



## **DMURS Statement of Consistency**

Proposed Strategic Housing Development, Carrickmines Great,  
Glenamuck Road South, Dublin 18

July 2022

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## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
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## Comments

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## 1. DMURS Statement of Consistency

This statement of consistency has been prepared to accompany a Strategic Housing Development (SHD) to the east of Cairnbrook Estate, Glenamuck Road South, Dublin 18. This report has been prepared as part of a planning submission to An Bord Pleanála for a proposed SHD development.

The proposal consists of a proposed residential development of 167 no. residential units, a childcare facility (creche), open space, roads infrastructure and all associated development. The proposal includes 69 no. houses of 2 and 3 storeys in height and 98 no. apartments in two no. blocks of 5 and part 6 storeys in height all over basement car park. The unit mix consists of 30 no. 1 beds, 47 no. 2 beds, 47 no. 3 beds and 43 no. 4 beds. The Creche will cover an area of 188sqm.

Policy UD1 in Chapter 8 of the Dún Laoghaire Rathdown Development Plan 2016-2022 states that the Council will promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets (DMURS)' (2013) and will seek to ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design. Where relevant, this application has regard to the principles of DMURS, having regard to both Chapter 8 of the 2016 Development Plan as well as the references to DMURS in the new 2022 Development Plan (in particular Section 4.4.1.1 which states that it is a policy objective to promote the guidance principles in the 'Design Manual for Urban Roads and Streets' (2013)

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

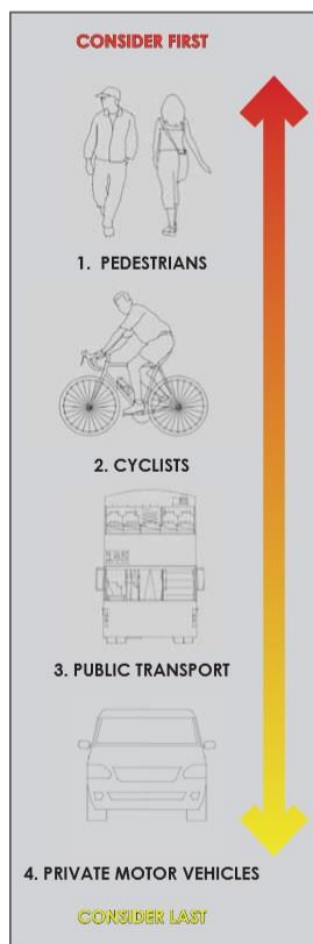
Four characteristics represent the basic measures that should be established to create people friendly streets that facilitate more sustainable neighbourhoods. These are:

- a) Connectivity;
- b) Enclosure;
- c) Active Edge; and
- d) Pedestrian Activity/Facilities.

Each of these characteristics are set out in the chapters below together with a commentary setting out how the proposed 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.

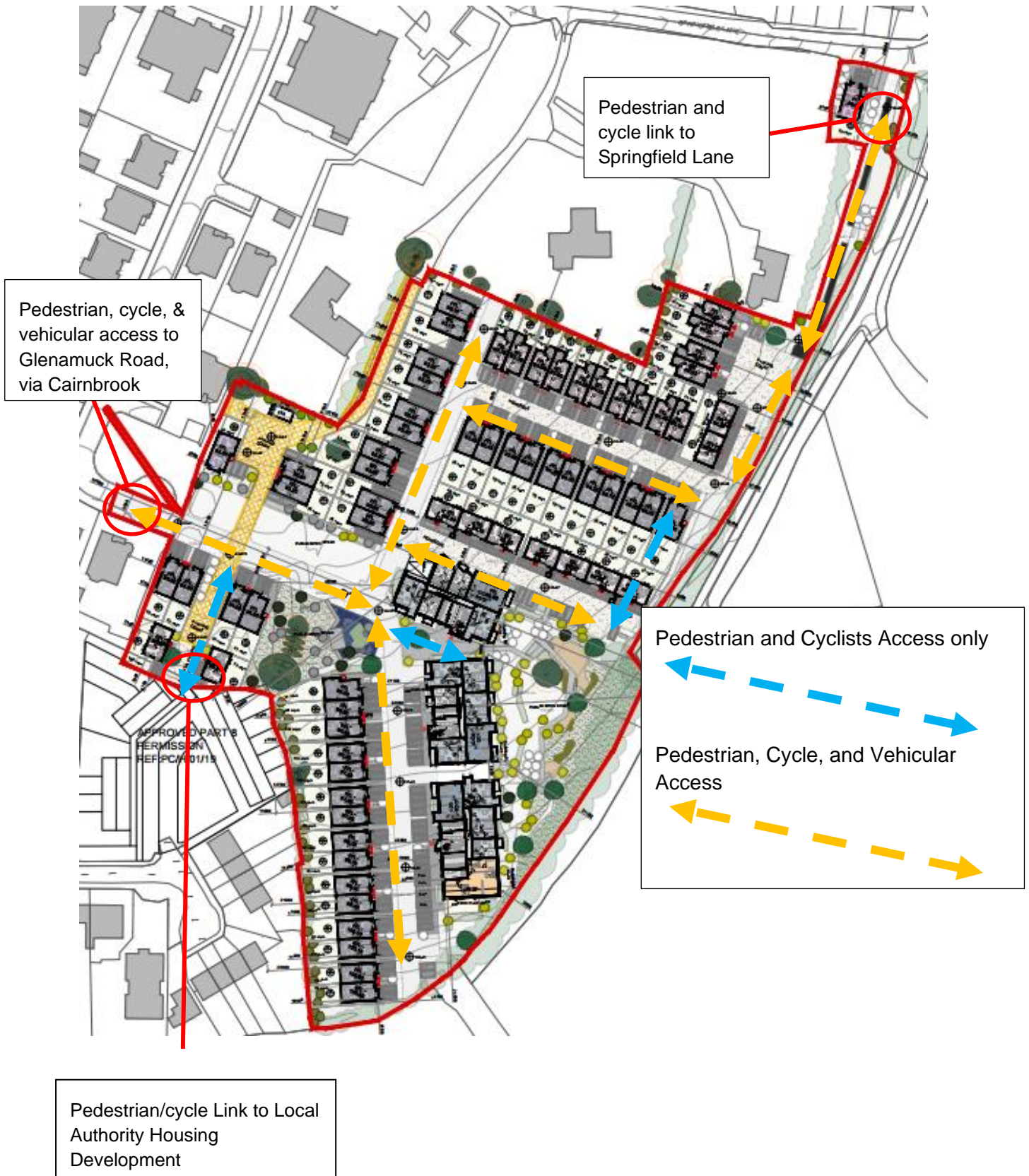
The proposed development has been designed with careful consideration for pedestrians. Pedestrian connectivity is provided throughout the development with good links to the existing established residential development. In addition to the primary pedestrian/cycle/vehicular links to the Cairnbrook estate, pedestrian and cycle connectivity is provided to the Local Authority housing development to the southwest of the proposed development which will particularly benefit the Local Authority development. Pedestrian and cycle connectivity is also provided to Springfield Lane to the north of the development site. Glenamuck Road is accessible to the west via the Cairnbrook residential estate or Springfield Lane. The Cairnbrook access road will be extended to provide vehicular access to the subject development.

It is proposed to keep cyclists on road within the development.

The site is served by a bus service between Kiltiernan Village and Dun Laoghaire Station that runs along Glenamuck Road. The closest stop (stop no. 3277) is approximately 500m walking distance to the west of the pedestrian and vehicular entrance shown in Figure 1 below. Additionally, the Green Line Luas (Ballyogan Wood) is 1.5km walking distance from the subject site via the pedestrian route at the north of the site and connects the site to the city centre.

There is one main vehicular access road through the site providing access to each of the residential streets. Straight and through access roads have been avoided to reduce the speed of traffic and eliminate through traffic. It is considered that the proposed development is fully compliant with the connectivity objectives of DMURS.

Figure 1: Proposed Site Access and Pedestrian and Cycling Routes



## 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 streets and public open spaces which provide passive surveillance. Landscaping and tree planting are provided along the roads/streets which assist in providing a sense of enclosure.

There are multiple cul-de-sacs with shared surfaces which provide enclosed residential communities and give a sense of place to these individual communities.

## 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.”*

Residential housing units are all located so that they front directly onto the roads and streets. Entrances to the units are clearly legible and are provided directly from the street which will ensure that there is plenty of activity as residents come and go.

## 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.”*

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.

The proposed development has been designed to reduce traffic speeds. In this regard, most of the roads end in cul-de-sacs to encourage lower traffic. In order to provide some additional traffic calming and prioritise pedestrian movement, raised tables have been introduced at junctions along the main access road and shared surfaces have been incorporated along sections of roadway.

The pedestrian routes across the site are generally 2.0m wide 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. It is considered that a 2m wide footpath is appropriate for the proposed development.

As described in Section 2, 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.

### 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 Design Principal 1 (Connected Networks)

*“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.”*

The development is comprised of a number of local and shared surface streets providing access to each of the dwellings on site. The provision of the high levels of connectivity for pedestrians by providing footpaths/shared surfaces throughout the site are intended to promote walking 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 and the Cairnbrook Estate. Pedestrian/cycle links are provided to Springfield Lane and also to the Local Authority housing development to the southwest.

#### 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 road, street and housing layout has been designed to include new connections to adjoining developments and a hierarchical street pattern enhancing the streets used for both pedestrians and vehicles.

Open space proposals have been designed to complement and enhance the street hierarchy with street trees provided to act as a buffer to traffic noise, provide traffic-calming and enhance legibility of the main access road.

Footpaths are incorporated into the road network providing numerous cross site links including pedestrian and cyclist links where vehicular cul-de-sacs are present. This design will encourage this multi-functional use and create balance. The hierarchical internal road network creates a calm and composed environment by virtue of the number, layout and composition of dwellings and the design will contribute a positive urban response to the local context, place making and identity of the area and in the process promote the multi-functional, place-based street.

The layout strategy for the development, sets out a network of streets and open spaces that reinforce the sense of place. The roads have been laid out to feature curves and corners that will inherently slow traffic and yet do not act as a deterrent for bicycle users and pedestrians.

#### 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. The streetscape 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 wellbeing.

The street design incorporates well thought out pedestrian facilities such as appropriate footpaths, pedestrian crossings, shared surfaces and raised tables. There is one pedestrian access to the west that links the subject site to the adjacent Cairnbrook Estate. In addition, there is a pedestrian link to Springfield Lane to the north of the site and to the Local Authority housing development to the southwest of the site. The overall development provides pedestrian connectivity within the site, with a link to the east that brings



the pedestrian from Springfield Lane into the main open space and provides a pedestrian route from the apartment buildings located to the southeast to Springfield Lane. Refer to Figure 1 above.

Particular attention has been paid to the detail design of roads, kerbs, margins, foot paths, lighting and screening. The aim is to achieve a balance between architecture, safety, privacy and practical durability. Again, the hierarchy of road types, pavement and surfaces will reinforce their completeness and thoroughness of the overall proposal and provide a clear distinctive sense of place.

### **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 O'Mahony Pike Architects working together with Waterman Moylan Consulting Engineers and Dermot Foley Landscape Architects. The developer of the scheme, Grafton Issuer DAC, is committed to delivering a high-quality development which complies with the recommendations of DMURS.

## 4. Conclusion

- Waterman Moylan Consulting Engineers have been appointed by Regency on behalf of Grafton Insurance DAC to provide Engineering advice for the proposed residential development at Glenamuck Road, Dublin 18.
- The statement set out above demonstrates how the proposals achieve the objective set out in DMURS, which aim to achieve better street design so as to encourage people to choose to walk or use public transport over using the private car.
- 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

