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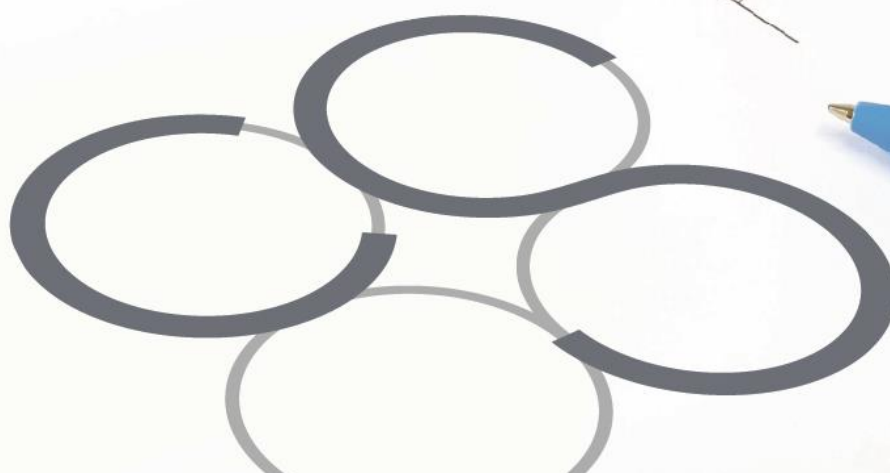
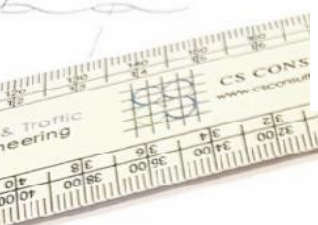
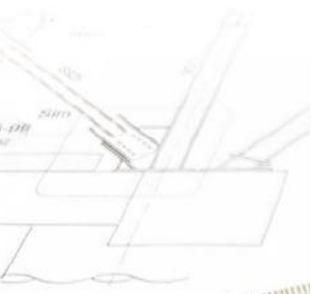
LIMERICK  
LONDON  
DUBLIN

**DMURS Statement of Consistency**  
**Proposed Residential Development**  
**31 & 31A Raven's Rock Road,**  
**Sandyford, Dublin 18**

Client: Ravensbrook Limited

Job No. Q004

March 2022





## DMURS STATEMENT OF CONSISTENCY

### PROPOSED RESIDENTIAL DEVELOPMENT, 31 & 31A RAVEN'S ROCK ROAD, SANDYFORD, DUBLIN 18

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**BS 1192 FIELD**      **RR-CSC-ZZ-XX-RP-C-0004 DMURS Statement of Consistency 20220301**

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## **1.0 DMURS STATEMENT OF CONSISTENCY**

### **1.1 Introduction**

Cronin & Sutton Consulting were commissioned by Ravensbrook Limited, in conjunction with a multi-disciplinary design team, to develop a DMURS Statement of Consistency to accompany a planning application for the development of residential apartments with car parking spaces, an internal access road and ancillary works at 31 & 31A Raven's Rock Road, Sandyford Business Park, Dublin 18.

### **1.2 Traffic & Transportation**

The proposed scheme has been designed in compliance with the following:

- Design Manual for Urban Roads and Streets 2019
- Design Manual for Roads and Bridges
- National Cycle Manual 2011
- Greater Dublin Area Cycle Network Plan
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2018
- Dún Laoghaire-Rathdown County Development Plan 2016-2022.
- Draft Dún Laoghaire-Rathdown County Development Plan 2022-2028.

### **1.3 Internal Street Layout**

The internal road layout has been designed with reference to the Design Manual for Urban Roads and Streets. The ethos of the design manual refers to:

*"Better street design in urban areas will facilitate the implementation of policy on sustainable living by achieving a better balance between all modes of transport and road users. It will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant."*

*"A holistic approach to the design of urban streets in cities, towns, suburbs and villages in Ireland for the first time and promotes a collaborative and consultative design process."*

Given the location, shape of the site, topography and scale / type of residential development proposed, we submit that the proposed development is well suited to this site location.

The provision of good permeability for pedestrians, cyclists & public transport are all key objectives of the proposed site layout.

The objectives of the site layout design are:

- To minimise the intrusion of vehicle traffic
- To ensure ease of access for emergency services
- 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 children.

Traffic calming measures included in design are:

- smaller corner radii
- arrangement of access and parking
- Design for maximum of 30kmph

The proposed internal access road is c6.0m and will be accessed via upgrade of the existing entrance position.

The internal layout of the proposed development shall incorporate numerous design features such as distinctive surface materials and colours.

#### **1.4 Pedestrians & Cyclists**

Pedestrian and cyclist connectivity to the surrounding road network is provided via the existing 1.8m wide footpath which connects the development to Carmanhall Road, north of the subject development. There are no cycle lanes present on Carmanhall Road. Pedestrian and cycle access shall also be provided at the development's car park access location, thus ensuring short routes are provided for pedestrians and cyclists in line with the DMURS.

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority (NTA), it is proposed that secondary cycle route SO6 be implemented along Blackthorn Road, Blackthorn Avenue and Blackthorn Drive in the vicinity of the subject development site, as illustrated in Figure 1. A draft plan of the proposed cycle route has been published by Dún Laoghaire-Rathdown County Council. The subject development layout pays cognisance to the proposed route and cross-section of the cycle lane and a 2m set-back has been accommodated. Please refer to Figure 2 illustrating proposed cross-section. No information is yet publicly available on the proposed timetable for delivery of the design.

There are no BusConnects routes present in the vicinity of the subject development site.



Figure 1 – Greater Dublin Area Cycle Network Plan  
(map data sources: National Transport Authority)





Figure 2 - Sandyford Cycle Improvement Scheme  
(source: Dún Laoghaire-Rathdown County Council)

The policy document 'Sustainable Urban Housing: Design Standards for New Apartments' proposes a minimum of 187no. spaces be required. A total of 234no. cycle parking spaces are proposed; 184no. long-term spaces (in exceedance of 1 space per bedroom) shall be provided within the development's internal secure cycle store. 50no. visitor spaces shall be provided at surface level within the proposed development in proximity to building entrances.

## 1.5 Public Transport

The subject development site is located within a 10-minute walk of the Sandyford Luas Park & Ride facility Stop on the Luas Green Line. Light rail services operating to and from this stop connect it directly to the Point, in the northeast (via Dublin city centre), and to Saggart via an interchange at Kingswood; interchange with the Luas Red Line is possible at Abbey Street.

Trams serve the Sandyford stop at intervals of approximately 3-4 minutes at peak times.

Bus stops within a 5-minute walk of the subject site, are served by 4no. bus routes, via two separate bus stops in the vicinity of the development site.

Similarly, with the close proximity of public transport bus services within the Sandyford Business Park, and the subsequent high frequency of these services, the proposed development is further supported by the accessibility to sustainable transport modes and therefore can supplement or negate the reliance on the private car.