



**LOHAN & DONNELLY**  
Consulting Engineers

13 Gardiner Place, Mountjoy Square, Dublin 1. T: 01 8787770  
W: www.lohan-donnelly.com E: info@lohan-donnelly.com

## DMURS Compliance Statement

**Project:**

Residential Development at Greenhills Road, Walkinstown, Dublin 12.



**Client:**

STEEPLEFIELD LTD.

**Project Reference No.:**

20189

**Report Reference No.:**

20189-LDE-ZZ-ZZ-RP-0003

<b>Revision</b>	<b>Author:</b>	<b>Date:</b>	<b>Approved by:</b>	<b>Date:</b>
P	Donal McCarthy	30-11-2021	Gordon Poyntz	30-11-2021
P1	Donal McCarthy	08-03-2022	Gordon Poyntz	08-03-2022



## Table of Contents

1.0	Introduction: .....	1
1.1	Site Location:.....	1
1.2	Existing Site Usage:.....	1
1.3	Proposed Redevelopment of Site:.....	2
2.0	Design Attributes:.....	4
2.1	Design Approach .....	4
2.2	Permeability, Sustainable Transport and DMURS Compliance .....	5
2.3	DMURS Compliance .....	5
	Roads .....	5
	Shared Surface .....	6
	Cycle Lanes.....	6
	Visibility Splays .....	7
3.0	Conclusions .....	7

## 1.0 Introduction

Lohan & Donnelly Consulting Engineers (L&D) have been appointed by Steeplefield Ltd. to prepare this statement with respect to the proposed residential development at Greenhills Road, Walkinstown, Dublin 12.

### 1.1 Site Location

The site is located at Greenhills Road, Walkinstown, Dublin 12, as shown in Figure 1 of map below.



Figure 1: Site Location

### 1.2 Existing Site Usage

The site is approximately 2.79 hectares in area, located within an industrially surrounded zone and comprises of existing low-rise disused industrial units which are to be demolished as part of the subject proposal. The site currently has 3 vehicular accesses all of which are located along the southern part of the site boundary.



Topographical survey of existing site indicates that the site is gradually sloping down from west to east and north to south with a very steep, in places almost vertical ascent/decent transition from the site to the Greenhill's Road neighbouring the northern site boundary. The western site boundary, abutted to the boundary of the neighbouring development is separated via a retaining wall, with a level difference between the site in question and neighbouring development of approximately 6 meters.

### 1.3 Proposed Redevelopment of Site

(i) The demolition of the former Chadwicks Builders Merchant development comprising 1 no. two storey office building and 9 no. storage/warehouse buildings ranging in height from 3 m – 9.9 m as follows: Building A (8,764 sq.m.), Building B (1,293 sq.m.), Building C (two-storey office building) (527 sq.m.), Building D (47 sq.m.), Building E (29 sq.m.), Building F (207 sq.m.), Building G (101 sq.m.), Building H (80 sq.m.), Building I (28 sq.m.), and Building J (44 sq.m.), in total comprising 11,120 sq.m.;

(ii) the construction of a mixed-use Build-to-Rent residential and commercial development comprising 633 no. build-to-rent apartment units (292 no. one-beds, 280 no. two-beds and 61 no. three-beds), 1 no. childcare facility and 10 no. commercial units in 4 no. blocks (A-D) ranging in height from 5 to 12 storeys as follows:

(a) Block A comprises 209 no. apartments (102 no. 1 bed-units, 106 no. 2 bed-units and 1 no. 3-bed units) measuring 5 - 10 storeys in height. (b) Block B comprises 121 no. apartments (53 no. 1 bed-units, 45 no. 2 bed-units and 23 no. 3 bed-units) measuring 8 - 10 storeys in height. (c) Block C comprises 130 no. apartments (38 no. 1-bed units, 71 no. 2-bed units and 21 no. 3-bed units) measuring 8 - 12 storeys in height. (d) Block D comprises 173 no. apartments (99 no. 1 bed-units, 58 no. 2 bed-units and 16 no. 3 bed-units) measuring 6 - 10 storeys in height. All apartments will be provided with private balconies/terraces;

(iii) provision of indoor communal residential amenity/management facilities including a co-working space, communal meeting room/ work space, foyer, toilets at ground floor of Block A; gym, changing rooms, toilets, resident's lounge, studio, laundry room, communal meeting room/ work space, multi-function space with kitchen at ground floor of Block B; games room with kitchenette, media room, co-working space, resident's lounge, communal meeting room/ work space, reception area, management office with ancillary staff room and toilets, toilets, parcel room at ground floor of Block C;



(iv) the construction of 1 no. childcare facility with dedicated outdoor play area located at ground floor of Block A;

(v) the construction of 8 no. commercial units at ground floor level of Blocks A, B and D, and 2 no. commercial units at second floor level (fronting Greenhills Road) of Block C as follows: Block A has 3 no. units at ground floor comprising 79.46 sq.m., 90.23 sq.m., and 121.39 sq.m., Block B has 1 no. unit at ground floor comprising 127.03 sq.m., Block C has two units at second floor comprising 120.85 sq.m. and 125.45 sq.m., and Block D has 4 no. units at ground floor comprising 84.45 sq.m., 149.77 sq.m., 155.48 sq.m. and 275.59 sq.m.;

(vi) the construction of 3 no. vehicular entrances; a primary entrance via vehicular ramp from the north (access from Greenhills Road) and 2 no. secondary entrances from the south for emergency access and services (access from existing road to the south of the site) with additional pedestrian accesses proposed along Greenhills Road;

(vii) provision of 424 no. car parking spaces comprising 398 no. standard spaces, 21 no. mobility spaces and 5 no. car club spaces located at ground floor level car park located within Block A and accessed via the proposed entrance at Greenhills Road, a two-storey car park located within Blocks C and D also accessed from the proposed entrance at Greenhills Road and on-street parking at ground floor level adjacent to Blocks A and C. Provision of an additional 15 no. commercial/ unloading/ drop-off on-street parking spaces at ground floor level (providing for an overall total of 439 car parking spaces). Provision of 4 no. dedicated motorcycle spaces at ground floor level parking area within Blocks C and D;

(viii) provision of 1363 no. bicycle parking spaces comprising 1035 no. residents' bicycle spaces, 5 no. accessible bicycle spaces and 7 no. cargo bicycle spaces in 9 no. bicycle storerooms in ground and first floor parking areas within Blocks A, C and D, and 316 no. visitors' bicycle spaces located externally at ground floor level throughout the development;

(ix) provision of outdoor communal amenity space (5,020 sq.m.) comprising landscaped courtyards that include play areas, seating areas, grass areas, planting, and scented gardens located on podiums at first and second floor levels; provision of a communal amenity roof garden in Block C with seating area and planting (176 sq.m.); and inclusion of centrally located public open space (3,380 sq.m.) adjacent to Blocks B and C comprising grassed areas, planting, seating areas, play areas, water feature, flexible use space; and incidental open space/public realm;

(x) development also includes landscaping and infrastructural works, foul and surface water drainage, bin storage, ESB substations, plant rooms, boundary treatments, internal roads, cycle paths and footpaths and all associated site works to facilitate the development.

This application is accompanied by an Environmental Impact Assessment Report (EIAR).

## 2.0 Design Attributes

### 2.1 Design Approach

The overall design approach was fully informed by the principles as set out in DMURS. Table 2.21 of DMURS, titled ‘User hierarchy that promotes and prioritises sustainable forms of transport, reproduced as Figure 1.2, has significantly informed the design approach, which places the needs of pedestrians and cyclists at the highest order of priority amongst road users.

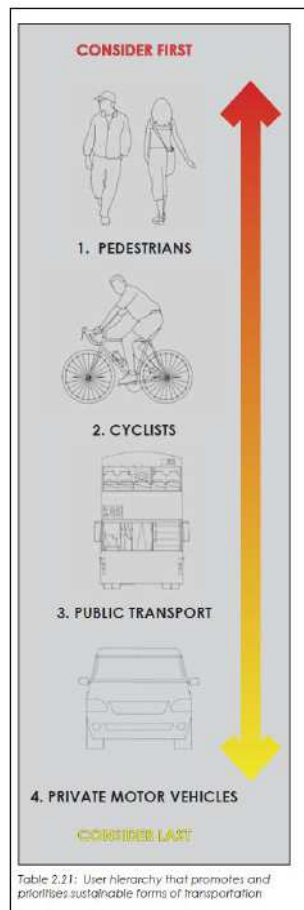


Figure 1.2: User Priorities (Source: DMURS Table 2.21)



## 2.2 Permeability, Sustainable Transport and DMURS Compliance

Central to the overall design approach is the need to ensure that pedestrians and cyclists are given the higher priority and more direct linkage than the private car. The proposed site layout and pedestrian and cycle links seek to give connectivity to the wider area to ensure that many local trips can be made using these sustainable travel modes through the provision of access to the canal tow path, which provide linkage to the surrounding area.

Vehicular access to the development shall be provided through a singular entrance and exit to the north-west of the site. Three further vehicle entrance points are located along the southern access road. Access to the site from these points shall be strictly limited to emergency services and maintenance vehicles. A new cycle lane shall run adjacent to the entrance road of the development and shall link Greenhill's Road to the north to the existing southern access road to the south. Design of the cycle infrastructure shall be based on guidance within the National Cycle Manual and DMURS for low speed and low use roads. Ample cycle parking is provided throughout the development. Reduced car parking coupled with increased cycle facilities and other support measures as set out in the separate TTA & MMP will ensure that sustainable travel will be delivered by the proposed development.

## 2.3 DMURS Compliance

DMURS 2019 document has been used as guidance for the design of the entrance road.

Measures include:

### Roads

- A road width of 6m has been adapted for all roads into the development. This is appropriate for a standard carriageway width for Arterial and Link streets as per Figure 4.55, DMURS 2019.



- Kerb radii within the development are limited to 3m as per section 4.3.3. This will improve pedestrian and cyclist safety by reducing crossing distances and speeds at which vehicles will turn the corners.
- Uncontrolled pedestrian crossing points to have minimum width of 2m. All crossing points to have dropped kerbs which are level with the road surface. Tactile paving is to be installed either side of crossing. This is as per section 4.3.2.
- Courtesy crossings to be provided on main entrance road. Vertical deflections provided to level of kerb to “allow pedestrians to informally assert a degree of priority over drivers.” Tactile paving to be installed to either side of crossing. Sections 4.3.2.

#### Shared Surface

- A shared surface is proposed to the southern end of the entrance road. This is to allow emergency services to enter the development from the south and provide a turning point for bin refuse vehicles within the development.
- Surfaces applied to the shared surface space shall make use of contrasting materials to inform both pedestrians and vehicles of changes to the function of space as per section 4.2.6.
- Tactile paving shall be installed around the perimeter of the shared space to guide visually impaired user around the space. Section 4.3.4.

#### Cycle Lanes

- A 2m wide, 2-way cycle lane is proposed to run adjacent to the entrance road of the development to link Greenhills Road to the north and linking to a proposed cycling lane running along the southern boundary.
- The design of the site has been based on a shared internal surface use based on guidance within the National Cycle Manual and DMURS for low speed and low use roads.





Visibility Splays

- The visibility splays at the vehicular entrance is appropriately clear and unobstructed on both the horizontal and vertical planes, as per DMURS requirements. (Section 4.4.5)

### 3.0 Conclusions

Taking the above into consideration, the proposed development has incorporated a series of design measures to promote more sustainable modes of transport and support vulnerable road users which is in line with the core principles of DMURS and all other relevant guidance.

**Donal McCarthy** B.E. Eng  
Engineer

For Lohan & Donnelly Civil & Structural Consulting Engineers

Date: 8<sup>th</sup>, March 2022