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Glenveagh Homes

Glenveagh Homes Ltd.

Residential Development, Ennis, Co. Clare.

Statement of Consistency with Ministerial Guidance

Design Manual for Urban Roads and Streets (2019)



Residential Development, Ennis, Clare

Statement of Consistency with Ministerial Guidance DMURS (2019)

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Table of Contents

1	Introduction.....	2
1.1	DMURS (2019) Design Principles	3
1.1.1	<i>Design Principle 1:</i>	3
1.1.2	<i>Design Principle 2:</i>	8
1.1.3	<i>Design Principle 3:</i>	13
1.1.4	<i>Design Principle 4:</i>	14

Table of Figures

Figure 1.1 - Site Location (Google Maps)	3
Figure 1.2 - Site Connectivity.....	4
Figure 1.3 - Site Accessibility	4
Figure 1.4 - Site Access and Connections	6
Figure 1.5 - Walk to Closest Bus Stop.....	7
Figure 1.6 - Extract from Section 4.4.9 DMURS 2019.....	9
Figure 1.7 - Proposed Development Site Layout	9
Figure 1.8 - Section of Shared Surface for Pedetrian, Cyclist and Motor Use.....	10
Figure 1.9 - Proposed Creche Bike Store Image	10
Figure 1.10 - Key Plan Bike Store Locations.....	11
Figure 1.11 - Extract from National Cycle Manual.....	12
Figure 1.12 - Cycle time from Circular Road to Ennis Town Centre (Google Maps).....	12
Figure 1.13 - Example of Street Surfaces.....	13
Figure 1.14 - Example of Raised Pedestrian Crossing.....	13



1 INTRODUCTION

TOBIN Consulting Engineers were appointed to provide engineering consultancy services for a proposed residential development located at Circular Road, Ennis, Co. Clare. As part of these services, TOBIN were required to provide a statement of consistency with Ministerial Guidance in relation to the *Design Manual for Urban Roads and Streets (DMURS) 2019*.

Planning permission is sought by Glenveagh Homes Ltd. for development on a site on lands to the west of Circular Road and of Ennis Golf Club. The site area comprises of 11.32Ha with a net developable area of 8.91Ha.

The development will consist of:

1. The construction of 289 no. residential units comprising a mixture of 12 no. 1 bed apartments, 78 no. 2 bed townhouse/duplex units, 165 no. 3 bed dwelling houses, and 34 no. dwelling houses which will have an option of a 3 or 4 bedroom house-type;
2. A 400.7m² creche/childcare facility;
3. The provision of landscaping, open space and amenity areas, including play/exercise equipment, a linear amenity walkway, informal play areas and local play areas;
4. The provision 2 no. pedestrian connections to the existing public footpath along the N85, 2 no. pedestrian connections into Ballymacaula View Estate, improvements/upgrades to the pedestrian footpaths along Circular Road including an uncontrolled pedestrian crossing and pedestrian footpath provision along part of the Drumbiggie and Cahercalla Roads;
5. All associated infrastructure and services including 1 no. vehicular access point onto Circular Road, car parking and bin storage, lighting, 2 no. ESB substations, drainage and 1 pumping station, boundary treatments at Ballymacaula, Drumbiggie, Circular Road, Ennis, Co. Clare.

An Environmental Impact Assessment Report and a Natura Impact Statement has been prepared in respect of the proposed development.

This statement of consistency confirms that the roads and streets proposed as part of the Residential development off Circular Road in Ennis, Co. Clare have been designed in accordance with the principles and guidance as set out in the Design Manual for Urban Roads and Streets (DMURS) 2019.



Figure 1.1 - Site Location (Google Maps)

1.1 DMURS (2019) Design Principles

1.1.1 Design Principle 1:

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 site is a greenfield site situated within lands which are zoned for 'residential' use. The full western boundary of the site extends in a linear direction along the N85 Ennis bypass/Western Relief Road. The subject site is located to the southwest of Ennis town. To the east of the site the land abuts the R474 regional road also known as the Circular Road, with several existing one-off houses located immediately east of the subject site. Ennis Golf Club lies to the northeast of the site and the Claureen river lies to the northeast. The southern boundary of the site is surrounded by a newly constructed residential housing estate.

The overall proposed layout of the development has adhered to the restrictions in the Clare County Development Plan by ensuring the residential areas are located within the areas outlined in the development plan and with consideration of the adjoining developments and surrounding areas.

The objective of this zoning is to "Protect the character of these areas by ensuring new development has regard to the prevailing pattern, form and density of these areas and to protect the characteristics of these areas through development standards and guidelines."

The development proposes to develop a sustainable residential development in the area with strong links to the adjacent link roads and recreational and amenity zones in line with the assigned zone in the Clare County Development Plan 2017-2023.

The extent to which this application pertains is shown outlined in red throughout the documents and drawings included in this application.



Figure 1.2 - Site Connectivity



Figure 1.3 - Site Accessibility

The main design objectives of the residential scheme are as follows:

- Create a series of strong links to the adjacent amenities while providing a new entrance along the Circular Road.
- Provide a new community creche directly within the site entrance, where vehicular movements will be slower and away from the main thoroughfare of the site. The creche will have its own car parking and drop-off area off the main spine road.
- 6no. 'Homezone' areas giving pedestrians and cyclists priority over vehicles
- Ensure site layout is optimised to provide passive surveillance to open areas which will discourage anti-social behaviour.
- Ensure the layout and design allow for pedestrian permeability for access to the larger recreational areas for all residents including outdoor gym, green areas for ball games and a significant network of walking tracks.

The above objectives are in accordance with the principles of DMURS 2019 and the layout for the proposed housing scheme has been carefully developed to provide residential clusters which centre around open public spaces. Additionally, the development is completed with several varied walking routes which provide excellent permeability throughout the entirety of the development.

The street networks within the development have been designed to maximize connections between local area and services. Pedestrian routes are present throughout the development including interconnection between cul-de-sacs and housing blocks. This ensures pedestrians living in the cul-de-sacs can access the main walking routes and the creche and by the shortest route and avoid having to walk longer distances to get to their destination.

A high degree of permeability and legibility have been provided with the proposed layout creating a legible network of streets and footways which are easy to navigate for both drivers and pedestrians. The overall design delivers a road network that is generally curvilinear in nature. The connectivity and access are shown in Figure 1.2 and Figure 1.4.

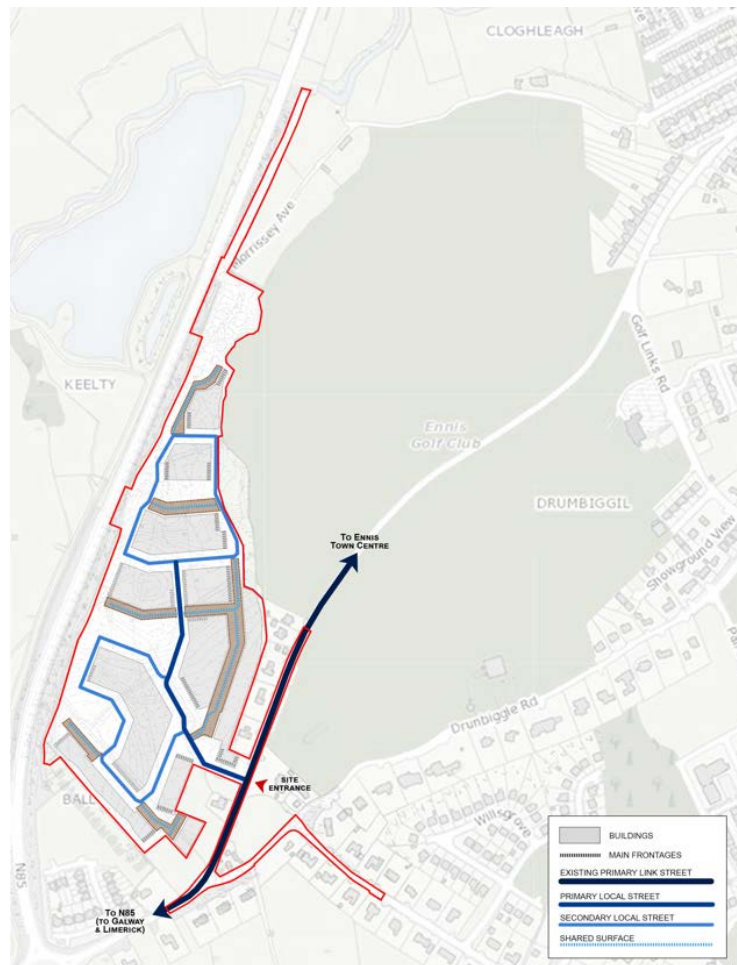


Figure 1.4 - Site Access and Connections

The main pedestrian and cyclist access route to the proposed development will be from the proposed new entrance off Circular Road. A shared pedestrian/cycle facility is proposed on the right-hand side entering the development. This shared facility will extend all the way to the west of the site where it will link with another proposed shared facility stretching the full length of the site along the western boundary. Cyclists will generally utilise the main access roads which are designed as shared streets in accordance with section 4.3.1 of the national cycle manual. Centre line marking and cycle logos are to be provided in accordance with the requirements of the section. There are a number of proposed pedestrian linkages from this shared facility to the footpath along the N85 Ennis bypass/Western Relief Road.

Once outside the extent of the development, pedestrians shall utilise the existing pedestrian arrangements. It is proposed that footway repairs will be carried out along a section of Circular Road in Ennis to ensure a complete and adequate walking link route is provided. These proposals are demonstrated in more detail on drawing 11269-2132, 11269-2133 & 11269-2134, with existing and proposed pedestrian and cycle linkages shown on drawing no. 11269-2135. It is also envisaged for cyclists to share the main access roads with vehicular traffic, when needed, in accordance with section 4.3.1 Mixed/ Shared Streets.

Vehicular access to the site will be via the new proposed access route off Circular Road. The Circular Road (R474) connects to the N85 via the Beechpark Roundabout some 350m to the south of the development entrance.

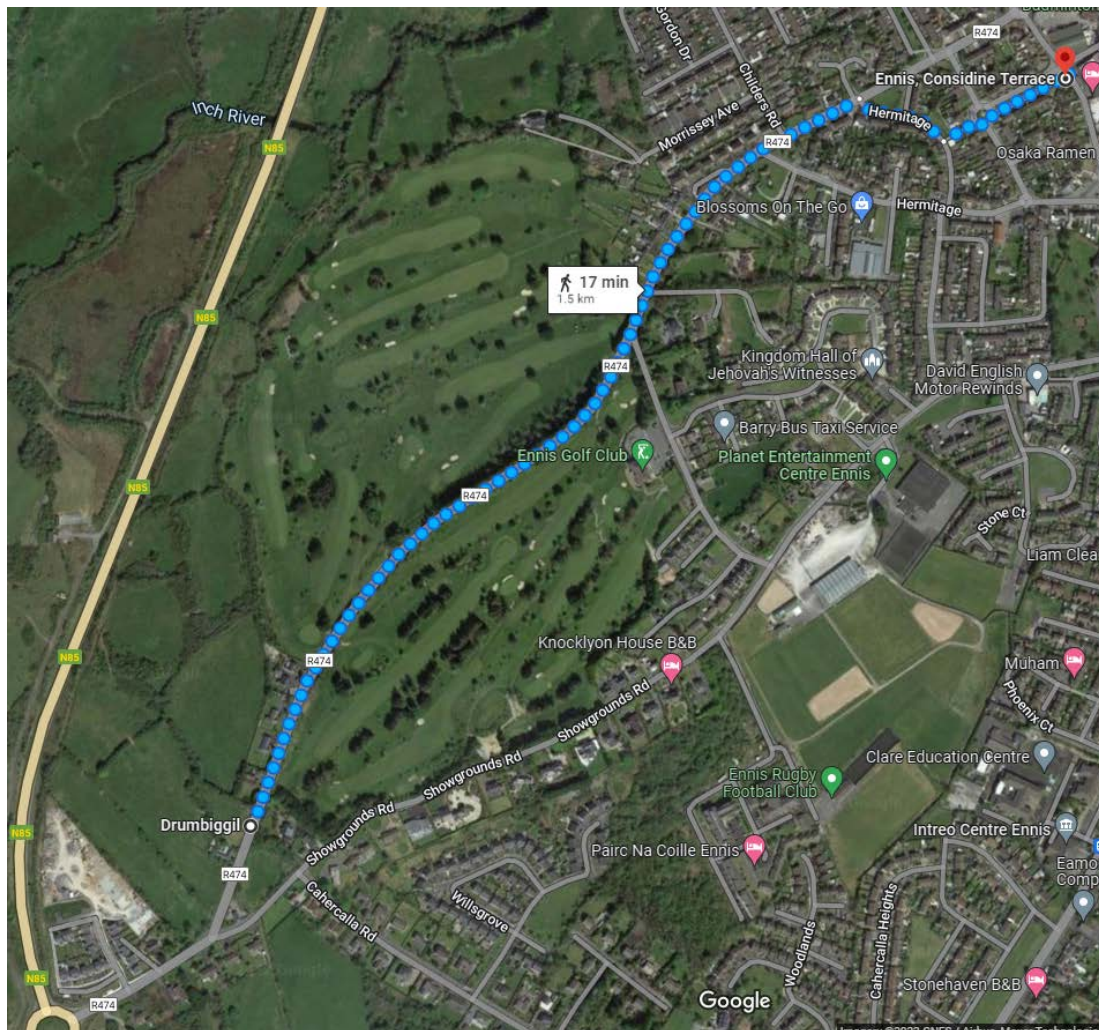


Figure 1.5 - Walk to Closest Bus Stop

The site is organised around a number of large public open space situated throughout the site. All public areas are well serviced by interconnected footways.

The cluster of trees along the western boundary and a proposed road, where the site borders the Ennis Golf Club, provides a sense of place to use while somewhat creating a visual barrier to the Ennis golf course to the northwest of the site.

A number of interconnecting pedestrian routes which run internally and along the Circular Road to the north ensures it remains well connected to the nearby bus stops which in turn provides good access to local amenities within Ennis. The closest bus stop is a 17 minute walk for the average person.

1.1.2 Design Principle 2:

The promotion of multifunctional streets that balance the needs of all users within a self-regulating environment.

DMURS prioritises pedestrians, with cyclists, public transport and private cars following in order of importance. The road network design throughout the proposed development consists generally of short stretches. And traffic calming measures to ensure no stretch of road is longer than 90m. These deliberately incorporated road features not only create a pleasing experience for the pedestrians and drivers but creates a passive method for controlling the speed of the vehicular movements throughout the development. The internal road network is also designed to be lightly trafficked and as a low-speed environment where cyclists can share the carriageway with vehicles, where needed, as identified in Section 4.3.5 of the DMURS document.

A number of passive speed control measures such as raised junctions, raised pedestrian crossings and changes in surface material are proposed throughout the development. There is 1No. raised junctions near the entrance of the site to ensure slowing of vehicles This measure, along with 6 different areas of shared surfaces, create further traffic calming measures throughout the development. This allows easy accessibility for all pedestrians to access all areas of the development.

The development provides a good mix of both on street and 'on-curtilage' parking for residents.

There are in total 519 car parking spaces provided. These are broken down as following:

- No. 24 duplex- apartment spaces
- No. 16 visitor spaces throughout the scheme
- No. 11 creche spaces, as well as a drop off area
- No. 148 standard semi-detached 3/4 bed spaces
- No. 250 3-bed townhouse unit spaces
- No. 66 2- bed townhouse unit spaces
- No. 04 disabled spaces

There are a number of areas throughout the development that follows the proposed mix of parallel and perpendicular model as noted in the section 4.4.9, 'on-street parking and loading' of DMURS 2019. See Figure 1.6 for a typical example of parallel and perpendicular parking.

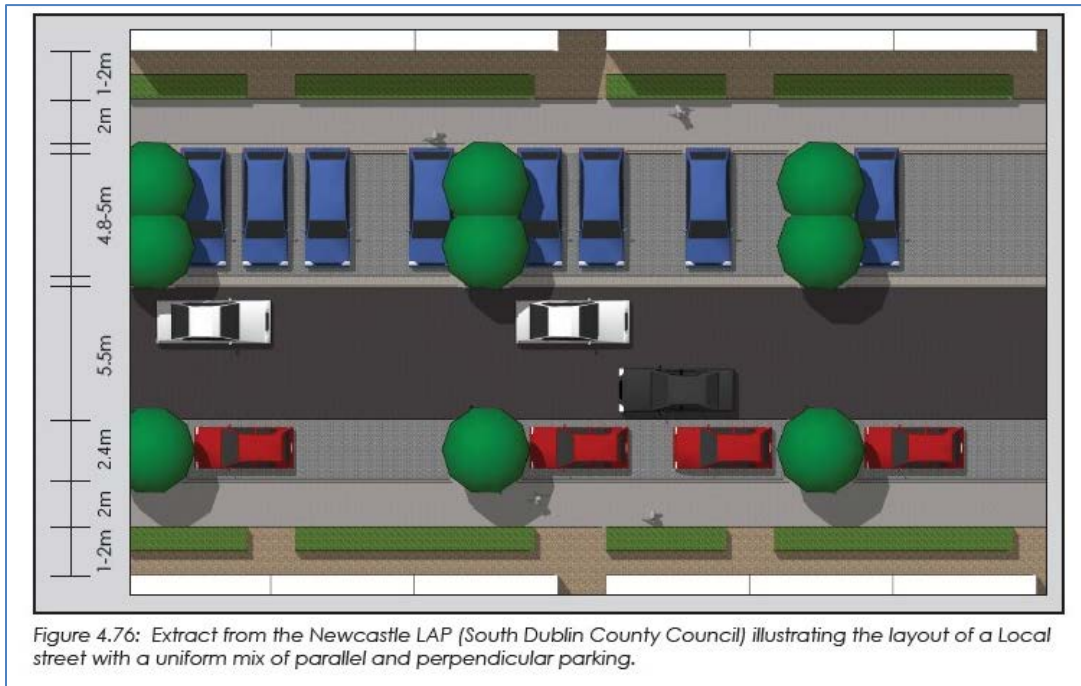


Figure 1.6 - Extract from Section 4.4.9 DMURS 2019

Adequate on street parking is provided in close proximity to the creche facility in the east of the site. This was purposefully designed to allow enough car parking spaces at all times during the day/night.

The main form of parking for homeowners in the development shall be 'on-curtilage'. This has been specifically designed to align with homeowner's preference to have their private vehicles positioned within the limitations of the individual site ownership and to avoid a feeling of over dominance associated with having most of the parking located on-street. Figure 1.7 illustrates the street surfaces and therefore demonstrate the hierarchy of street users.



Figure 1.7 - Proposed Development Site Layout

Pedestrians, cyclists, and vehicular traffic will be integrated in this proposed development as per section 1.7.1 of the National Cycle Manual (NCM). There are proposed shared surfaces throughout the development, strategically located to help the integration of cyclists & pedestrians onto the road, Figure 1.8.

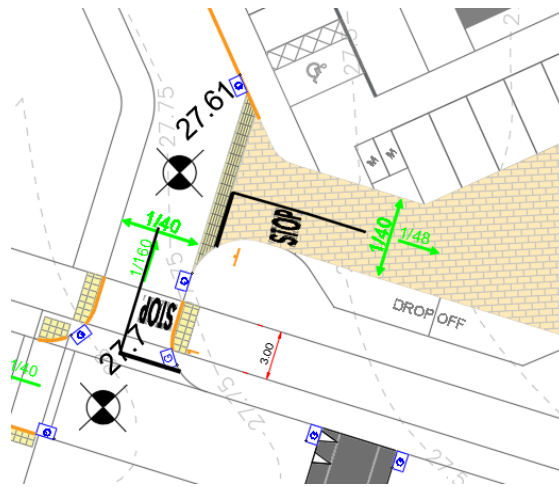


Figure 1.8 - Section of Shared Surface for Pedestrian, Cyclist and Motor Use

Pedestrians can gain access to all areas of the proposed development. They can gain access through Circular Road by way of 2m wide footpaths. The site is served by 2m wide footpaths throughout the development and continuously served with controlled and un-controlled crossings. This will result in a continuous pedestrian route from all locations within the proposed development and to the other local developments.

A total of 132 bicycle parking spaces will be provided throughout the development. All bicycle stores are sheltered bike spaces located throughout the proposed development to help promote cycling. 10No. of spaces are allocated for the creche, refer to Figure 1.9 below, and 122No. bicycle parking spaces are private spaces near each dwelling. Refer to TTA for further details.



Figure 1.9 - Proposed Creche Bike Store Image

All bicycle stores are abutting footpaths or roads for accessibility. Refer to Figure 1.9 for a typical example of the bicycle parking areas. Refer to architect’s drawings for the proposed locations of the bicycle parking areas, see Figure 1.10 below.



Figure 1.10 - Key Plan Bike Store Locations

In accordance with section 4.3.5 of DMURS, which refers to the NCM, this proposed development promotes cycling as a sustainable form of transport and seek to rebalance design priorities to promote a safer and more comfortable environment for cyclists. To achieve these goals, the NCM recognises the importance of slowing vehicular traffic within cities, villages, and the design advocates many of the measures contained within this manual, such as narrow vehicular carriageways and tighter corner radii.

Figure 4.52 from the NCM (Figure 1.11 below), provides an overview of the integration and segregation of cycle traffic within the carriageway based on vehicle speeds and traffic volumes. On lightly-trafficked/low speed streets, as proposed on this development, designers are generally directed to create shared streets where cyclists and motor vehicles share the carriageway, as shown by the green symbol in the figure below.

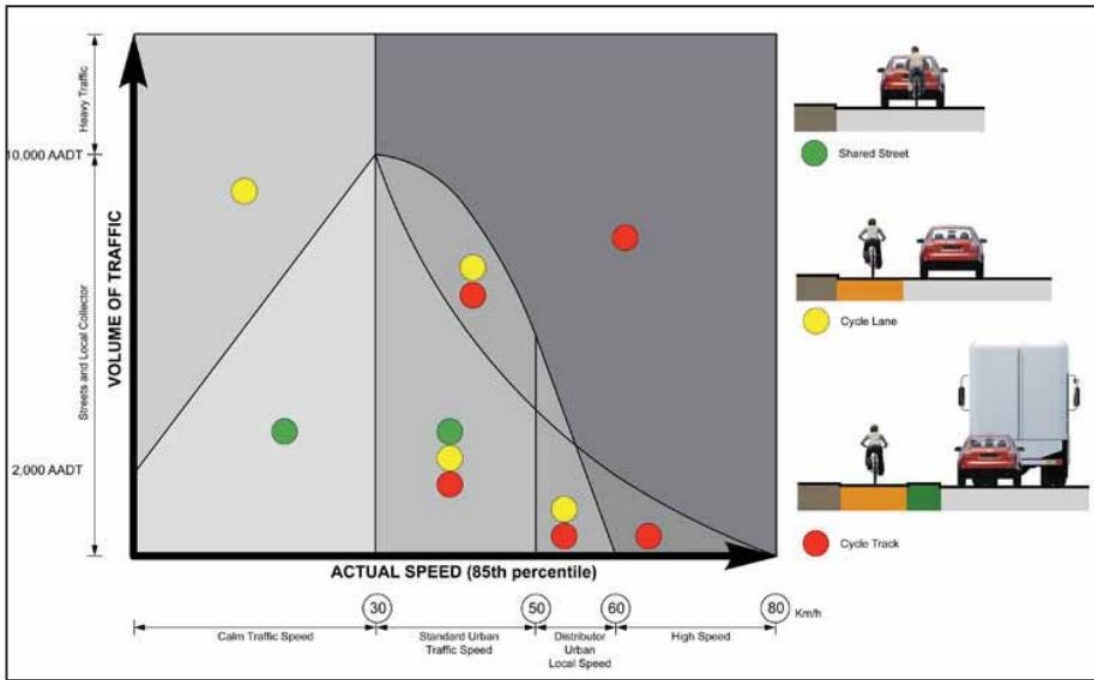


Figure 1.11 - Extract from National Cycle Manual

Therefore, shared cycle and vehicle surface shall be provided within the proposed development in line with the guidelines. For commuter journeys, cycling can be considered as a feasible means of transport for those working within 8km of the development. The city centre is located approximately 1.7km to the east of the site. This represents a 5-minute cycle time for the average cyclist from the proposed estate, Figure 1.12.

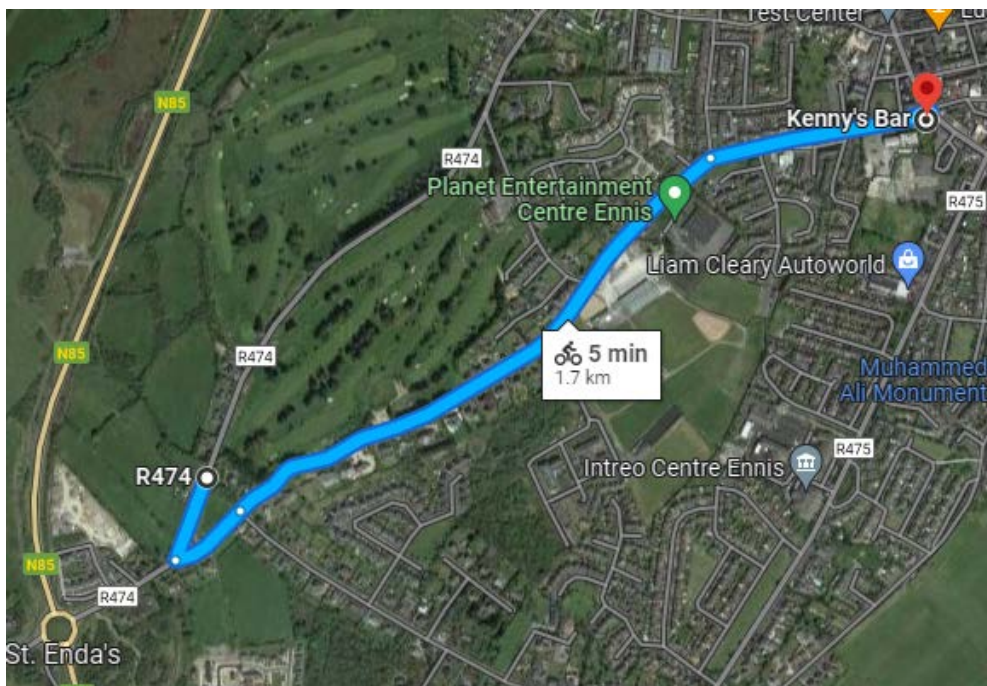


Figure 1.12 - Cycle time from Circular Road to Ennis Town Centre (Google Maps)

1.1.3 Design Principle 3:

The quality of the street is measured by the quality of the pedestrian environment.

Vertical deflections or raised crossing areas have been positioned throughout the proposed development at specific considered locations to promote lower speed limits in addition to providing suitable crossing points for pedestrian at-grade reference drawing number 11269-2112, 11269-2113 & 11269-2114 for these locations. These raised crossings shall provide the pedestrian with a sense of priority over vehicular movements at these interfaces, reference drawing number 11269-2131 for details. While footways adjacent to the roads have been provided through the development, a further independent network of footways is included through the open spaces away from vehicular routes as illustrated on 11269-2112, 11269-2113 & 11269-2114.

The pedestrian crossings located throughout the development are strategically positioned along key travel desire lines with the crossings having a minimum width of 2.0 m wide in accordance with DMURS 2019 guidelines. Pedestrian footways adjacent to the carriageways are minimum 2.0m wide with the footway meandering through the open spaces. Road widths throughout the development are predominantly 5.5m in accordance with the guidance in DMURS (2019) section 4.4.1. Refer to drawing 11269-2112, 11269-2113 & 11269-2114 which illustrates the proposed crossing location throughout the site.

DMURS suggests that measures should be considered that reduce the dominance of the vehicle in favour of pedestrian and cyclists having dominance within a street. The internal layout of the proposed development incorporates a number of design features such as distinctive surface materials and colours which will establish a sense of place while increasing the overall safety of providing a shared surfacing for all road users. The inclusion of a shared paved vehicular and pedestrian areas and an abundance of strategically positioned planting/vegetation will also lower vehicle speeds throughout the development and give the pedestrian a sense of priority as shown in the context of the site in Figures 1.13 - 1.14 below which demonstrates the quality of the pedestrian environment.

Strategically placed planting is known to have a positive effect on drivers to help reduce speeds through residential areas and this philosophy has been adopted during the detailed landscaping design.

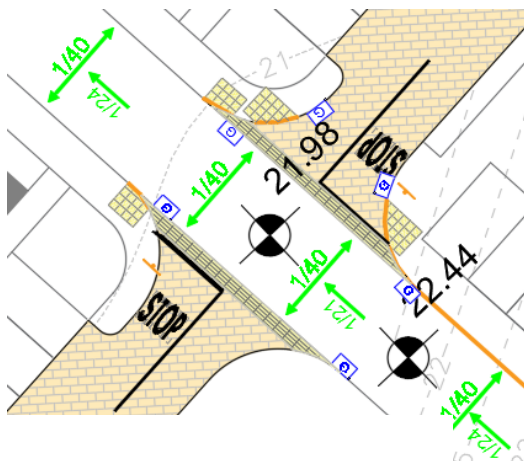


Figure 1.13 - Example of Street Surfaces



Figure 1.14 - Example of Raised Pedestrian Crossing

1.1.4 Design Principle 4:

Greater communication and cooperation between design professionals through the promotion of a plan led, multidisciplinary approach to design.

The design of the proposed housing development has been carried out taking into account considerations from many disciplines including Town planning, architecture, landscape architecture, engineering and environmental specialists.

The design team have progressed through several iterations of the layout in line with comments received from each discipline while also taking into consideration comments received from the Clare County Council to arrive at a solution which meets the guidance outlined in the DMURS.

Discussions were held with Clare County Council during the formal Stage 1 Section 247 meetings and feedback received during these meetings was brought through to subsequent revisions of the site layout. The design team has strived to work in a collaborative manner to culminate in proposals that ultimately reflect a positive design which both satisfies the Developers objectives and meets the Council's requirements.

The resulting layout provides a development of high standard which incorporates spatial requirements and takes into account relevant plans and policies.

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