weather at the time of the site visit was dry and the road surface was also dry.

The Stage 1 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated December 2017.

The Walking Audit and Cycling Audit have been carried out in accordance with the guidance in the Design Manual for Urban Roads and Streets (DMURS), produced by Department of Transport Tourism and Sport in March 2013 and as updated in June 2019 including Advice Notes.

If issues raised in the Road Safety Audit would also be raised in the walking and cycling audits, to avoid repetition, items that are common to more than the Road Safety Audit have been included in a table at the start of Section 3.0 of this report.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme for road users.

If any of the recommendations within these audits are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

The information supplied to the Audit Team is listed in **Appendix A**. The feedback form is contained in **Appendix B**. A plan drawing showing the problem locations is contained in **Appendix C**.

RSA1, CA, WA –North King Street

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2.0 Background

It is proposed to construct a circa 300 bed student accommodation on the site between North King Street, Bow Street and Brown Street. Part of the proposal is to make Brown Street a one-way street from Bow Street and exiting onto King Street North.

Brown Street is very narrow in places and can only operate on a give take basis as a two way street at the southern end at present.

Bow Street has two-way traffic as does North King Street.

North King Street has a cycle track/lane on the southern side (the site side) which is segregated from the carriageway by bollards.

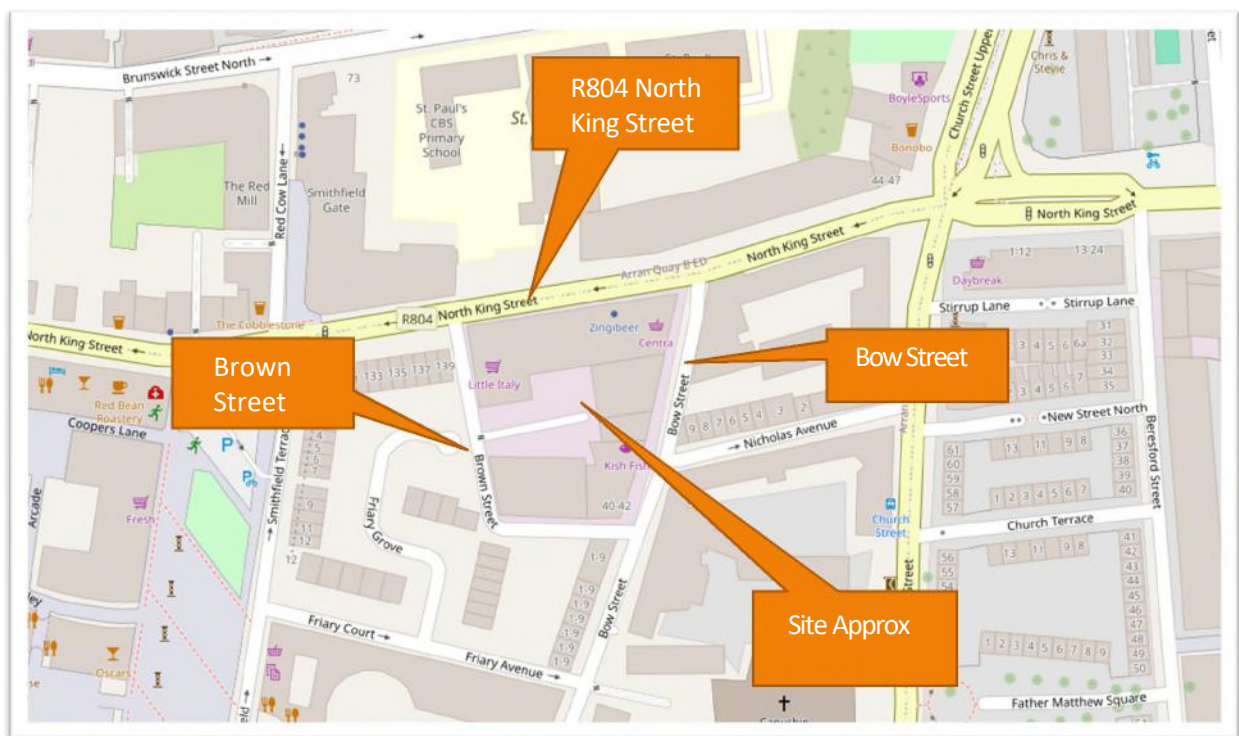
There is a footpath on both sides of North King Street.

There is on-street car parking on the western side of the Brown Street junction and the footpaths are misaligned across the junction. Part of the proposal is to align the crossing by way of a buildout prior to the start of the on-street parking. Currently right turning is prohibited from Brown Street to North King Street and this arrangement is to remain.

A number of pull in bays will be provided along Brown Street.

There is no car parking provision.

The site location map is shown below.



Site location map courtesy of openstreetmap.org

RSA1, CA, WA –North King Street

NRB

3.0 Issues Common to more Audits than RSA

Below is a summary table of problems raised in the Road Safety Audit that would also be raised in the cycle or walking audit however are not repeated for clarity and brevity.

Problem Reference	Road Safety Audit	Walking Audit	Cycling Audit
4.1	10"		10"
4.2	10"	10"	10"
4.3	10"	10"	

RSA1, CA, WA –North King Street

NRB

4.0 Items Raised in This Stage 1 Road Safety Audit

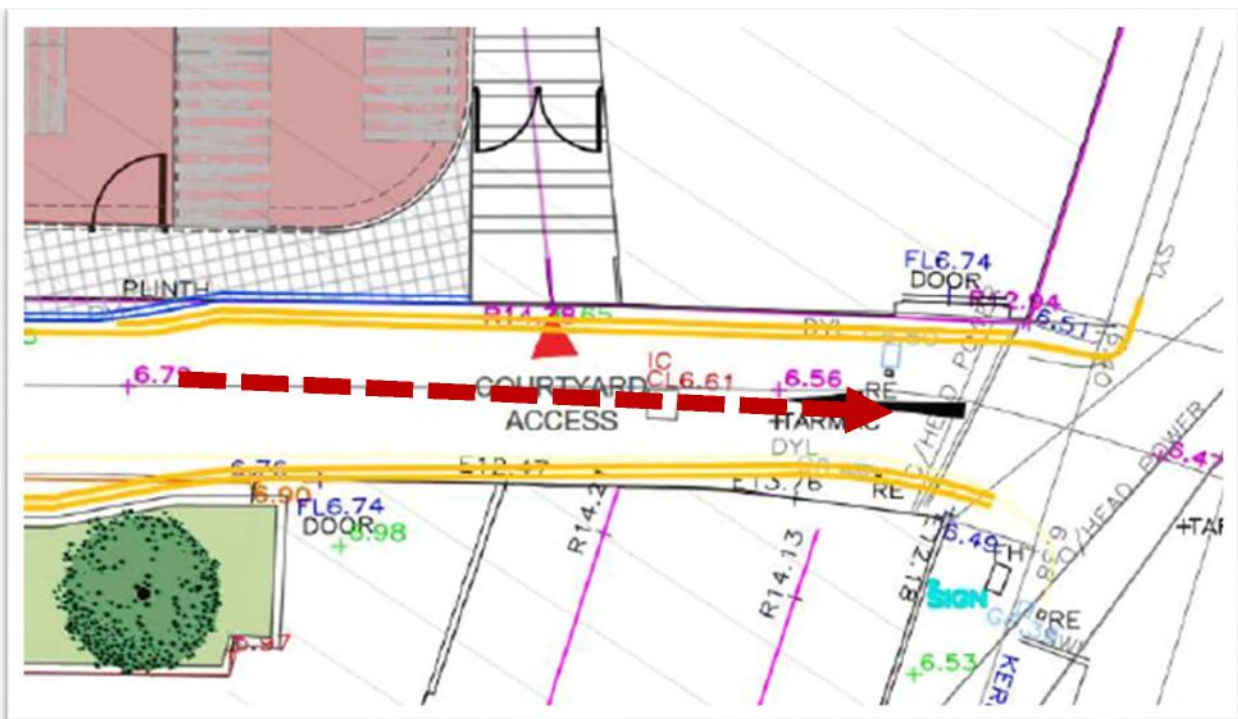
4.1 Problem

LOCATION

Drawing NRB RFI-001

ISSUE

Cyclists from the new development will travel contra flow on Brown Street onto Bow Street from the courtyard access or the long term bicycle shelter. This could lead to collisions with vehicles turning into Brown Street from Bow Street.



RECOMMENDATION

It is recommended that provision be made for contraflow cycling including signage road marking, coloured surfacing and speed limit.

RSA1, CA, WA –North King Street

NRB

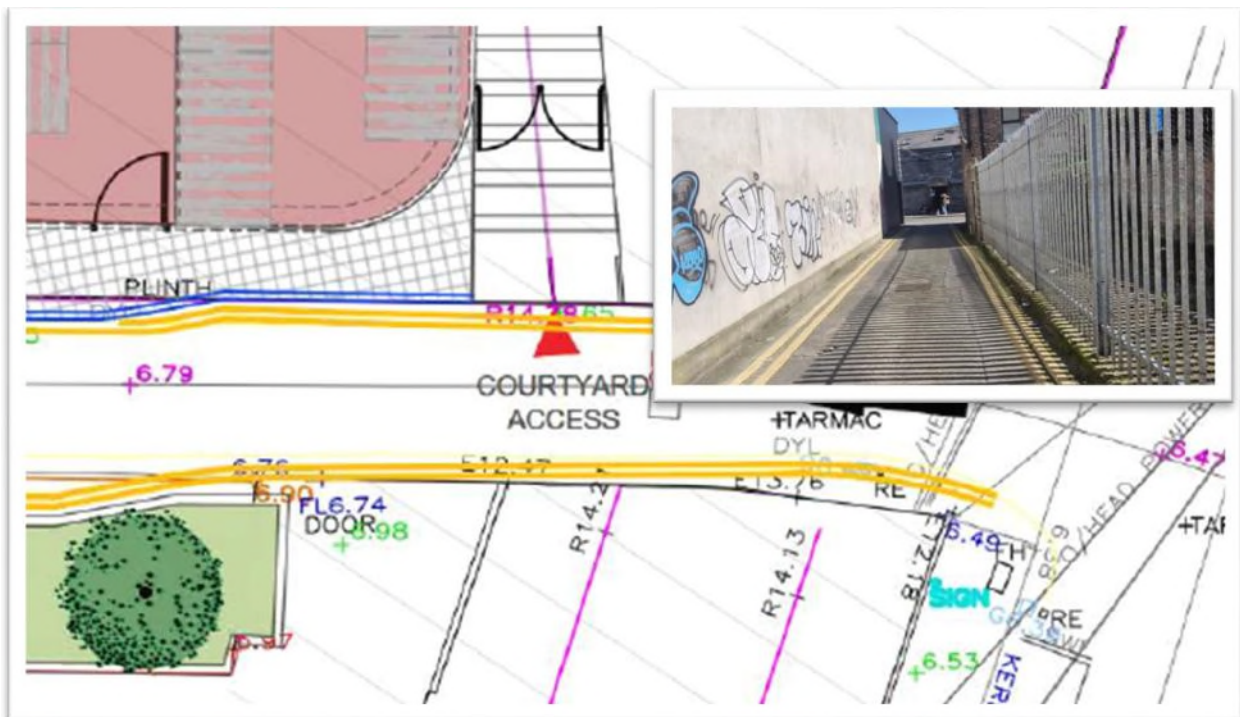
4.2 Problem

LOCATION

Drawing NRB RFI-001

ISSUE

Brown Street will not have a footpath at the section from the courtyard access to Bow Street. This area will get increased pedestrian use due to the proposed development. The drawings suggest priority for vehicles with the standard carriageway surfacing and road markings. There is a risk that drivers will travel too fast and not expect to share space with pedestrians and cyclists. There is also a risk that the improved Brown Street will be used as a rat-run when drivers know they can avoid the Bow Street/North King Street junction which is tight and can have delays. Those using it as a rat-run may also travel at excessive speed for a space shared with vulnerable road users.



RECOMMENDATION

It is recommended that the street be designed as a shared use street with a raised entry off Bow Street, contrasting surfacing and suitable signage and speed limit.

RSA1, CA, WA –North King Street

NRB

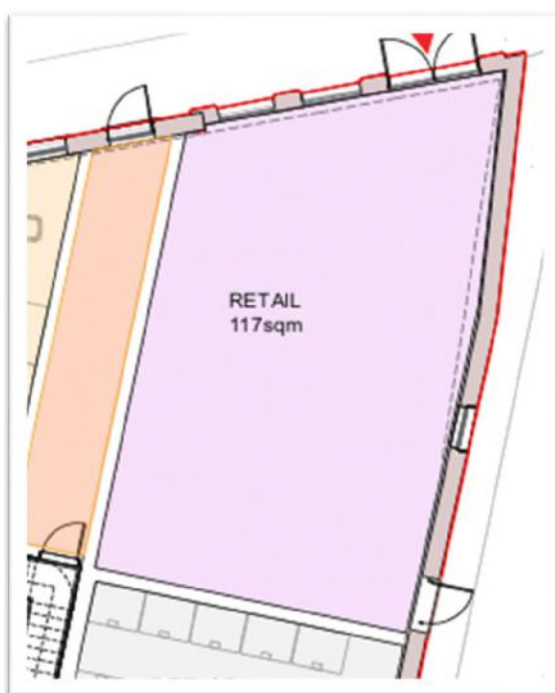
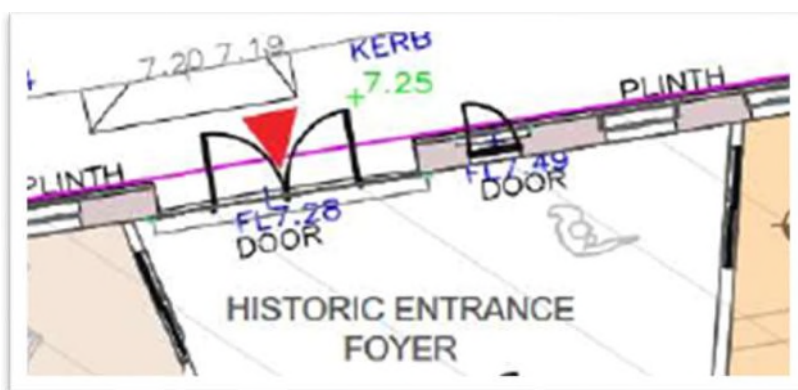
4.3 Problem

LOCATION

Drawing NRB RFI-001

ISSUE

Many doors are shown on the drawing to open onto the footpath network on Bow Street and North King Street. This could lead to collisions with pedestrians walking by on relatively narrow footpaths.



Examples only

RECOMMENDATION

It is recommended that recessed doorways be provided for doors that will be used regularly.

RSA1, CA, WA –North King Street

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5.0 Issues Raised in this Audit – Walking Audit

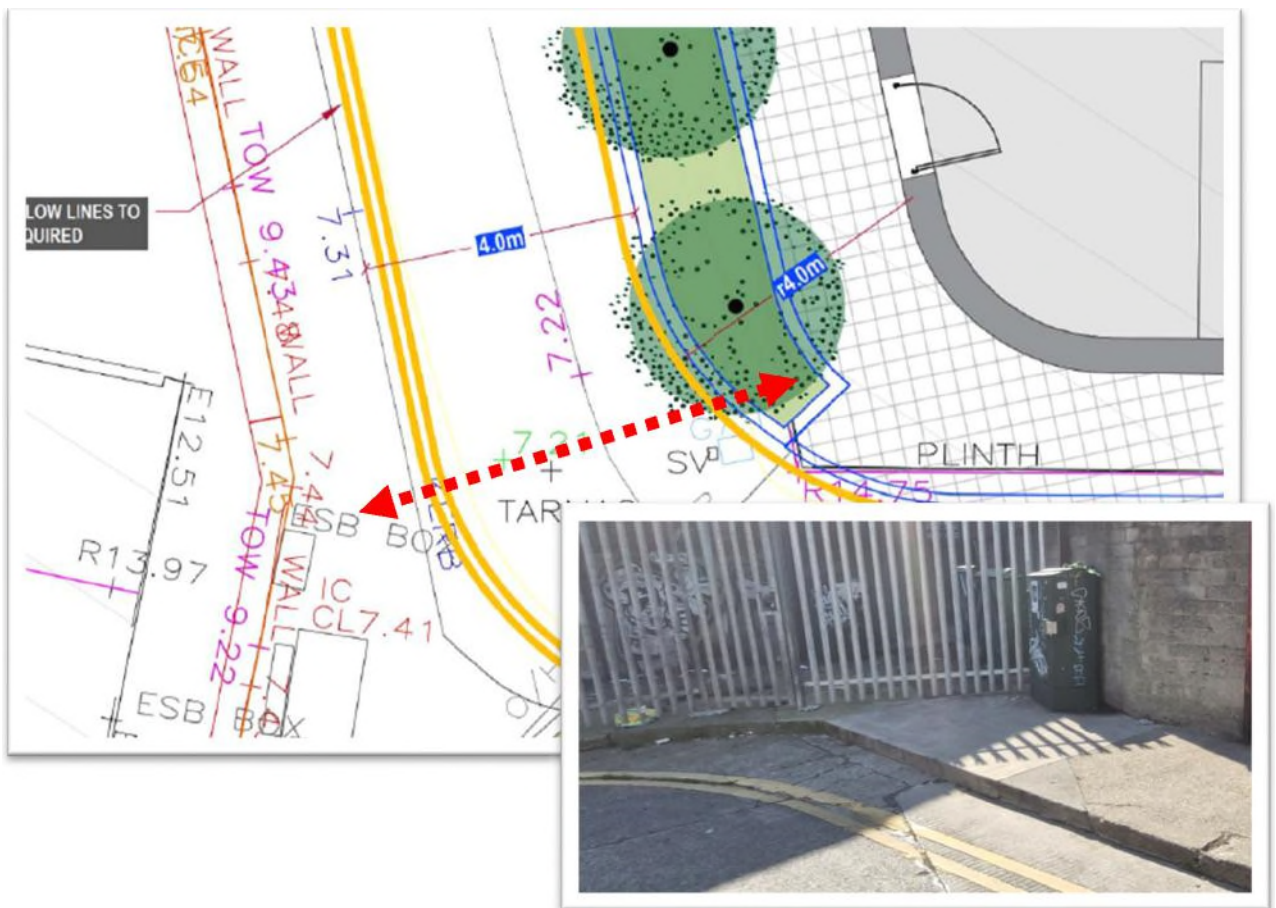
5.1 Issue

LOCATION

Brown Street.

ISSUE

If pedestrians travel down the footpath on Brown Street from North King Street there is no provision for them to cross to the new footpath on the opposite side at the bend.



RECOMMENDATION

It is recommended that a crossing point be provided with dropped kerbs and tactile paving. The crossing point should be at a location with suitable visibility for approaching drivers.

RSA1, CA, WA –North King Street

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5.2 Issue**LOCATION**

Bow Street Junction.

ISSUE

The footpath at the junction gives priority to vehicles into Brown Street. This is a very low usage street.

**RECOMMENDATION**

It is recommended that priority be given to pedestrians with a continuous footpath being provided across the junction.

RSA1, CA, WA –North King Street

NRB

6.0 Issues Raised in this Audit – Cycling Audit

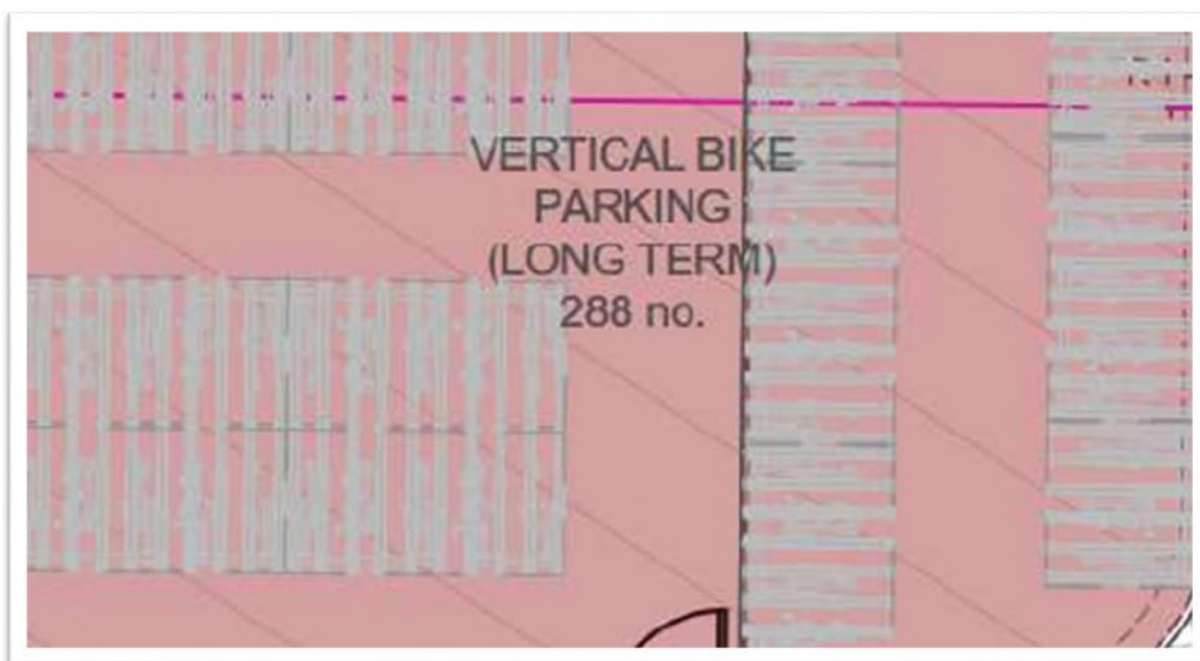
6.1 Issue

LOCATION

Long term vertical bicycle parking.

ISSUE

It is unclear if there is sufficient space between rows of bicycle parking for the higher bikes to be lowered and taken off the stands without colliding with the adjacent bike stands.



RECOMMENDATION

Ensure sufficient space is provided.

6.2 Issue

LOCATION

Bicycle parking.

ISSUE

It is unclear for this student accommodation that space for cargo bikes would be required.

RECOMMENDATION

It is recommended that if cargo bikes are anticipated that sufficient space be provided.

RSA1, CA, WA –North King Street

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7.0 Audit Statements

Road Safety Audit Statement

We certify that we have examined the information provided and the site. The examination has been carried out with the sole purpose of identifying any features of the design which could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions which we would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Cycle & Walking Audit Statement

We certify that we have carried out these audits in accordance with DMURS for those areas independent of the Design team.

Norman Bruton	Signed: <u>Norman Bruton</u>
(Audit Team Leader)	Dated: 8-4-2025 _____

Owen O'Reilly	Signed: <u>Owen O'Reilly</u>
(Audit Team Member)	Dated: 8-4-2025 _____

RSA1, CA, WA –North King Street

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Appendix A

List of Material Supplied for these Audits;

- Drawing NRB-RFI-001
- Drawing NRB-RFI-002
- Drawing NRB-RFI-003
- Drawing NRB-RFI-004
- Drawing NRB-ATR-001
- Drawing 23005_MOLA_A01_00_DR_A-XX-0200

Feedback Form (Road Safety Audit & WA&CA)

NRB

SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: King Street North, Student Accommodation

Stage : 1 Road Safety Audit

Date Audit (site visit) Completed 07-04-2025

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
4.1	Yes	Yes		
4.2	Yes	Yes		
4.3	Yes	Yes		



Signed.....

Design Team Leader

Date 8 April 2025.



Signed.....

Audit Team Leader

Date.....8-4-2025...



Signed.....

'PP' Employer

Sign 'pp' by NRB Director with consent/agreement of Employer

Date 8 April 2025.

CA & WA AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: King Street North Student Accommodation

Audit - Stage 1

Date Audit (site visit) Completed 07-04-2025

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
5.1	Yes	Yes		
5.2	Yes	Yes		
6.1	Yes	Yes – internally Bike Parking will be adjusted to meet NTA CDM Guidance needs		
6.2	Yes	Yes – as part of Planning process Cargo bikes will be accommodated		



Signed.....

Design Team Leader

Date 8 April 2025.

Signed.....

Audit Team Leader

Date.....8-4-2025...



Signed.....

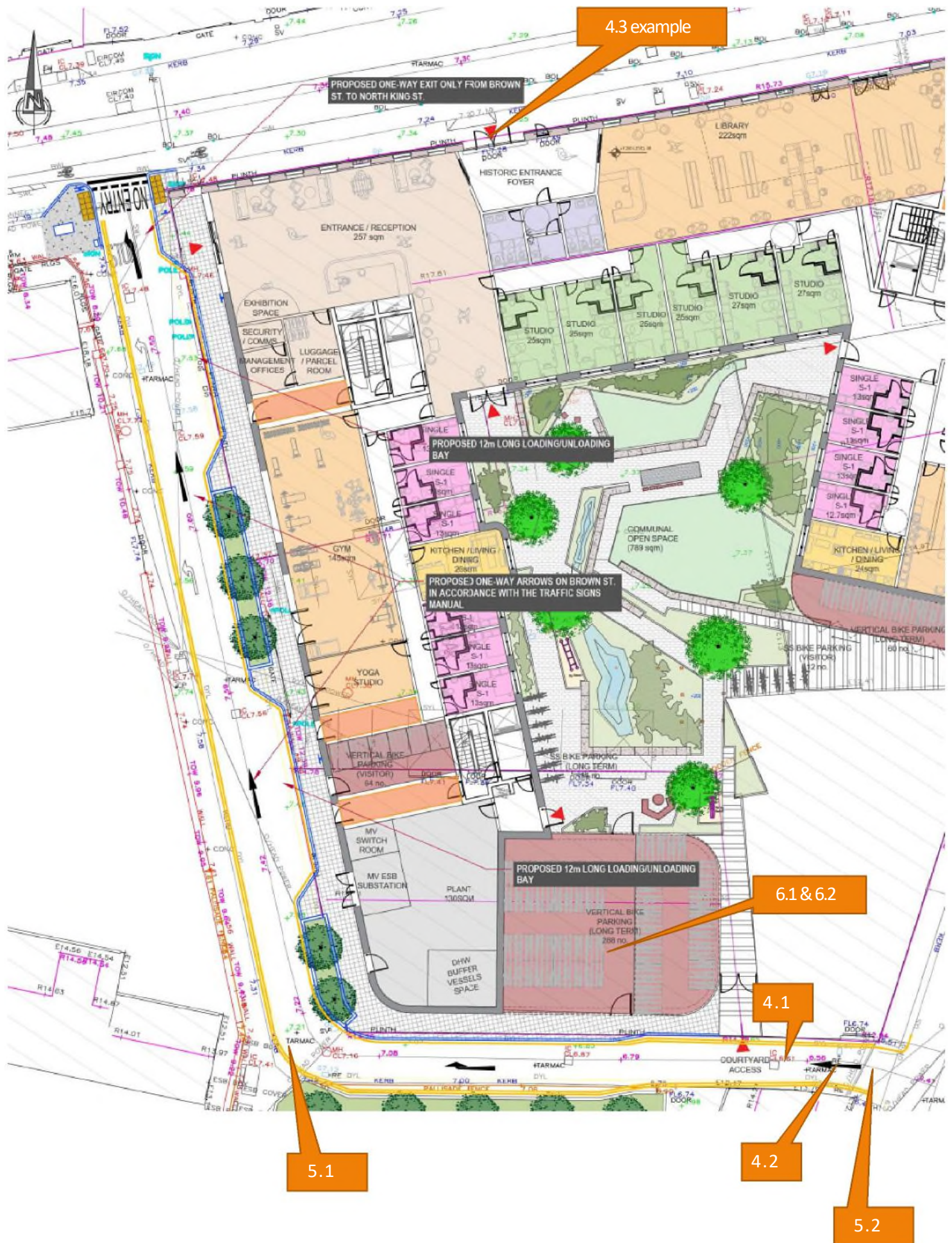
'PP' Employer

Sign 'pp' by NRB Director with consent/agreement of Employer

Date 8 April 2025.

Appendix C

Problem Location Plan.



APPENDIX C

**Copy of Email, Details & NRB Drawing Submitted to
DCC for Letter of Consent Application**

Eoin Reynolds

Subject: FW: Request - Development at Nth King Street - DCC Letter of Consent
Attachments: DCC Let of Consent 11 Apr 2025 signed.pdf

From: Shane McGlynn <shane.mcglynn@dublincity.ie>
Sent: 11 April 2025 12:21
To: Paula <Paula@scaplanning.ie>; Eoin Reynolds <eoin.reynolds@nrb.ie>
Cc: John Carty <john.carty@dublincity.ie>; Paul Burke <paul.burke@nrb.ie>; NRB Accounts Dept <accounts@nrb.ie>; Ben Thomas <ben@mola.ie>; Paul Burke <paul.burke@nrb.ie>
Subject: RE: Request - Development at Nth King Street - DCC Letter of Consent

Paula,

Please find attached signed letter with DCC letterhead included, apologies for error.

Kind regards,

Shane McGlynn | **Executive Planner**

Transportation Planning | Environment & Transportation Department | Block 1, Floor 5, Civic Offices

From: Shane McGlynn
Sent: Friday 11 April 2025 12:02
To: Paula <Paula@scaplanning.ie>; Eoin Reynolds <eoin.reynolds@nrb.ie>
Cc: John Carty <john.carty@dublincity.ie>; Paul Burke <paul.burke@nrb.ie>; NRB Accounts Dept <accounts@nrb.ie>; Ben Thomas <ben@mola.ie>; Paul Burke <paul.burke@nrb.ie>
Subject: RE: Request - Development at Nth King Street - DCC Letter of Consent

Hi Paula,

Many thanks for your comprehensive response.

Please find attached signed letter of consent, as requested. The consent area map is also attached. Please include both the letter and map with the Stage 3 application.

Please let us know if you have any queries in relation to the above.

Kind regards,

Shane McGlynn | **Executive Planner**

Transportation Planning | Environment & Transportation Department | Block 1, Floor 5, Civic Offices

From: Paula <Paula@scaplanning.ie>
Sent: Thursday 10 April 2025 16:27
To: Shane McGlynn <shane.mcglynn@dublincity.ie>; Eoin Reynolds <eoin.reynolds@nrb.ie>
Cc: John Carty <john.carty@dublincity.ie>; Paul Burke <paul.burke@nrb.ie>; NRB Accounts Dept <accounts@nrb.ie>; Ben Thomas <ben@mola.ie>; Paul Burke <paul.burke@nrb.ie>
Subject: RE: Request - Development at Nth King Street - DCC Letter of Consent

Hi Shane,

Thanks for your response and for setting out your expectations for the Letter of Consent. It has taken some time to compile the items requested and we were surprised that we were required to submit a Road Safety / Quality Audit in order to receive a LOC. We have never before encountered this requirement. You will appreciate that a DCC Letter of Consent is solely a letter that allows us to make a Planning Application with the Red Line around the DCC Road/Area and in no way can be interpreted as permission to undertake the works, all of which would be a matter of planning condition in the event of receiving permission for the scheme.

Notwithstanding the above, we have prepared the requested information, which comprises: -

- A Walking/Cycling/Stage 1 Road Safety Audit
- Detailed road layout drawings
- A site layout plan with landscaping and public lighting detail incorporated
- Drainage drawings
- OS Plan identifying road / lands in Question

Below is a response to the items included in your email: -

“The works to the public road should be informed by the recommendations of the Walking and Cycling Audit and Stage 1 Road Safety Audit, as required under items 1(a) and 1(c) of TPD’s Opinion items respectively. Can you please provide us with these Audits in support of the proposed works and demonstrate how the recommendations of both Audits have been adopted in the proposed road design?”

We presented the original NRB / MOLA Plans for Brown Street Noth / Bow Street / Nth King Street for St1 Independent Specialist Safety/Quality/Walking/Cycling Audit by Qualified Auditors Bruton Consulting Engineers, and the resulting Audit Report and Associated Feedback Form is included herewith. The Design was altered to take account of all matters raised in the Audits (see NRB Roads Drawings attached, all amended to respond to the Audits). All recommendations of the Audits are adopted in these designs.

By way of initial commentary, TPD would generally note that the current drawing lacks sufficient details in terms of annotation, illustration of road markings, surface materials, street lighting, road signage, parking / loading bay allocation, drainage works, etc. As there are no turning facilities on Brown St Nth, please include suitable measures (signage / markings) to prevent access onto Bow St, and extend the red line boundary as necessary. Please also include the landscaping plan for Brown St you referred to for review as part of the LOC request process.

These details are set out on the attached NRB-LOC Drawings, with landscape and lighting details included on MOLA Site Layout Plan and drainage details included on the CORA Consulting Engineers Drawings.

We request that the attachments are reviewed and a Letter of Consent for the applicants, Ringline Investments Limited, to include the DCC land in the planning application be issued as soon as possible. The final details regarding the proposal for the road layout and improved public realm can be conditioned to be agreed as part of a decision to grant planning permission, if required.

As the subject application is progressing as an LRD we are running out of time to lodge the planning application before the end of the 6 month lifespan of the LRD Opinion – c.2 weeks remaining. We would appreciate your early attention to this request and would be grateful if the Letter of Consent could be issued as soon as possible.

Regards,
Paula Shannon

SCA Planning
Unit 217 Glencullen House
Kilemore Road
Dublin 10

Office: 01-4569084
Mobile: 0877865473

From: Shane McGlynn <shane.mcglynn@dublincity.ie>
Sent: Tuesday 1 April 2025 15:32
To: Eoin Reynolds <eoin.reynolds@nrb.ie>
Cc: John Carty <john.carty@dublincity.ie>; Paul Burke <paul.burke@nrb.ie>; NRB Accounts Dept <accounts@nrb.ie>; Paula <paula@clearconsult.ie>; Ben Thomas <ben@mola.ie>; Paul Burke <paul.burke@nrb.ie>
Subject: RE: Request - Development at Nth King Street - DCC Letter of Consent

Hi Eoin,

Thank you for your email.

The works to the public road should be informed by the recommendations of the Walking and Cycling Audit and Stage 1 Road Safety Audit, as required under items 1(a) and 1(c) of TPD's Opinion items respectively. Can you please provide us with these Audits in support of the proposed works and demonstrate how the recommendations of both Audits have been adopted in the proposed road design?

By way of initial commentary, TPD would generally note that the current drawing lacks sufficient details in terms of annotation, illustration of road markings, surface materials, street lighting, road signage, parking / loading bay allocation, drainage works, etc. As there are no turning facilities on Brown St Nth, please include suitable measures (signage / markings) to prevent access onto Bow St, and extend the red line boundary as necessary. Please also include the landscaping plan for Brown St you referred to for review as part of the LOC request process.

Once the above matters have been addressed, we will re-circulate the proposals within our department for further internal review.

Please let me know if you have any queries in relation to the above.

Kind regards,

Shane McGlynn | Executive Planner

Transportation Planning | Environment & Transportation Department | Block 1, Floor 5, Civic Offices

From: Eoin Reynolds <eoin.reynolds@nrb.ie>
Sent: Thursday 27 March 2025 12:45
To: Shane McGlynn <shane.mcglynn@dublincity.ie>
Cc: John Carty <john.carty@dublincity.ie>; Paul Burke <paul.burke@nrb.ie>; NRB Accounts Dept <accounts@nrb.ie>; 'Paula A' <paula@clearconsult.ie>; Ben Thomas <ben@mola.ie>; Paul Burke <paul.burke@nrb.ie>
Subject: Request - Development at Nth King Street - DCC Letter of Consent

Shane / John

Thank you for your prompt engagement to date, it is appreciated.

Reference below email from you and Request for Letter of Consent, see attached:

- Draft Letter of Consent with Applicant Details and the required included Reference to MOLA Architects OS Plan,
- MOLA Architects OS Plan identifying road / lands in Question,
- MOLA Architects Plan showing an outline of the works proposed for information (all subject to planning etc).

(Note that a detailed landscaping plan for the area to the SW on Brown Street North will be included with the application)

We would be grateful if you could review this and the attached **and issue us with the required LOC or otherwise revert to us with any other additional requirements**, thank you.

We are very keen to make this planning application and we need the LOC to do so.

Regards,

Eoin Reynolds

NRB Consulting Engineers Ltd.,
5th Floor,
40 Mespil Rd,
Dublin,
D04 C2N4

Tel/fax: +353 1 292 1941
Mobile: 087 299 6390
e-mail: eoin.reynolds@nrb.ie
web: www.nrb.ie

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From: Shane McGlynn <shane.mcglynn@dublincity.ie>

Sent: 12 February 2025 16:18

To: Eoin Reynolds <eoin.reynolds@nrb.ie>

Cc: John Carty <john.carty@dublincity.ie>; Paul Burke <paul.burke@nrb.ie>; NRB Accounts Dept <accounts@nrb.ie>; 'Paula A' <paula@clearconsult.ie>

Subject: RE: Development at Nth King Street - DCC Letter of Consent

Hi Eoin,

Hope you are keeping well and apologies for the delay responding.

I refer to your proposal and query in the below chain regarding the proposed LRD development at North King Street. The following comments are made without prejudice.

Item 1(b) of Transportation Planning Division's LRD Opinion Report seeks a more comprehensive range of improvements covering all of Brown Street North, given that this street is intended to provide all vehicular servicing and cyclist access to the proposed development.

These improvements may include (but are not limited to) the following:

- Provision of tactile paved drop-kerb crossings, possibly to include a crossing between the existing and proposed footpaths at the northern end of Brown St Nth (i.e where the proposed setback footpath terminates adjacent to the reception).
- Brown Street North to become a one-way street, from Bow Street to North King Street. Associated changes required to road markings and road signage.
- Removal of the anti-dumping fencing along the southern side of the street and additional public lighting in this area (subject to agreement with relevant divisions as part of the letter of consent request / application process).

Note: provision of shared surface is not suitable for Brown Street North, and all footpaths are required to achieve a minimum width of 1.8m.

In accordance with item 1(c) of the Opinion Report, it is requested that any changes to public roads are also informed by the recommendations of the Stage 1 Road Safety Audit required to be carried out.

Please present us with draft road layout drawings illustrating any proposals within public road. These will be subject to traffic compliance assessment as part of the letter of consent request.

I attach TPD's template letter of consent wording. All parts of the public road intended for inclusion in the application site should be clearly identified on an OS map accompanying the request.

I trust the above is of some assistance. Please let me know if there's anything I should clarify.

Kind regards,

Shane McGlynn | Executive Planner

Transportation Planning | Environment & Transportation Department | Block 1, Floor 5, Civic Offices

From: John Carty <john.carty@dublincity.ie>

Sent: Tuesday 21 January 2025 09:48

To: 'Eoin Reynolds' <eoin.reynolds@nrb.ie>

Cc: Paul Burke <paul.burke@nrb.ie>; NRB Accounts Dept <accounts@nrb.ie>; Paula A <patricia@clearconsult.ie>;
Shane McGlynn <shane.mcglynn@dublincity.ie>

Subject: RE: Development at Nth King Street - DCC Letter of Consent

Eoin,

Acknowledging receipt of your email. We will take a look at the below and come back to you.

Regards,
John

From: Eoin Reynolds <eoin.reynolds@nrb.ie>

Sent: 21 January 2025 09:08

To: John Carty <john.carty@dublincity.ie>

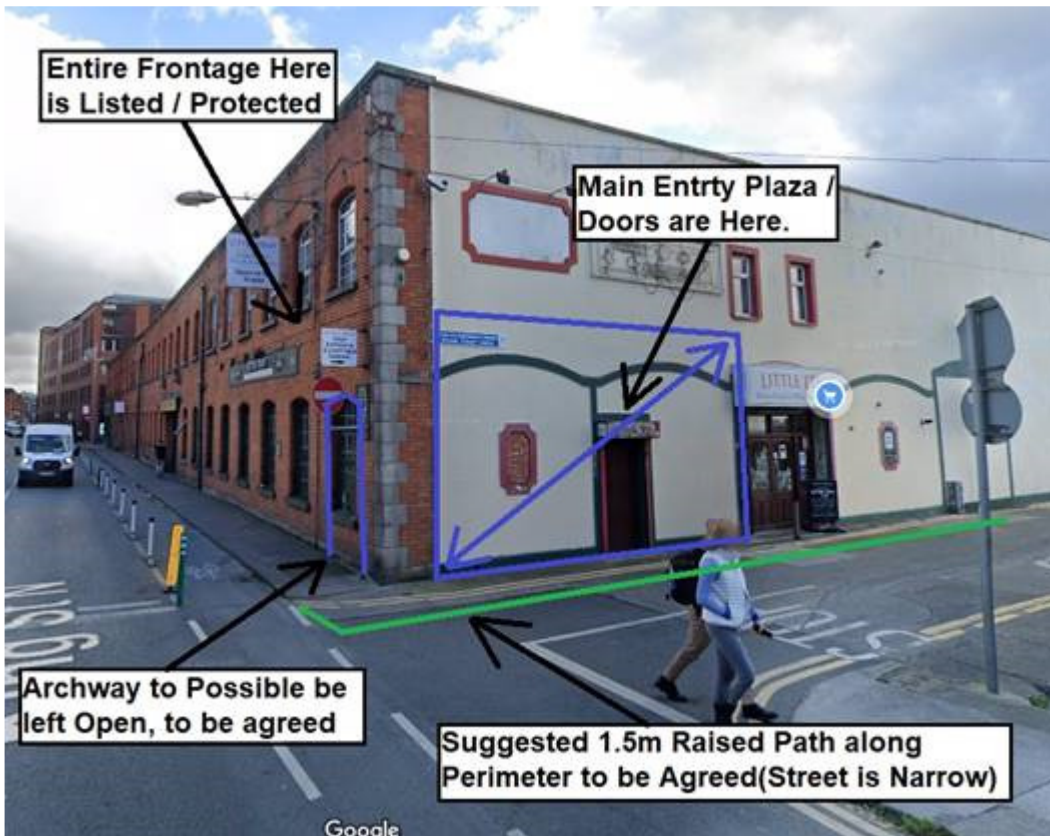
Cc: Paul Burke <paul.burke@nrb.ie>; NRB Accounts Dept <accounts@nrb.ie>; Paula A <patricia@clearconsult.ie>

Subject: Development at Nth King Street - DCC Letter of Consent

John

I hope you are keeping well.

We are working on a Significant Student Accommodation application in a listed building at North King Street. A bit of a tricky road issue to deal with, and there is potential to improve it from the DCC perspective. Site location and also a very rough mark up below.



The main door to the scheme and entry area are at the corner above, and the wall onto Nth King Street has to be maintained. We are suggesting that we do a narrow wrap around path in so far as possible within the area of the entry plaza where pedestrian and cyclist traffic will be concentrated. We are conscious that any alteration to traffic flows or directions around the site is a matter for DCC, and the street is very narrow.

Can you consider this and what you might require from us in terms of the detail with a view to getting a letter of consent and including some of the perimeter within the application?

Thank you.

Regards,

Eoin Reynolds

NRB Consulting Engineers Ltd
Regards,

Eoin Reynolds

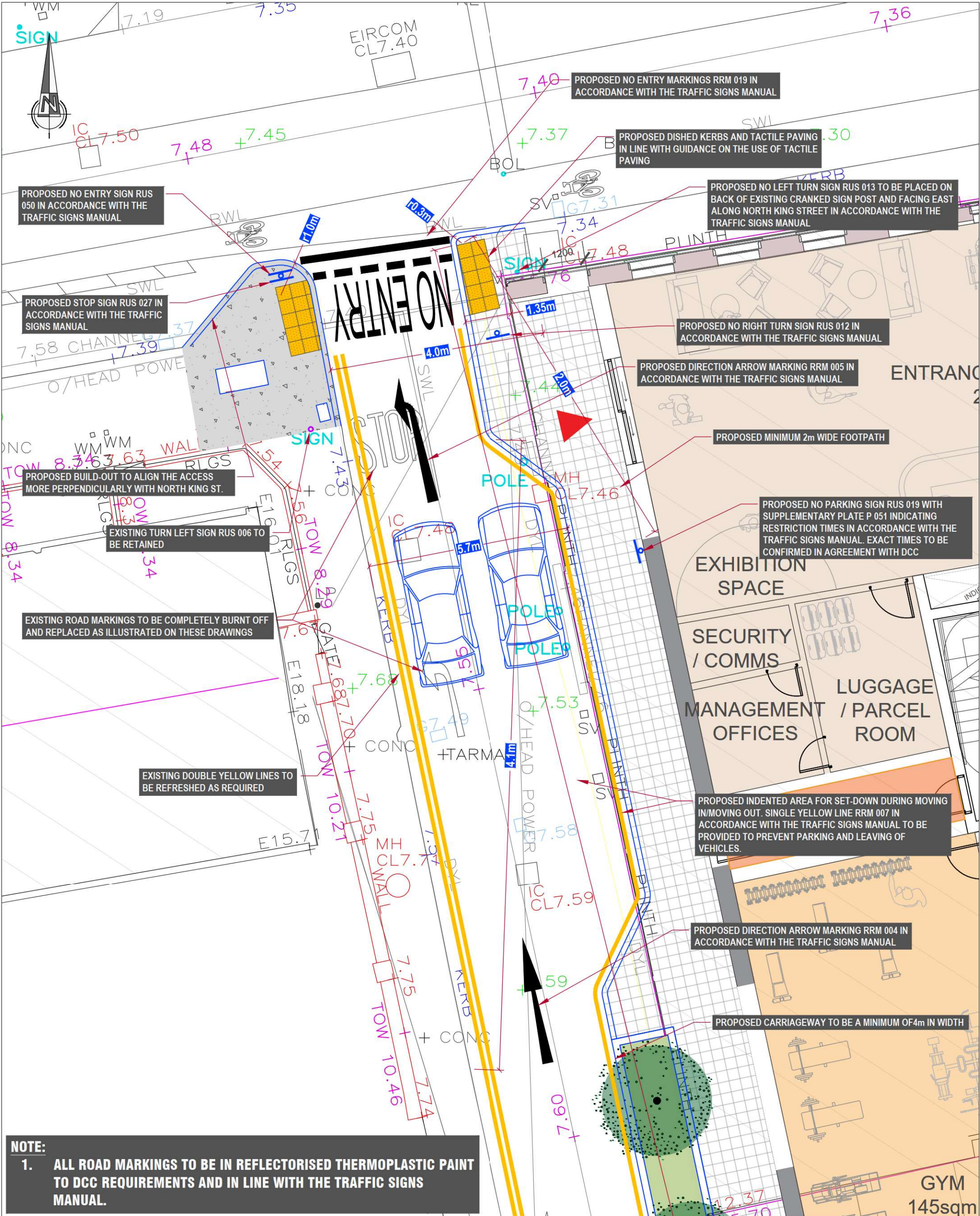
NRB Consulting Engineers Ltd.,
5th Floor,
40 Mespil Rd,
Dublin,
D04 C2N4

Tel/fax: +353 1 292 1941
Mobile: 087 299 6390
e-mail: eoin.reynolds@nrb.ie
web: www.nrb.ie

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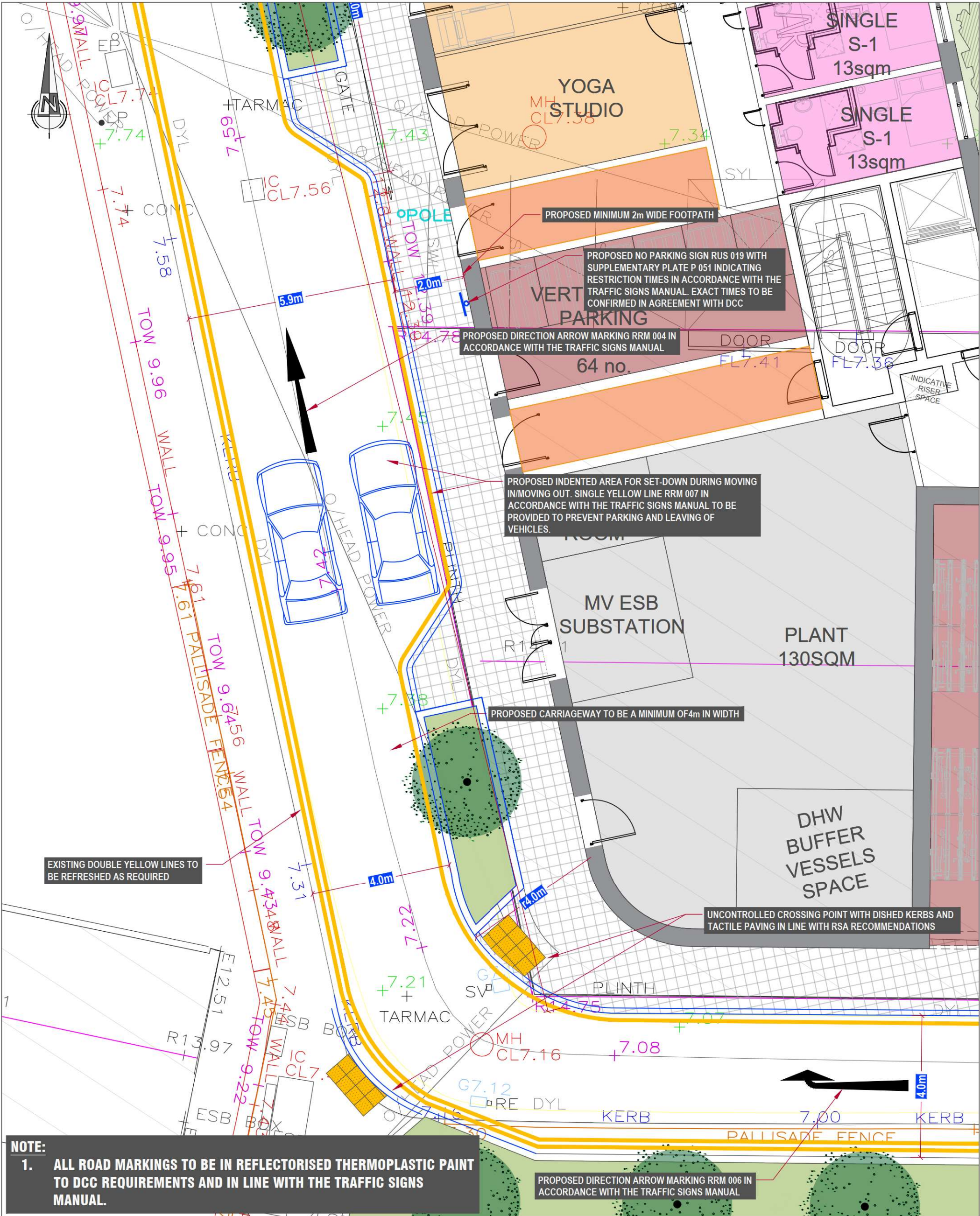


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This drawing is based upon architects drawing 23005_MOLA_A01_00_DR_A_XX_0200 received 03/04/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
NRB Consulting Engineers Ltd 5th Floor 40 Mespil Road Dublin 4 D04 C2N4 Phone: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679					



Client			
Project	North King St. Dublin		
Title	Proposed Brown St. Layout - 1 of 3		
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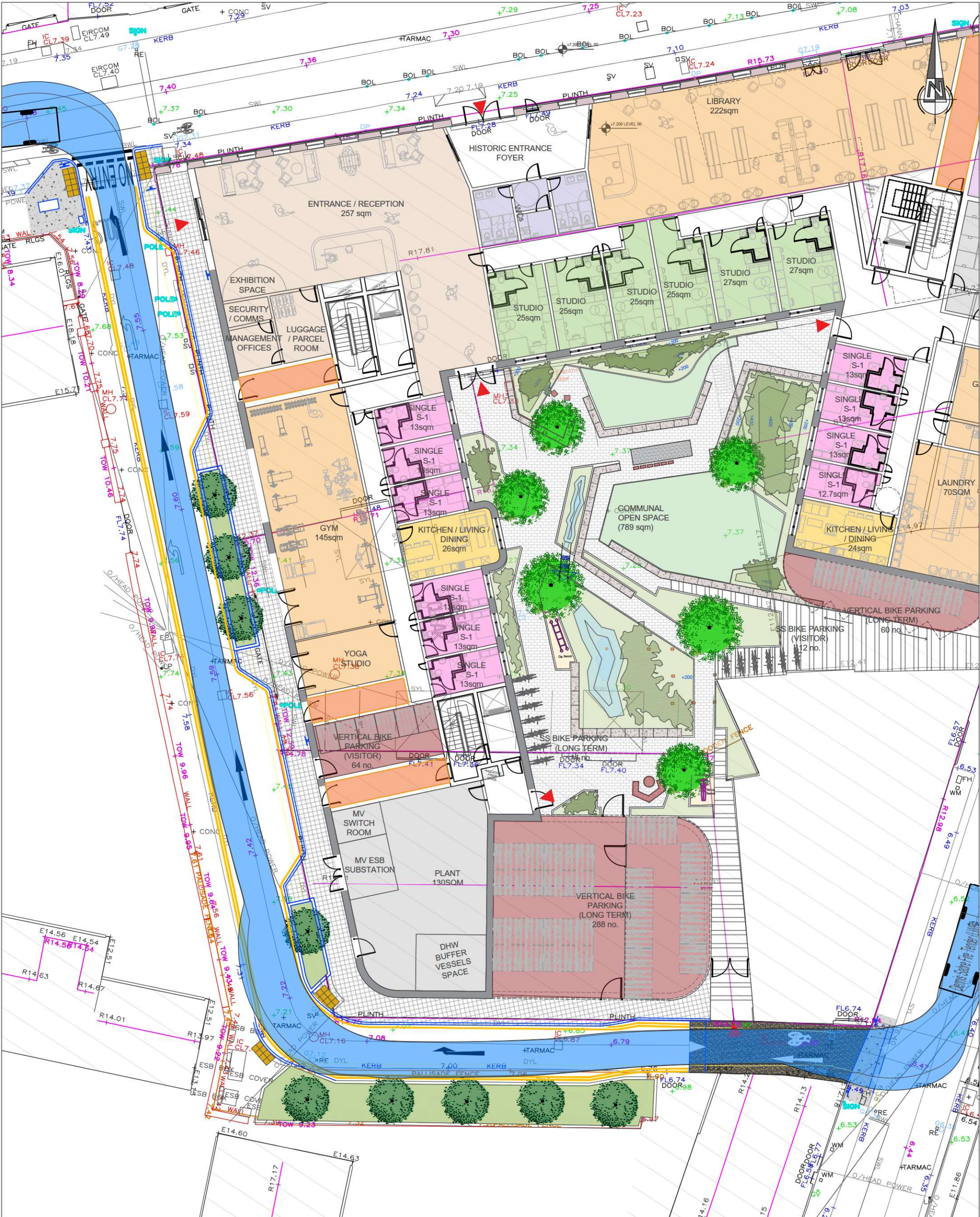
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NRB Consulting Engineers Ltd 5th Floor 40 Mespil Road Dublin 4 D04 C2N4 Phone: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679					



Client	North King St. Dublin		
Project	Proposed Brown St. Layout - 2 of 3		
Title	NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.		

Project No.	23-113		Drawing No.	NRB-RFI-003	
Drawn	PB	Checked	ER	Approved	ER
Date	8-Apr-25		Scale @ A3	1:100	
Purpose of Issue	☐ Draft ☐ As Built		☐ Information ☐ Tender		☐ Approval ☐ Construction



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client.
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REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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5th Floor					
40 Mespil Road					
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D04 C2N4					
Phone: +353 1 292 1941					
Email: info@nrb.ie					
Web: www.nrb.ie					
Registered in Ireland No. 491679					



Client	Project No. 23-113		Drawing No. NRB-ATR-001	
Project North King St. Dublin	Drawn PB	Checked ER 08/04/25	Approved ER 08/04/25	
Title AutoTRACK of a Fire Tender Along Bow St.	Date 8-Apr-25		Scale @ A3 1:250	Rev B
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.	Purpose of Issue ☐ Draft ☐ As Built ☐ Information ☐ Tender ☐ Approval ☐ Construction			

