

PLAYER WILLS DEVELOPMENT
PW1, PW2 AND PW5 PLANNING AMENDMENT

Transport Note

OCTOBER 2026

SYSTRA

DOCUMENT CONTROL SHEET

IDENTIFICATION TABLE	
Client/Project owner	DBTR-SCR1 Fund, a Sub-Fund of the CWTC Multi Family ICAV
Project	Former Player Wills Site, South Circular Road, Dublin 8
Study	PW1, PW2 and PW5 Planning Amendment
Type of document	Transport Note
Date	02/10/26
Reference number	IE01T25A35
Number of pages	9

1. INTRODUCTION

1.1 Overview

1.1.1 The permitted Player Wills development (ABP-308917-20) was consented in 2021, and comprises 732 no. units (492 no. apartments and 240 no. shared accommodation rooms) across four blocks ranging from 2 to 19 storeys, alongside retention and reuse of the Player Wills factory, a childcare facility, public parks and ancillary works.

1.1.2 An amendment (3406/25) was granted permission in April 2026. This amendment consisted of the removal of the second basement level, and a slight reduction in long-term resident parking spaces. The 41 surface-level car parking spaces, which comprise visitor, accessible, loading / taxi and creche drop-off spaces, remained unchanged. No amendments were proposed to any permitted above ground elements of Block PW2 or elements of the wider permitted scheme.

1.1.3 The developer is now proposing a further amendment to Blocks PW1, PW2 and PW5, which are labelled in **Figure 1** (overleaf).

1.1.4 The proposed amendments do not change the number of residential units. The scheme continues to deliver 732 no. units, comprising 492 no. apartments and 240 no. shared accommodation rooms, as permitted. Permitted building heights are unchanged, adjustments to building footprints are marginal, and the variation in overall floor area is negligible.



Figure 1: Proposed Site Layout and Block Numbers

1.2 Purpose of this Note

1.2.1 This Note summarises the transport-related changes proposed as part of the amendment.

2. SUMMARY OF PROPOSED VS CONSENTED SCHEME

2.1.1 **Table 2** provides a summary of the consented and proposed developments. The elements where there is a substantive change are highlighted in light grey.

Table 2: Summary of Consented vs Proposed Amendment

ELEMENT	CONSENTED PLANS	PROPOSED AMENDMENT
Unit Numbers and mix	732 (492 apartments and 240 shared accommodation rooms)	No change.
Access Strategy	**Vehicle access:** All movements priority junction on Donore Avenue and outbound only priority junction on R811 South Circular Road **Cycle access:** Two access points on Donore Avenue, two on R811 South Circular (one outbound only). **Pedestrian Access:** Three access points on Donore Avenue, two on R811 South Circular (one outbound only). **All modes:** Future links to St. Teresa's gardens and Bailey Gibson developments.	As consented
Resident Car Parking	117 spaces (including 5 accessible)	No change.
Visitor Car Parking	31 spaces	No change.
Resident Motorcycle Parking	6 spaces	No change.
Car Share	5 spaces	No change.
Cycle Parking	870 spaces	No change to quantum. Two bicycle lifts in Block PW2 converted to dedicated bicycle stair with 'Velocomfort' automated ramp.
Waste Strategy	**PW1:** Resident and Commercial bin stores located externally to west of PW1 1. Bins picked up on-street from collection point to west of PW1 **PW2, PW4 and PW5**: Bins transported from internal bin stores to on-street collection points.	**PW1:** Bin stores located internally within PW1. Bins picked up from loading bay to north of PW1. No change to consented operation of refuse vehicle. PW2, PW4 and PW5: As consented.
Site Servicing	Four loading bays within the site.	Four loading bays within the site.
Substation Access		Substation in PW1 switched from internal to external on the west side of the building.

3. ANALYSIS

3.1.1 The proposed substantive changes are:

- Relocation of the PW1 bin store internal to the building. From here bins will be wheeled out for collection to a collection point to the north of the PW1 building, as previously proposed. A swept path drawing of the refuse vehicle is provided in **Appendix A**. This demonstrates that (ahead of a future connection through to the Bailey Gibson development) the refuse vehicle can turn around in the space near the relocate ESB substation to the west of the PW1 building. A separate drawing also demonstrates that an emergency vehicle can turn around in this area.
- The relocation of the proposed ESB substation to the west of the PW1 building, to the place currently occupied by the PE1 bin store. A swept path drawing in **Appendix A** demonstrates that a refuse vehicle and fire tender can safely access turn around in the space available, demonstrating this is suitable for the smaller ESB vehicle.

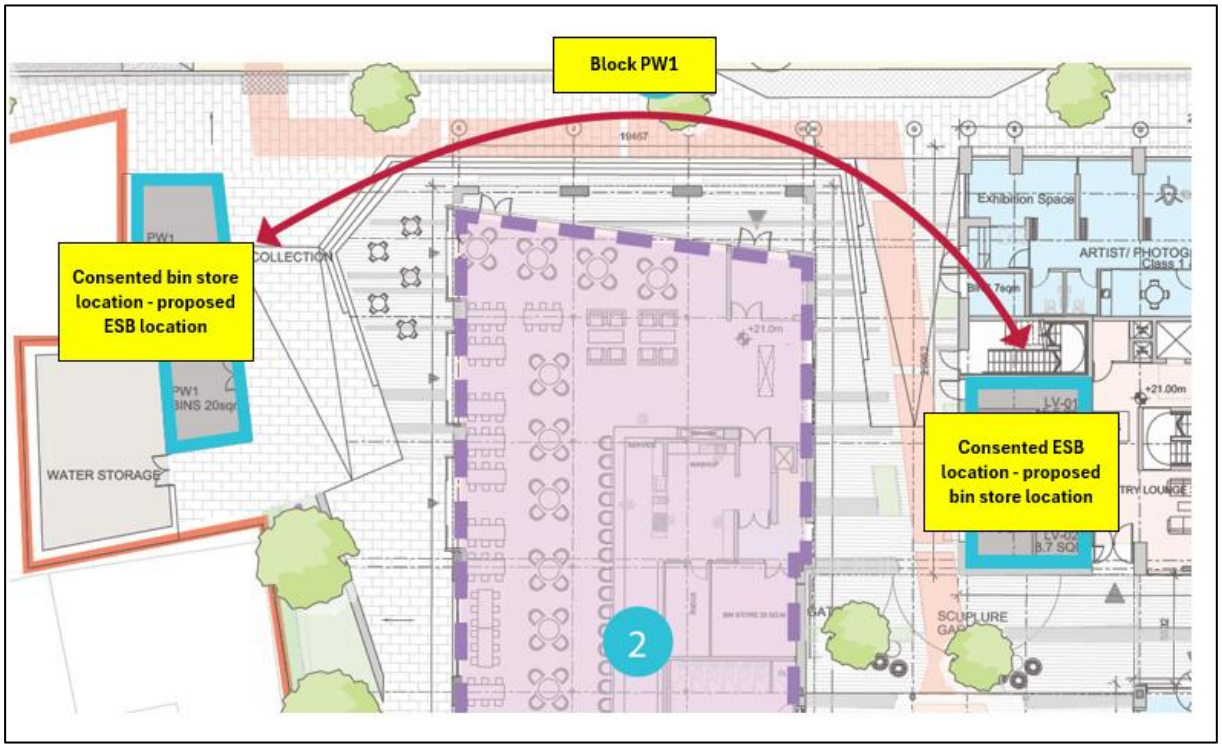


Figure 2: PW1 – Bin Store and ESB location

- The conversion of two dedicated bicycle lifts to two dedicated bicycle stairs with 'VeloComfort' automated ramps in PW2. The benefits of this system compared to a lift are:
  - It saves space as there is no requirement for a separate dedicated lift shaft, machine room or floor footprint.
  - It is quicker than using a lift – there is no waiting time for cyclists, and several cyclists can use the ramp at the same time.
  - It is easier to maintain than a lift.

- There is no ‘idle’ energy waste, as sensors ensure the belt is only activated when a bike is present.

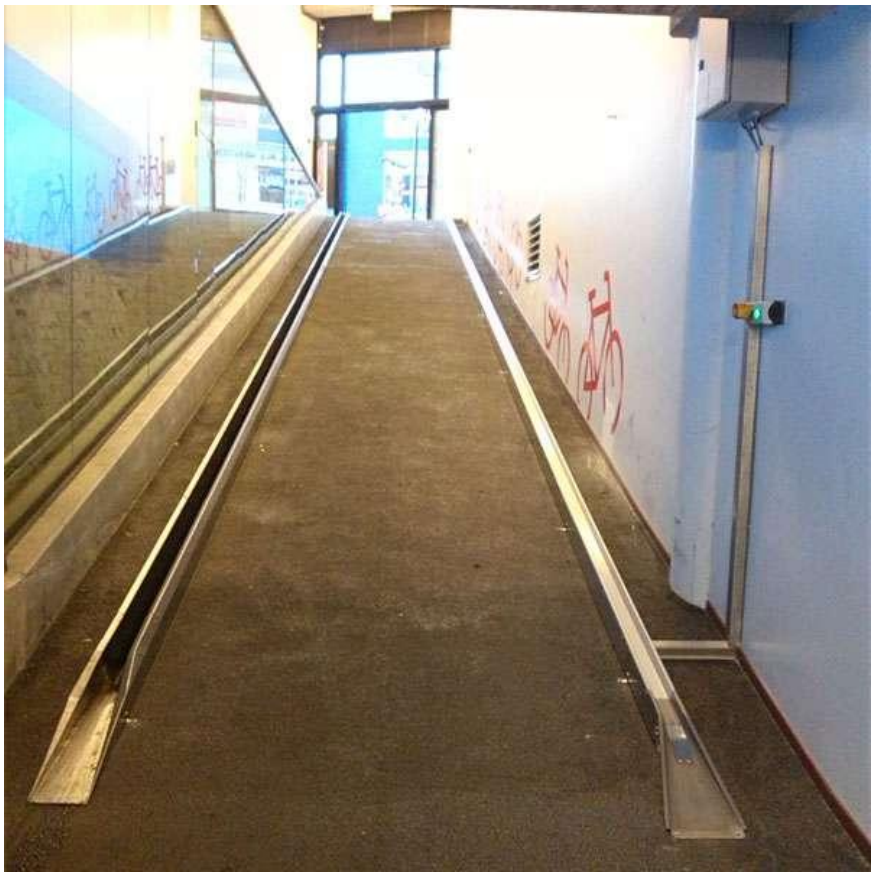


Figure 3: Example of proposed ‘VeloComfort’ ramp

4. CONCLUSION

4.1.1 The proposed Planning Amendment will have minor implications in terms of transport. As the number of units is identical to that consented, travel demand will not change, and the site access strategy remains unchanged. Car, motorcycle and bike parking will remain as consented.

4.1.2 The only substantive changes relate to:

- The switching of the bin stores and ESB substation at PW1, both of which can be accessed as required by emergency, refuse and service vehicles.
- The proposed replacement of two cycle lifts with a VeloComfort’ ramp system will provide greater efficiency in terms of reduced waiting time, reduced space requirements and easier maintenance.

APPENDIX A – SWEPT PATH DRAWINGS

ONORE PROJECT PHASE 2
8 APPLICATION)

E 2

B
PV

24370
10900
+78,725
+72,575
+68,750
+83,250
33400
+20,271
FFL +20.300
+68,750
+76,025
7268
+83,250
+27,800
+20,279
DB32 Fire Appliance
+28,775
63039
17714
+34,745
55504
+51,375
+41,875

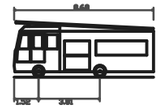
Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

Over-run envelope of vehicle wheels

Over-sail envelope being swept by vehicle chassis



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Rev.	Date	Revision details	Drawn	Checked	Approved

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Client: OMP

Project: Player Wills

Title: Swept Path Analysis
DB32 Fire Appliance

Drawn	Checked	Approved
CG	GM	GM
Original drg. size: A3	Date: Oct '26	Scale: 1:250
Drawing Status: Information	Drawing Number: IE01T25A35/I/SPA01	Rev.

ONORE PROJECT PHASE 2
8 APPLICATION)

E 2

24370
10900
+78,725
+72,575
+68,750
+83,250
33400
+20,271
FFL +20.300
+68,750
+76,025
7268
+83,250
+27,800
+20,279
DB32 Refuse Vehicle
+28,775
63039
17714
+34,745
55504
+51,375
+41,875

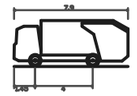
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Key:

Over-run envelope of vehicle wheels

Over-sail envelope being swept by vehicle chassis



DB32 Refuse Vehicle	
Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.183m
Min Body Ground Clearance	0.388m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.625m

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