

Residential Development  
at Leopardstown Road  
DMURS Statement of  
Consistency

10.02.2025

**24094-X-XXX-RP-TNT-CE-0007**



**TENT ENGINEERING**

**Site Address:**

Wildrock,  
Leopardstown Road,  
Sandyford,  
Dublin 18

**Client:**

Dún Laoghaire-Rathdown County  
Council

# Revision and Review

This report has been prepared for the sole benefit, use and information of the client. The liability of Tent Engineering with respect to the information contained in this report will not extend to any third party.

## PURPOSE

- P1 Information
- P2 Coordination
- P3 Planning
- P4 Building Control
- P5 Pre-tender
- P6 Tender
- P7 Construction

## ACCEPTANCE (BY OTHERS)

- S Issued
- A Accepted
- B Accepted subject to comments
- C Rejected
- D Acceptance not required

Accepted by \_\_\_\_\_

### Office address:

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## REVISION(S)

Rev.	Description	Date
00	1st Issue	13.10.2024
01	2 <sup>nd</sup> Issue	10.02.2025

## AUTHOR(S)

### Name

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## REVIEWER(S)

### Name

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Co-founder, Director  
Structural Engineer



BEng (Hons) MIEI CEng MStructE FStructE

# 1 DMURS Statement of Consistency

The internal roads infrastructure to serve the proposed development will follow a roads hierarchy in accordance with the Design Manual for Urban Roads and Streets (DMURS) as follows and is illustrated on the 24094-X-L00-DR-TNT-CE-3000\_SITE LAYOUT engineering drawing below;

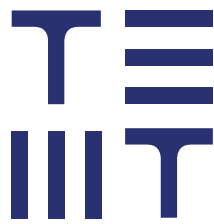
- **Primary Access Road:** A 4.8m wide local access road, connecting the residential units with adjacent areas, featuring raised shared surfaces for pedestrian safety and smooth vehicular movement. The road includes traffic calming measures such as vertical deflections and a 10 km/h speed limit to improve safety.
- **Pedestrian Pathways:** A 1m wide raised pavement along the residential frontages, ensuring safe pedestrian access throughout the development
- **Home Zones:** Shared surface areas located adjacent to green spaces, designed to enhance the livability of streets, with low-speed vehicular access and direct pedestrian connectivity.

Psychological and physical traffic calming measures have been adopted within the proposed site layout to balance the functional needs of various carriageway users in particular Vulnerable Roads Users (VRUs) as follows;

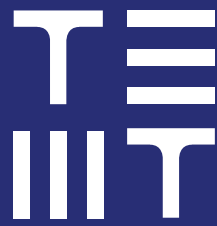
- The creation of a two-way layout naturally reduces head-on collision risk and improves vehicle and pedestrian safety through the introduction of shared surfaces, off-street parking, tight corner radii, reduced visibility splays and staggered junctions,
- Limiting straight sections of roads to 75m through the introduction of vertical deflections in the form of raised table tops where required,
- The promotion of on street activity internally along streets through the provision of off-street parking,
- The use of minimal signage and line markings along internal streets with such treatments used sensitively throughout and predominately at key nodes and transition areas with adjoining streets,

- The development will provide a minimum footpath width of 2.0m along Leopardstown Road and 1.8m for all internal footpaths. Seamless tie-ins will be incorporated to connect with existing external pedestrian routes, particularly near the outdoor gym at the eastern boundary of the site,
- Appropriate clear unobstructed visibility splays are provided at all internal nodes,
- The materials used in shared surface areas will be varied to indicate that the carriageway is an extension of the pedestrian domain,
- Vertical deflections in the form of raised tables are strategically placed where the road surface and raised shared surface meet to promote lower speeds and enable pedestrians to cross at grade. The maximum height of these raised flat top treatments is designed to be 75mm,
- The provision of a continuous footpath across vehicular access points on Leopardstown Road in accordance with DMURS Advice Note 6 and the NTA's Cycle Design Manual, ensuring pedestrian priority and a seamless walking route.
- Kerb heights will be maintained at 75mm internally within the development,
- Cyclists will share the carriageway with other road users internally within the development,
- In accordance with DMURS, the parallel car parking bays are dimensioned as 6.0m long by 2.4m wide, perpendicular parking spaces are a minimum of 4.8m long by 2.5m wide while accessible spaces are a minimum of 5.8m long by 4.8m wide,
- Designed pedestrian & cyclist connectivity to the adjacent dedicated 'C1' cycle lane, separate from Leopardstown Road that will connect the site to other neighbouring residential developments.
- Car Parking and Cycling provision shall be in compliance with the requirements of KCC CDP with visitor, accessible and e-charging spaces to be provided throughout the scheme.





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