



## **DMURS Statement of Consistency**

Strategic Housing Development for Lands at Glenamuck Road  
North, Carrickmines, Dublin 18

April 2022

**Waterman Moylan Consulting Engineers Limited**

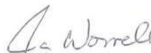
Block S, EastPoint Business Park, Alfie Byrne Road, Dublin 3  
[www.watermangroup.com](http://www.watermangroup.com)

**Client Name:** Moran Park Home Builders Ltd.  
**Document Reference:** 13-125r.012  
**Project Number:** 13-125

## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

---

Issue	Date	Prepared by	Checked by	Approved by
No. 1	June 2021	J. Rivero	I. Worrell	I. Worrell
No. 2	April 2022	R. Miles	I. Worrell	I. Worrell 

## Comments

---

## Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

## Content

<b>1.</b>	<b>DMURS Statement of Consistency .....</b>	<b>4</b>
<b>2.</b>	<b>CREATING A SENSE OF PLACE .....</b>	<b>5</b>
2.1	Connectivity.....	5
2.2	Enclosure .....	6
2.3	Active Edge .....	6
2.4	Pedestrian Activities/Facilities.....	7
<b>3.</b>	<b>KEY DESIGN PRINCIPLES.....</b>	<b>8</b>
3.1	Pedestrian Activity/Facilities .....	8
3.2	Design Principal 2 (Multi-Functional Streets).....	8
3.3	Design Principal 3 (Pedestrian Focus).....	8
3.4	Design Principal 4 (Multi-disciplinary Approach) .....	9
<b>4.</b>	<b>Conclusion .....</b>	<b>10</b>

## 1. DMURS Statement of Consistency

This statement of consistency has been prepared to accompany a planning application for a proposed residential development at lands at Glenamuck Road North, Carrickmines, Dublin 18.

The proposed development shall provide for the construction of 118 no. residential apartment units in the form of 3 no. residential blocks of apartments ranging in height from 4 storey's and transitioning to 6-7 storeys overall

The overall development proposal shall provide for the following:

- Block A (7 storeys) comprising 44 no. units (13 no. 1 bed units, 28 no. 2 bed. units and 3 no. 3 bed units);
- Block B (6-7 storeys overall) comprising 38 no. units (11 no. 1 bed units, 26 no. 2 bed units and 1 no. 3 bed units); and
- Block C (6 storeys overall) comprising 36 units (10 no. 1 bed units; 22 no. 2 bed units and 4 no. 3 bed units);

Each new residential unit has an associated area of private open space in the form of balcony / terrace area and set back upper floor levels.

Open space is provided by one major centrally located public open space between blocks A and B which include a play area; two further communal open space areas are provided adjoining Block B & Block C.

Communal Area located at the ground floor of Block B comprising of a shared working space, meeting rooms, a gym and changing/tea stations is also proposed.

2 no. basement level areas (approx. 2,340.9 sqm) are also proposed at lower ground / ground floor level of Blocks A, B (1,470.0 sqm) and C (834.9 sqm) and include car parking, bicycle parking, refuse storage areas, plant areas and an ESB Substation which is located between Blocks B and C.

A total of 103 no. car parking spaces (67 no. at basement level and 36 no. at surface level to include 17 no. electric power points and 5 no. accessible parking spaces) are proposed. In addition, 5 no. motorcycle parking spaces (3 no. at basement level A and B, and 2 no. at basement level C). A total of 280 no. bicycle parking spaces (254 no. at basement level and 26 no. at surface level) are also proposed.

Proposals for vehicular and pedestrian access comprise via Glenamuck Road North and all associated upgrade works; The access point to the south (via Carricáil) is for pedestrians and cyclists only.

Associated site and infrastructural works including the provision for water services, foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works to include new tree and hedge planting; green roofs; boundary treatments; internal roads and footpaths; and electrical services.

The proposed housing development is required to be consistent with the requirements of the Design Manual for Urban Roads and Streets (DMURS).

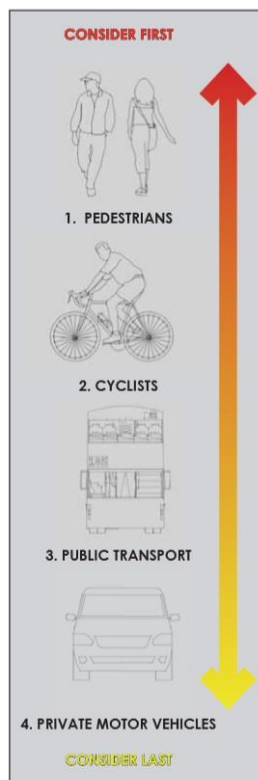
The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. The implementation of DMURS is intended to enhance how we go about our business, enhance how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel.

## 2. CREATING A SENSE OF PLACE

Four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods. Each of these characteristics are set out in the sections below together with a commentary setting out how the proposed residential development complies with each of these characteristics

### 2.1 Connectivity

*“The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected.”*



In order of importance, DMURS prioritises pedestrians, cyclists, public transport then private cars.

This is illustrated in the adjacent image extracted from DMURS.

The proposed development has been designed with careful consideration for pedestrians and cyclists. Pedestrian and cyclist's connectivity is provided to Glenamuck Road and the adjacent Carricail development to the south.

The site is located in close proximity (c. 2min walk) of bus stops and Carrickmines LUAS stop, providing easy connection to the City Centre.

Pedestrian and cyclist permeability between the proposed development and the Carricail development (approved under Reg. Ref. D18A/1187 & ABP Order 304995-19) has been considered, allowing full mobility between both sites, and allowing residents and visitors from both developments to use the proposed pedestrian/cyclist entrance as part of D18A/1187.

The proposed development has been carefully designed to promote strong levels of connectivity in favour of pedestrians and cyclists with vehicular movement taking a secondary role in line with the objectives of DMURS. Connectivity throughout the scheme is heavily weighted towards the pedestrian with only 1 car park access point to the basement's car parks. Direct pedestrian access from the proposed development to the Glenamuck Road is provided and the permeability between the subject development and Carricail Development located directly south will permit the use the pedestrian/cyclist access onto Glenamuck Road proposed as part of Carricail development. Permeability between the two developments has been considered by creating a share surface road that connects both developments, allowing cyclist and pedestrians to move freely from one to another.

In the vicinity of the subject site, pedestrians can benefit from a good standard of provision of footpaths on both sides of the carriageway. These footpaths are separated from the carriageway by a cycle path for the majority of its length.

Cyclists can benefit from the provision of cycle tracks along Glenamuck Road, and the close proximity from the development to the cycling facilities on the N11.

It is considered that the proposed development is fully compliant with the connectivity objectives of DMURS.

## 2.2 Enclosure

*“A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.”*

The proposed development has been designed so that the residential units are overlooking the main access routes to the development, circulation areas within the development and the primary public open space. High quality landscaping and tree planting are proposed within the scheme.

The apartment buildings, surrounding the open space create a sense of enclosure. The high-quality landscaping creates a very definitive sense of place. In this regard, we refer you to the accompanying landscape layouts supplied under separate cover.

Road widths of 5.5m throughout the development ensure that a strong sense of enclosure is achieved on residential roads.

## 2.3 Active Edge

*“An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings.”*

The development has been designed so that the building's front directly onto the Road network for the site. The pedestrian routes surrounding the subject site will also create an active edge along this road. As stated in Section 2.2.1 of DMURS, an active frontage enlivens the edge of the street, creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings. This will be further enhanced by the amenity building proposed on the ground floor of Block B. The amenity building has a gym, a shared working space and meeting rooms, which will promote and encourage on-street activity throughout the day.

The central open space within the heart of the development will enhance activity and enliven this area between the proposed buildings.

Section 4.4.7 of DMURS recommends the use of horizontal and vertical deflections on straights where there is more than 70m between junctions. The internal road network of the proposed development has been designed by the Civil Engineers in conjunction with the Architects so as to ensure that this distance of 70m has generally not been exceeded through the development, and that in cases where a reduction in straight length was not possible, that appropriate traffic calming measures such as raised tables (vertical deflections) have been incorporated to the design.

On-street parking separates pedestrians from the vehicle carriageway and, as per DMURS Section 4.4.9, can calm traffic by increasing driver caution, contribute to pedestrian comfort by providing a buffer between the vehicular carriageway and footpath and provide good levels of passive security. On-street parking has been designed at selected locations throughout to implement the DMURS recommendation.

Suitable sightlines have been provided throughout the development, ensuring that localised planting does not obscure visibility as cars make turning manoeuvres, improving the pedestrian safety at crossing points.

## 2.4 Pedestrian Activities/Facilities

*“The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian’s feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity.”*

As outlined in the items above the proposed development has been designed to provide excellent pedestrian connectivity. The apartments are all located so that they front directly onto the active edges/open space, which will provide surveillance to enhance pedestrians feeling of safety and wellbeing.

Throughout the site, pedestrian routes are generally 2.0m wide or greater which provide adequate space for two people to pass comfortably. DMURS identifies a 1.8m wide footpath as being suitable for areas of low pedestrian activity and a 2.5m footpath as being suitable for low to moderate pedestrian activity. Due to the location of the subject site with reference to surrounding public transport infrastructure and size of the development, it is considered that the pedestrian traffic would be ‘low’ to ‘low – moderate’ and therefore a 2.0m wide footpath is considered sufficient and typical of a development of this nature.

There is a network of inter-connecting footpaths on the road network in the area around the site, providing access to the local transport links and amenities. In addition, cyclists can benefit from the provision of dedicated cycle tracks in the surrounding network, creating a fully integrated cycle network which will increase the overall accessibility by this mode.



### 3. KEY DESIGN PRINCIPLES

DMURS sets out four core design principles which designers must have regard in the design of roads and streets. These four core principals are set out below together with a commentary setting out how these design principals have been incorporated into the design of the proposed residential development.

#### 3.1 Pedestrian Activity/Facilities

*“To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users and in particular more sustainable forms of transport.”*

As described previously the proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The provision of high levels of connectivity for pedestrians and cyclists are intended to promote walking and cycling by making them a more attractive option to the private car.

The proposed development is well connected to the surrounding primary roads network with access to Glenamuck Road. The proposed improvement works at the site entrance will improve pedestrian permeability, and the connectivity between the subject development and Carricail Development (D18A/1187) will further enhance permeability between the subject site and the surrounding road network.

#### 3.2 Design Principal 2 (Multi-Functional Streets)

*“The promotion of multi-functional, place based streets that balance the needs of all users within a self-regulating environment.”*

The central open area will also create a central place to meet. It will be a vibrant location with lots of people movement which will provide a real sense of place.

It is proposed to utilise an approved shared surfacing adjacent to Block C, subject to Dun Laoghaire Rathdown Council Roads and Transportation approval. Use of a shared-surface buff coloured chipping/macadam and flush kerb indicates to both drivers and pedestrians/cyclists that the road is a shared space. As stated in Section 4.4.2 of DMURS, paving materials combined with embedded kerbs can encourage a low vehicle speed shared environment.

Entry treatment to shared zones is provided in the form of a ramp up, which helps announce that a driver is entering into a shared area. It is stated in Section 4.3.4 of DMURS that shared surface streets and junctions are highly desirable where movement priorities are low and there is a high place value in promoting more liveable streets (i.e. home-zones), such as on Local streets within Neighbourhood and Suburbs.

#### 3.3 Design Principal 3 (Pedestrian Focus)

*“The quality of the street is measured by the quality of the pedestrian environment.”*

The design of the scheme has placed a particular focus on the pedestrian. Connectivity throughout the scheme is heavily weighted towards the pedestrian. There are excellent pedestrian links to the surrounding road networks, public transport services and amenities.

The central open space has been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians' sense of safety and well-being within this area.

Raised tables are provided, which allow pedestrians to continue at grade. The raised tables also promote lower vehicle speeds.



### **3.4 Design Principal 4 (Multi-disciplinary Approach)**

*“Greater communication and co-operation between design professionals through promotion plan led multidisciplinary approach to design.”*

The design of the proposed scheme has been developed through the design team working closely together. The proposed development design is led by McGrane and Partners Architects working together with Waterman Moylan Consulting Engineers, Brock McClure Planning Consultants and Ronan MacDiarmada and Associates Landscape Architect.

The developer and promoter of the scheme, Moran Park Home Builders Ltd, is committed to delivering a high-quality development which complies with the recommendations of DMURS.

## **4. Conclusion**

- This statement of consistency sets out how the proposed development has been designed to achieve the objective set out in DMURS.
- Having regard to the above we would be of the opinion that the proposed development is consistent with the requirements for the design of urban roads and streets as set out in DMURS.

# UK and Ireland Office Locations

