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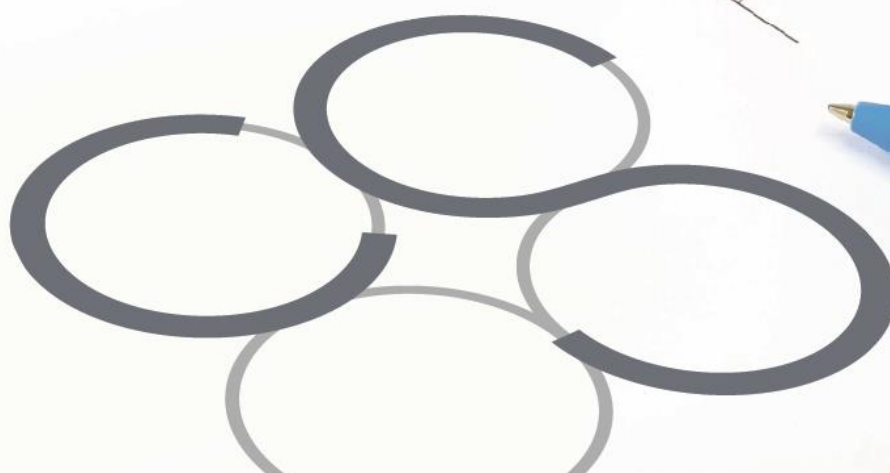
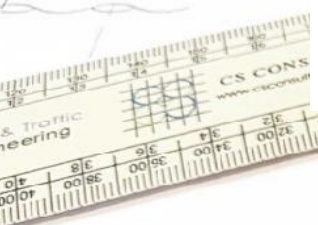
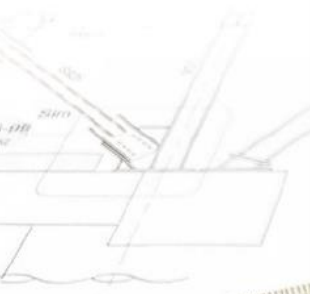
LIMERICK  
LONDON  
DUBLIN

**DMURS Statement of Consistency**  
**Proposed Mixed-Use Development**  
**Belgard Square East, Belgard Road**  
**and Blessington Road, Dublin 24**

Client: Ravensbrook Limited

Job No. Q003

June 2022





## DMURS STATEMENT OF CONSISTENCY

### PROPOSED MIXED-USE DEVELOPMENT, BELGARD SQUARE EAST, BELGARD ROAD AND BLESSINGTON ROAD, DUBLIN 24

#### CONTENTS

1.0	DMURS STATEMENT OF CONSISTENCY .....	1
1.1	INTRODUCTION .....	1
1.2	TRAFFIC & TRANSPORTATION .....	1
1.3	DESIGN MANUAL FOR URBAN ROADS AND STREETS (DMURS) .....	2
1.4	INTERNAL STREET LAYOUT.....	2
1.5	PEDESTRIANS & CYCLISTS.....	7
1.6	PUBLIC TRANSPORT .....	8
1.7	CAR PARKING .....	9
1.8	CONCLUSION.....	10

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File Location: j:\q\_jobs\job-q003\b\_documents\1.0\_civil\4\_reports\dmurs\q003-csc-zz-xx-rp-c-0007 dmurs statement of consistency 20220602.docx

**BS 1192 FIELD**      **Q003-CSC-ZZ-XX-RP-C-0007 DMURS Statement of Consistency 20220602**

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Q003	FB	NB	NB	04.10.2021	



## **1.0 DMURS STATEMENT OF CONSISTENCY**

### **1.1 Introduction**

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned Ravensbrook Limited to develop a DMURS Statement of Consistency to accompany a proposed mixed-use development located on Belgard Square East, Belgard Road and Blessington Road, Dublin 24.

### **1.2 Traffic & Transportation**

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2019)
- South Dublin County Development Plan 2016–2022
- Draft South Dublin County Development Plan 2022-2028
- Tallaght Town Centre Local Area Plan 2020
- National Cycle Manual (2011)
- Greater Dublin Area Cycle Network Plan (2013)
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2018
- Draft Transport Strategy for the Greater Dublin Area 2022-2042

### 1.3 Design Manual for Urban Roads and Streets (DMURS)

The DMURS focus on sustainable residential development and promote layouts that:

- priorities walking, cycling and public transport and minimise the need to use cars
- are easy to access for all users and to find one's way around
- promote the efficient use of land and of energy, and minimise greenhouse gas emissions
- provide a mix of land uses to minimise transport demand.

### 1.4 Internal Street Layout

The development layout design put forward is for an internal shared street accessing 4no. creche car parking spaces, a loading bay/set down area, a disabled accessible car parking space, and ESB substations. A second vehicular access point to the basement is proposed off Belgard Square East. A dedicated pedestrian/cyclists access is present at the eastern boundary of the subject development site on to Belgard Road. This access is reserved for use emergency vehicles, and pedestrians and cyclists. This shall therefore improve pedestrian and cyclist safety in this location.

This is in line with DMURS advice at section 3.4.1 which discusses vehicle permeability. The guidelines discourage the use of traditional cul-de-sacs, and state the following in relation to filtered permeability:

*"Filtered permeability networks, which restrict universal permeability, may be applied where designers are seeking to prioritise the movement of more sustainable modes (ie. pedestrians, cyclists and public transport) over private vehicles."*

The proposed pedestrian/cycle link to Belgard Road shall be located in proximity to and provide access to the development's internal courtyard and shall be overlooked by the subject development. These design measures shall ensure that the linkage is not perceived as an anti-social space.

The final development layout incorporates features that benefit vulnerable road users by restricting vehicular access. The provision of good permeability for pedestrians and cyclists, as well as efficient access to public transport, are all key objectives of the proposed site layout.

The objectives of the evolving site layout design are:

- to minimise the intrusion of vehicle traffic.
- to ensure ease of access for emergency services and for refuse collection and servicing operations.
- to encourage walking and cycling.
- to create short walking routes to shops, public transport, etc.
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as mobility impaired individuals and children.

Access to the development at surface level will be via a two-way shared surface tertiary route, 6.0m in width, flanked on either side by dedicated pedestrian footpaths with a minimum width of 2.0m, which exceeds the minimum footpath width allowed in the DMURS. Please refer to Figure 1.

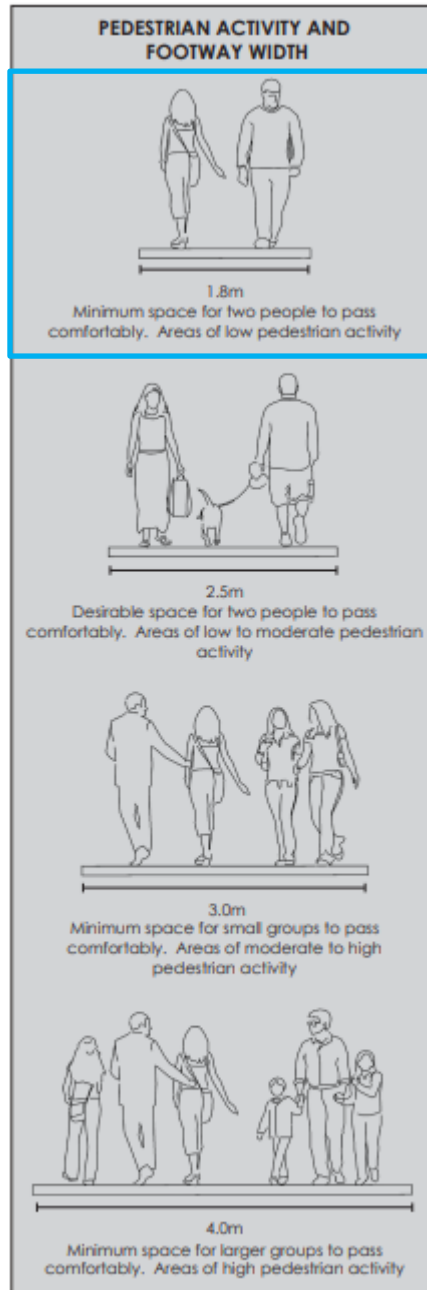


Figure 4.34: Diagram showing the amount of space needed for pedestrians to pass each other with regard to pedestrian activity levels.

Figure 1 - Footpath Width Requirements (source: DMURS)



The tertiary route shall provide a local access function to the subject development. Priority is provided for active travel modes within the subject development with flush kerbs<sup>1</sup>, filtered permeability and shared surfaces throughout. The proposed carriageway width of 6.0m is required to facilitate servicing of the development by fire tender and refuse collection vehicles and turning manoeuvres by general vehicular traffic. It is proposed that the tertiary route shall be subject to a speed limit of 10km/h.

It is proposed that a waste collection point will be provided at the northern edge of the proposed internal tertiary route, allowing for refuse collection to occur internally within the subject development site.

The internal layout of the proposed development has been designed to create a "sense of place" in accordance with s 2.2.1 of the DMURS. Sense of place will be achieved through:

- connectivity
- enclosure
- active edge
- pedestrian activity/facilities

Connectivity in this development will be achieved by encouraging pedestrian activity through walkable street networks which provide

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<sup>1</sup> A flush kerb is a kerb which is level with the surrounding area. There is no height difference between the kerb and the carriageway, cycle track or footpath. Flush kerbs allow easy crossings from footways across carriageways and cycleways, and assist mobility impaired users

pedestrian permeability throughout the development, linking Belgard Square East to Belgard Road and Blessington Road.

A sense of enclosure is provided through the use of street trees and the proposed development buildings. The ground floor layout of the proposed buildings feature frequent entrances which activate the street frontage. Commercial uses are proposed within several round floor units which shall help to provide an active edge.

The internal layout of the proposed development shall incorporate numerous design features such as distinctive surface materials and colours, strong landscaping proposals, and modern furniture structures, in order to establish a sense of place within an urban neighbourhood environment.

- In accordance with section 4.2.6 of DMURS, the proposed development shall make use of contrasting materials and textures to inform pedestrians and drivers of transitions between the proposed carriageway, footpath and shared cycle/pedestrian route. Tactile paving and tactile strips shall be utilised to assist the visually impaired. Materials shall be chosen from a limited palette to promote visual cohesion.
- Planting shall be in accordance with section 4.2.7 of DMURS. Landscaping proposals have been designed to visually enhance the proposed development. Proposed trees shall not disrupt movements.
- Proposed street furniture shall be in accordance with section 4.2.5 of DMURS. It is proposed to provide bollards on the tertiary route to guide pedestrians and reduce illegal kerb mounting. Proposed street furniture shall be located separate to the minimum footway allowance (1.8m).

The proposed scheme is wholly consistent with the Design Manual for Urban Roads and Streets (DMURS) 2019.

## **1.5 Pedestrian & Cyclist Facilities**

Pedestrian access to the development shall be accommodated via the proposed new vehicle access point on Belgard Square East. Additional access points are proposed on Blessington Street to the north of the subject development and to the west from Belgard Road. Pedestrian and cyclist permeability through the site is provided by means of the east-west shared tertiary route (linking Belgard Square East to the existing northbound cycle lane on Belgard Road) and a dedicated pedestrian/cyclist link in a north-south direction, linking the proposed tertiary route to Blessington Road. A bicycle stairs is proposed in proximity to the development's primary access on Belgard Square, providing access to the subject development residential bicycle stores at basement level. Lift access to basement level is also proposed to the north of the subject development site.

763no. bicycle parking spaces shall be provided within the subject development of which 529no. are shall serve the development residents' long-term provision. 20no. staff bicycle spaces are provided at basement level. 214no. spaces shall serve visitors to the proposed development. Visitor spaces shall be provided at surface level for the use of residential visitors and staff/patrons of the commercial uses proposed within the subject development. 159no. spaces at surface level are proposed to serve the residential visitors to the proposed development. The remaining 55no. surface level spaces shall serve the visitors of the café, restaurant, retail, and office uses.

## 1.6 Public Transport

Bus stops located within a 5-minute walk of the development site is served by 9no. Dublin Bus routes; the Tallaght stop on the Luas Red Line is located within 5 minutes' walk from the development site. Existing footpaths connect the development site to these public transport services.

### 1.6.1 Light Rail Services

The Luas light rail network consists of two principal lines as shown in Table 1, which connect to one another at Abbey Street/Marlborough Street/O'Connell Street in Dublin City Centre.

- LUAS Red Line (E-W) Dublin Docklands to Tallaght/Saggart
- LUAS Green Line (N-S) Broombridge to Bride's Glen

Table 1 – Luas Red Line Light Rail Services adjacent to Site

Direction	Destinations	Peak Interval
Northbound	Dublin Docklands	3-4 min
Southbound	Tallaght/Saggart	3-4 min

The subject development site is located within a 5-minute walk of the Tallaght stop on the Luas Red Line. Light rail services operating to and from these stops connect it directly to Dublin city centre, interchange with the Luas Green Line is possible at Abbey Street. Trams serve the Tallaght stop at intervals of approximately 3-4 minutes at peak times.

### 1.6.2 Bus Services

Bus stops within a 5-minute walk of the development site are served by 9no. bus routes, which connect it to Dublin city centre, to Blessington, and to Dún Laoghaire and other Dublin suburbs. Details of this bus can be seen in Table 2 below.

Table 2 – Bus Services within 5-minute Walk of Site

Route No.	Operator	Destinations	No. of Weekday Services	Peak Interval
27	Dublin Bus	Clare Hall / Jobstown	100	10 mins
54A	Dublin Bus	Pearse Street / Ellensborough	33	30 mins
65	Dublin Bus	Poolbeg Street / Blessington	15	60 mins
75	Dublin Bus	Tallaght / Dun Laoghaire	35	30 mins
75A	Dublin Bus	Belgard Square South / Dun Laoghaire	5	25 mins
76	Dublin Bus	Chapelizod / Tallaght (The Square)	40	20 mins
77A	Dublin Bus	Ringsend Road / Citywest	52	20 mins
175	Dublin Bus	Citywest Kingswood Avenue / UCD	36	15 mins
761	Citylink	Dublin Airport / Galway	4	180 mins

## 1.7 Car Parking

It is proposed to provide a total of 135no. allocated car parking spaces within the development, 122no. allocated residential spaces and 8no. residential car club spaces. 5no. of these spaces are located at surface level of which 4no. spaces are assigned for creche set down. 1no. additional disabled accessible space is proposed on the tertiary route for use by development user. This represents 0.38 parking ratio per residential unit (non-inclusive of spaces reserved for shared vehicles and spaces

assigned to the creche/commercial uses). This accords with the policy document Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities), published by the Department of Housing, Planning and Local Government in December 2020, which states that:

“In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.

“This includes [locations within] 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min. 10 minute peak hour frequency) bus services.”

As previously described, the development site is located within 5 minutes' walk of the Tallaght (The Square) stop on the Luas Red Line, which is served by frequent trams to and from Dublin city centre, and within a 5-minute walk of a high-quality bus route, the no.27 bus, located north of the proposed development, on Belgard Square North.

## **1.8 Conclusion**

It is concluded that the subject development is designed in accordance with the principles of DMURS. The proposed development considers the needs of pedestrians and cyclists before those of private vehicles.