

DMURS COMPLIANCE STATEMENT

PROPOSED STRATEGIC HOUSING DEVELOPMENT AT
BLACKGLEN ROAD, SANDYFORD, DUBLIN 18

Zolbury Limited

Project No. Z040

19 July 2022



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DOCUMENT CONTROL & HISTORY

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ROAD, SANDYFORD, DUBLIN 18**

ZOLBURY LIMITED

DMURS - STATEMENT OF CONSISTENCY

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1. INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been commissioned to undertake this assessment concerning the proposed development at lands at Blackglen Road in Sandyford, Co. Dublin. The exact site location can be seen in Figure 1 below.

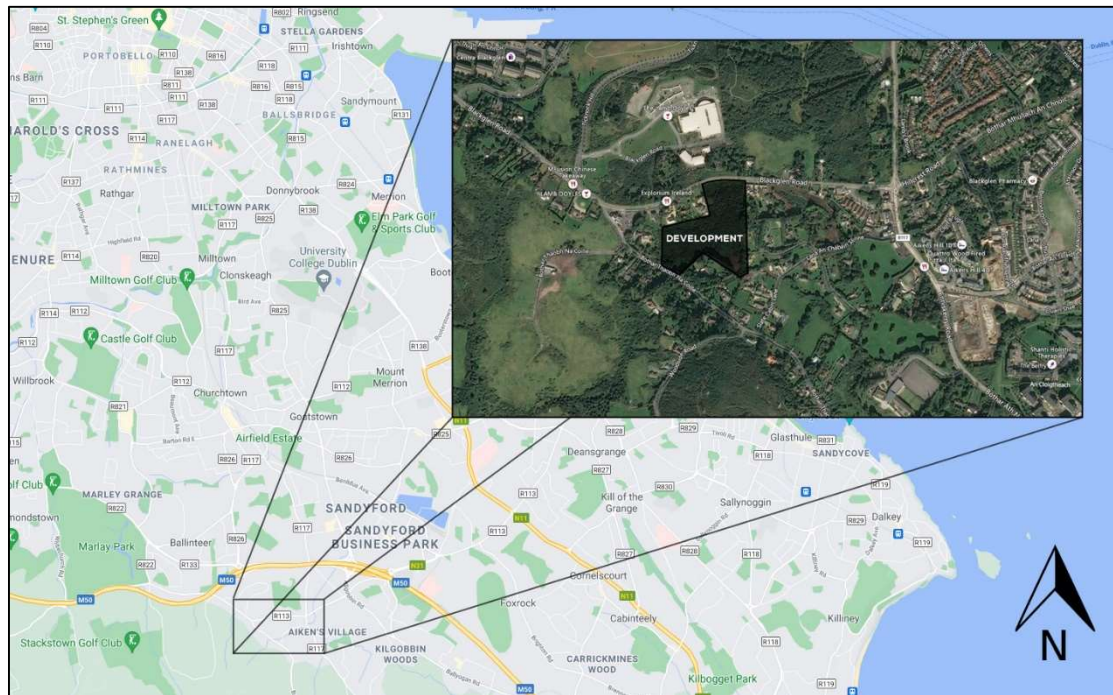


Figure 1: Site Location Map

Zolbury Limited intend to apply to An Bord Pleanála for planning permission for a Strategic Housing Development on a site of c. 3.7 ha at Blackglen Road and Woodside Road, Sandyford, Dublin 18. The development shall consist of a new residential scheme comprising 360 no. residential units, associated resident amenity facilities and a childcare facility in the form of 9 no. new apartment buildings (A1 – C3) as follows:

Block A1 (4 storeys) comprising 18 no. apartments (3 no. 1 bed units and 15 no. 2 bed units); a crèche facility of approx. 401 sq. m with associated outdoor play space of approx. 20 sq. m; and resident amenity facilities of approx. 30 sq. m.

Block A2 (3-4 storeys) comprising 24 no. apartments (2 no. 1 bed units and 22 no. 2 bed units) and resident amenity facilities of approx. 390m².

Blocks B1 and B2 (2-6 storeys) comprising 69 no. apartments (30 no. 1 bed units, 34 no. 2 bed units, 5 no. 3 bed units).

Blocks B3 and B4 (2-6 storeys) comprising 62 no. apartments (30 no. 1 bed units, 27 no. 2 bed units and 5 no. 3 bed units).

Blocks C1, C2 and C3 (3-6 storeys) comprising 187 no. apartments (58 no. 1 bed units, 126 no. 2 bed units and 3 no. 3 bed units); and resident amenity facilities of approx. 187.5 sq. m.

Each residential unit is afforded with associated private open space in the form of a terrace / balcony.

Total Open space (approx. 22,033 sq. m) is proposed in the form of public open space (approx. 17,025 sq. m), and residential communal open space (approx. 5,008 sq. m).

Podium level / basement level areas are proposed adjacent to / below Blocks A2, B1, B2, B3, B4, C1, C2 and C3 (approx. 12,733 sq. m GFA). A total of 419 no. car parking spaces (319 no. at podium/basement level and 100 no. at surface level); to include 80 no. electric power points and 26 no. accessible parking spaces); and 970 no. bicycle spaces (740 no. long term and 230 no. short term), and 19 no. Motorcycle spaces are proposed. 10 no. car spaces for creche use are proposed at surface level.

Vehicular/pedestrian and cyclist access to the development will be provided via Blackglen Road to tie in with the Blackglen Road Improvement Scheme. A second access is also proposed via Woodside Road for emergency vehicles, pedestrian and cyclist access only.

The proposal also provides for Bin Storage areas and 4 No. ESBN substations to supply the development. 3 no. sub-stations shall be integrated within the building structures of Blocks B and Blocks C. In addition, one Sub-station shall be classed as a unit sub-station mounted externally on a dedicated plinth.

The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; green roofs; boundary treatment; internal roads and footpaths; electrical services; and all associated site development works.

The proposed link roads and streets together with the junctions, footpaths and cycle facilities have been designed per the requirements of the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM). DMURS is the design philosophy used in the design of all new residential roads and urban streets and the key objective of DMURS is to achieve safe, attractive, and vibrant streets by balancing the needs of all users and prioritising alternatives to car journeys. The subject site is fully consistent with this recommended approach whilst also facilitating efficient and secure internal movement. The site layout encourages permeability through the site, connecting to the wider area via pedestrian links and cycleways and seeks to prioritise pedestrians and cyclists under the policies set out in DMURS.

2. DMURS DESIGN PRINCIPLES

INTEGRATED STREET NETWORKS

The subject site will be linked to the road network via new access on Blackglen Road. Dedicated pedestrian and cyclist infrastructure will link with existing infrastructure being implemented as part of the Blackglen Improvement Scheme. All footpaths within the development will be a minimum of 1.80m wide and will run parallel to the proposed road infrastructure.

MOVEMENT AND PLACE

The proposed development incorporates a permeable and legible street network that offers route choice and flexibility for managing movement. There is a fully integrated pedestrian network with all the main landscape spaces connected to a universally accessible route. In line with best practice, the design incorporates an orthogonal type of street layout thus promoting legibility as well as connectivity.

The proposed network is structured and will draw future occupants toward focal points including green open spaces and courtyards.

PERMEABILITY AND LEGIBILITY

Pedestrian and cyclist movement is prioritised by providing a layout that restricts vehicular access to the spaces between residential blocks. A high degree of pedestrian permeability throughout the site is created by providing footways that connect the spaces between each block with crossing facilities at the various junctions.

TRAFFIC MANAGEMENT

By assigning carriageway widths of 6.0m link road access and where perpendicular parking occurs on both sides of the road and the remaining local streets, along with variations in the horizontal alignment of the access road, a natural traffic calming effect is provided in both a physical and psychological sense, which will assist in self-regulating vehicular speeds.

Gradients proposed to minimise the need for revving of engines and associated noise and emissions, while appropriate landscaping will absorb excessive sound. Pedestrian priority will be provided at some internal junctions in the form of raised entry treatments which also serve as a traffic calming measure. The location of the site will promote the use of public transport thus contributing to reduced air emissions.

MOVEMENT, PLACE AND SPEED

High levels of pedestrian movement are catered for which supports vibrant and sustainable places. The segregation and exclusion of vehicular traffic and where appropriate the use of shared streets within the development also supports the sense of place.

Element	Consistency with DMURS
Streets and Link Roads	All Link Roads and Streets within the development showcase their hierarchy through their widths through means of a 6.00m width for the main link road and 5.0 for the minor roads. Maximum road gradient 1:12 with minimum gradient 1:100. Corner Radii to be 3.0m to 4.0m depending on the required swept paths. Speed Limits to be 30.0 kph.
Footpaths	All footpaths provided will be a minimum of 1.8m in line with DMURS. New footpath links will be constructed to enhance connectivity.

<p>Cycle Lanes</p>	<p>Cyclists will utilise a shared surface with vehicular traffic. This is in line with DMURS and the National Cycle Manual and can be incorporated due to low speeds and low AADT within the development:</p>
<p>Junctions</p>	<p>The entrance junction is a priority junction with pedestrian and cycle crossings where required.</p> <p>A balanced approach to junction design has been made to meet the objectives of Smarter Travel (2009) and the DMURS Manual wherein the following were observed in the design:</p> <ul style="list-style-type: none"> • Pedestrian crossings have been provided; • Kerb radii have been reduced, thereby reducing crossing distances for pedestrians and slowing turning vehicles; • Direct/single-phase crossings have been provided. • Visibility standards are maintained at all junctions.
<p>Visibility</p>	<p>The internal development of horizontal and vertical visibility is to be maintained at all junctions and crossings in line with the 30 kph Design Speed.</p>

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