

The logo for OCSC is prominently displayed in the upper left quadrant. The letters 'OCSC' are rendered in a bold, green, sans-serif font. Below the logo, the text 'O'CONNOR · SUTTON · CRONIN' and 'MULTIDISCIPLINARY CONSULTING ENGINEERS' is written in a smaller, green, sans-serif font. The background of the top half of the page features a large, circular, green wireframe architectural drawing of a city or industrial complex, with various buildings and structures outlined in white against a green background.

OCSC

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

B1054: MOUNTGORRY LRD

DMURS STATEMENT OF CONSISTENCY

**For
Bartra Propco 23 Limited**

20 September 2024

NOTICE

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DOCUMENT CONTROL & HISTORY

OCSC Job No: B1054	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	B1054	OCSC	XX	XX	RP	C	0006	S4	P06

Rev.	Status	Authors	Checked	Authorised	Issue Date
P01	S2	Rory O'Doherty	Wian Marais	Patrick Raggett	1/03/2024
P02	S2	Rory O'Doherty	Wian Marais	Patrick Raggett	19/03/2024
P03	S4	Ciaran O Meachair	Wian Marais	Patrick Raggett	15/08/2024
P04	S4	Ciaran O Meachair	Wian Marais	Patrick Raggett	27/08/2024
P05	S4	Ciaran O Meachair	Wian Marais	Patrick Raggett	17/09/2024
P06	S4	Ciaran O Meachair	Wian Marais	Patrick Raggett	19/09/2024

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1 INTRODUCTION

APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Bartra Propco 23 Limited to carry out the design of the Civil Engineering services associated with the proposed residential development.

ADMINISTRATIVE JURISDICTION

The proposed development is located in the jurisdiction Fingal County Council Planning (FCC).

The development contains relatively minimal proposals with respect to roads given its location and nature. All aspects of the proposed roads design have been designed in accordance with the appropriate sections of the following:

- The Design Manual for Urban Roads & Streets (DMURS);
- The Traffic Signs Manual (TSM);
- Fingal Development Plan 2023 – 2029.

In terms of transportation, the key features of the proposed development are as set out following.

STUDY AREA

The proposed development is located in Mountgorry, Swords, County Dublin, as illustrated in the map below.

The indicative location of the development can be seen in the figure overleaf.

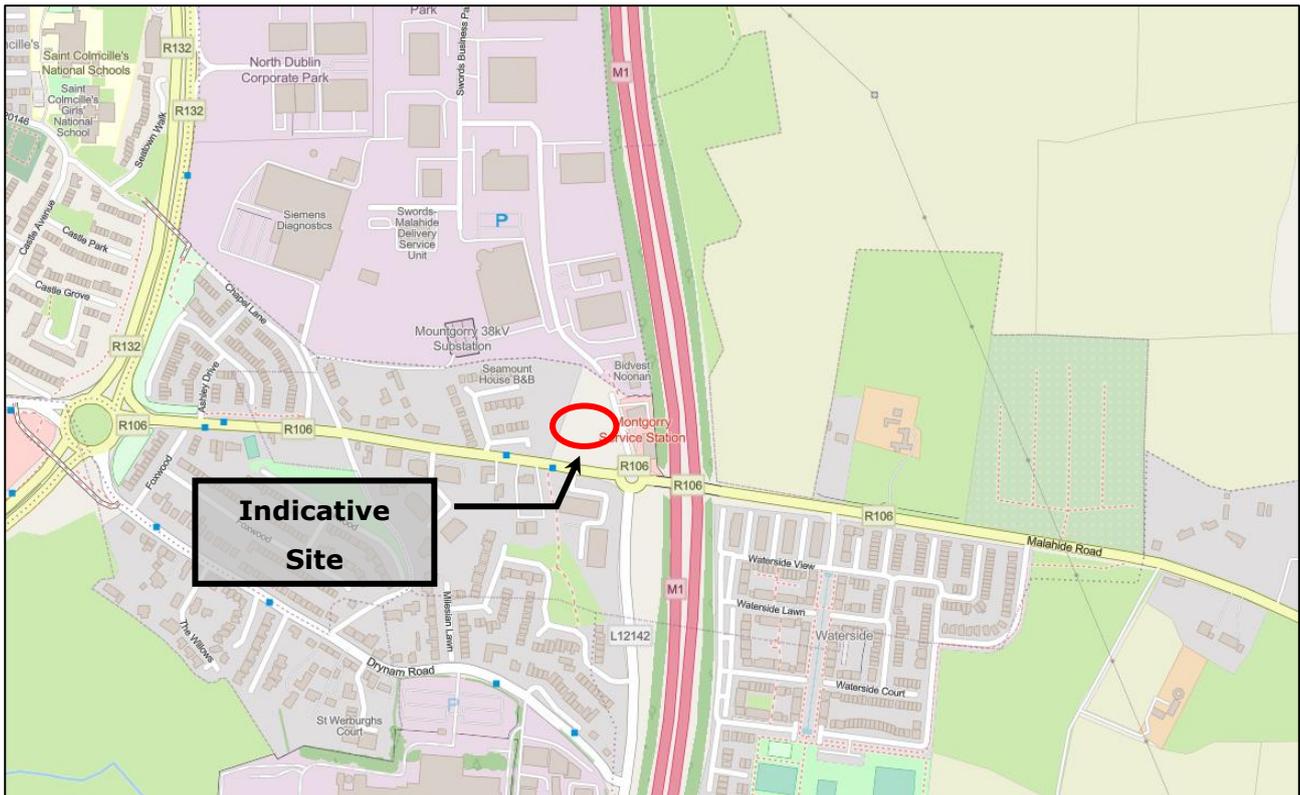


Figure 1: Indicative Location of Development

DEVELOPMENT DESCRIPTION

Bartra Propco 23 Limited intend to apply for permission for development for a Large-scale Residential Development (LRD) at this c. 0.8731 Ha site fronting the Swords to Malahide Road (R106), Mountgorry, Swords, Co. Dublin. The site is bounded to the west by open space, with Seamount View Housing Estate further beyond, to the south by the R106, to the east by an access road to the Applegreen Service Station and to the north by Swords Business Park.

The development's surface water drainage network shall discharge from the site into the existing manhole located along the access road to the east of the site. The development site area and drainage work areas will provide a total application site area of c. 0.8792 Ha.

The proposed development will principally consist of: the construction of 123 No. residential units (55 No. one bed apartments and 68 No. two bed apartments). The development will be provided in a courtyard block arrangement ranging in height from part 4 No. to part 5 No. storeys. The proposed development has a gross floor area of c. 10,291 sq m.

The proposed development will also provide: vehicular access from the access road to the east; 24 No. car parking spaces; bicycle parking spaces; motorcycle parking spaces; pedestrian/cycle entrances at the south-

west and north of the site, and along the western boundary connecting into the adjoining open space; a footpath and bicycle path around the south, east and north of the site perimeter and a shared cycle/pedestrian path along the western boundary; balconies and terraces facing all directions; hard and soft landscaping; boundary treatments; green roofs; lift overrun; PV panels; lighting; ESB substation; switchroom; plant; and all associated works above and below ground.

The site layout can be seen in the following figure.



Figure 2: Site Layout (Refer to Dr No. B1054-OCSC-XX-XX-DR-C-0110)

2 SITE ENTRANCE

The site entrance is located on the access road, located north of the Mountgorry/Swords Rd Roundabout, proposed to serve of the 24 no. surface car parking spaces at this location while also facilitating servicing and emergency vehicle access.

The required 45m visibility splay is achievable as per Table 4.2 of DMURS for a road with a 50kph speed. Refer to OCSC Drawing B1054-OCSC-XX-XX-DR-C-0115.

The entrance has corner radii in compliance with Section 4.3.3 of DMURS which encourages smaller radii to reduce vehicle speeds and improve cyclist and pedestrian safety, as per the following extract.

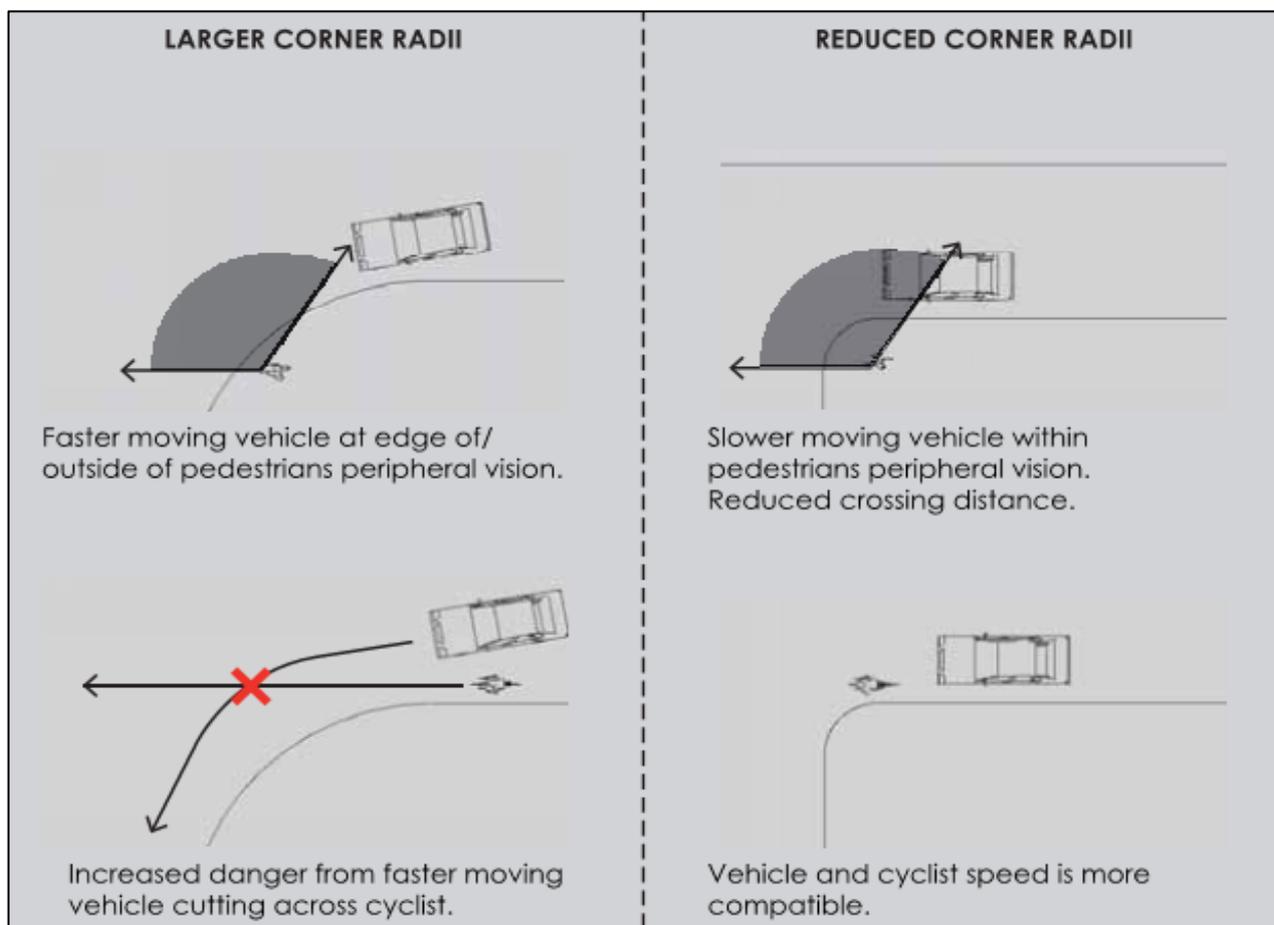


Figure 3: DMURS Extract on Benefits of Reduced Corner Radii

Road markings are proposed to be kept to a minimum in accordance with Section 4.2.4 of DMURS, creating a self-regulating street environment with DMURS specifically stating:

“Minimal signage is required on Local streets due to their low speed nature and low movement function. The generally lightly trafficked nature of these streets means that the use of signage can be minimised, and in some cases eliminated altogether”.

3 CYCLISTS & PEDESTRIAN

CYCLE

A dedicated cycle parking area with access from the main internal is provided. This segregates cycle traffic accessing the site from vehicles, providing a safer environment for cyclists in accordance with Section 4.3.5 of DMURS.

Cycle parking is proposed, with a total of cycle parking of 274 no. long-term spaces are proposed with 130 no. short term. This will facilitate a positive modal share with respect to cycling at the development which is in line with the core principles of DMURS.

PEDESTRIANS

Pedestrian access is provided at numerous locations along the site's frontage. There are currently existing footpaths along this stretch of the existing carriageway but the development proposes the provision of a minimum 2m footpath along its eastern boundary in accordance with section 4.3.1 of DMURS which sets out a width of 1.8m as the "minimum space for two people to pass comfortably in areas of low pedestrian activity" as per the following extract.

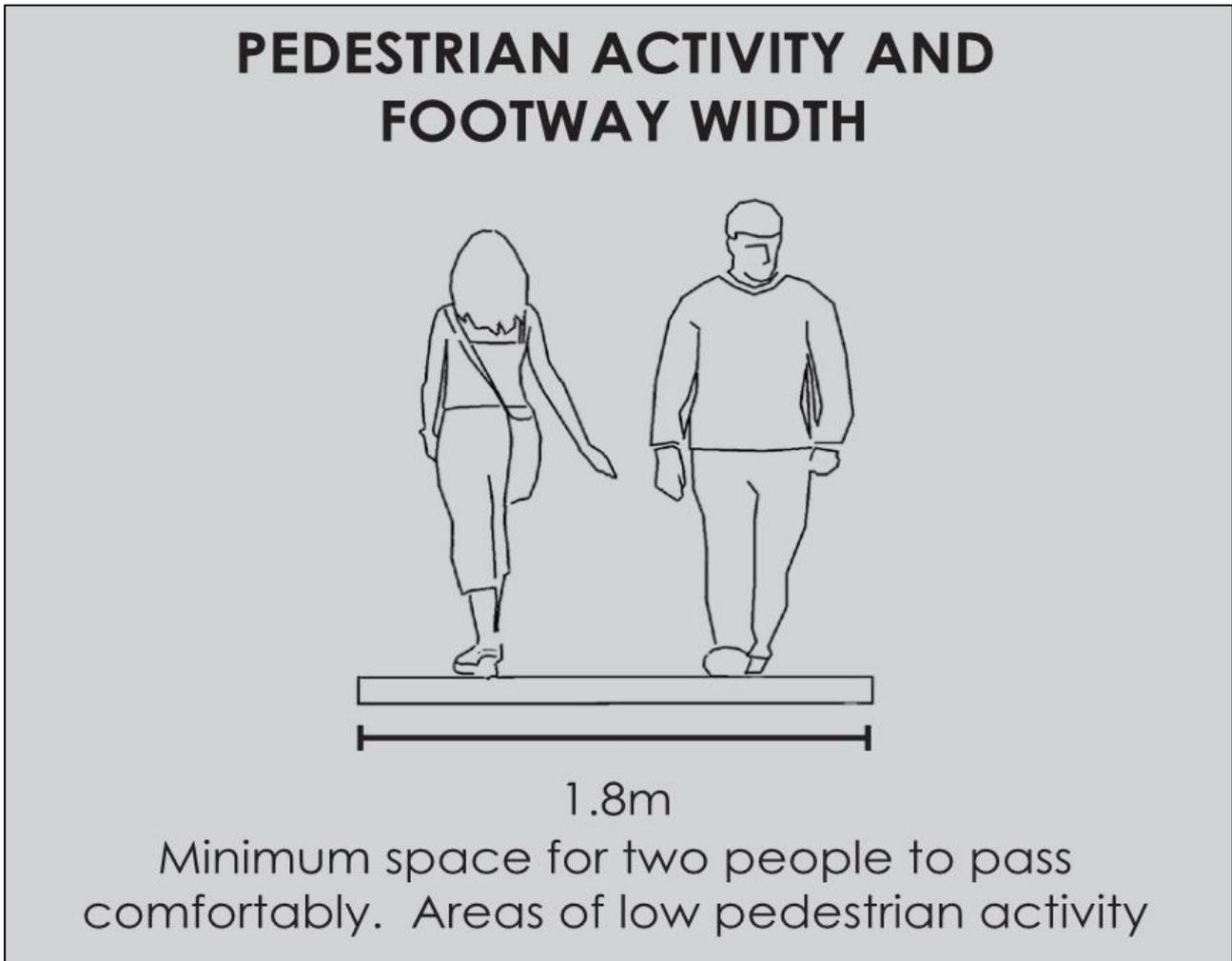


Figure 4: DMURS Extract of Figure 4.34

The footpath along the site boundary is to be kept free of street furniture in accordance with Section 4.2.5 of DMURS.

Furthermore, the local access road to the east currently forms a cul-de-sac which facilitates access to the adjacent filling station only at present, though it is expected that the long-term proposal by Fingal County Council is to link this road through to the Business Park to the North. However, it is understood that these lands are privately owned resulting in no connection at this current time. This road also includes an entrance into the subject site.

The proposed site layout has made accommodations for cycle and pedestrian routes to tie into the road located north of the site. This area of land houses a variety of employment opportunities for local residents. An indicative summary of this piece of internal connectivity can be seen in the figure below. For a more detailed drawing, refer to Dr No. B1054-OCSC-XX-XX-DR-C-0110.

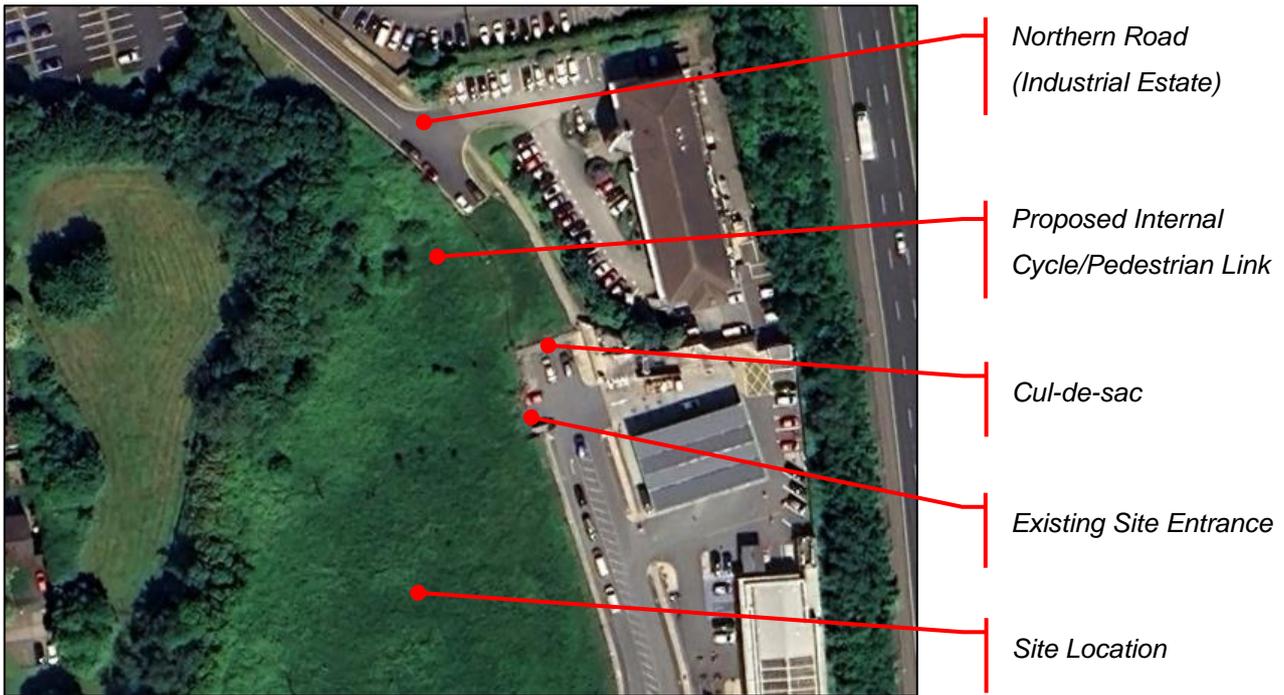


Figure 5: Existing Site Access

Connectivity to this area, via the development site boundary, provides increased pedestrian/cyclist permeability in accordance with Section 3.4.1 of DMURS.

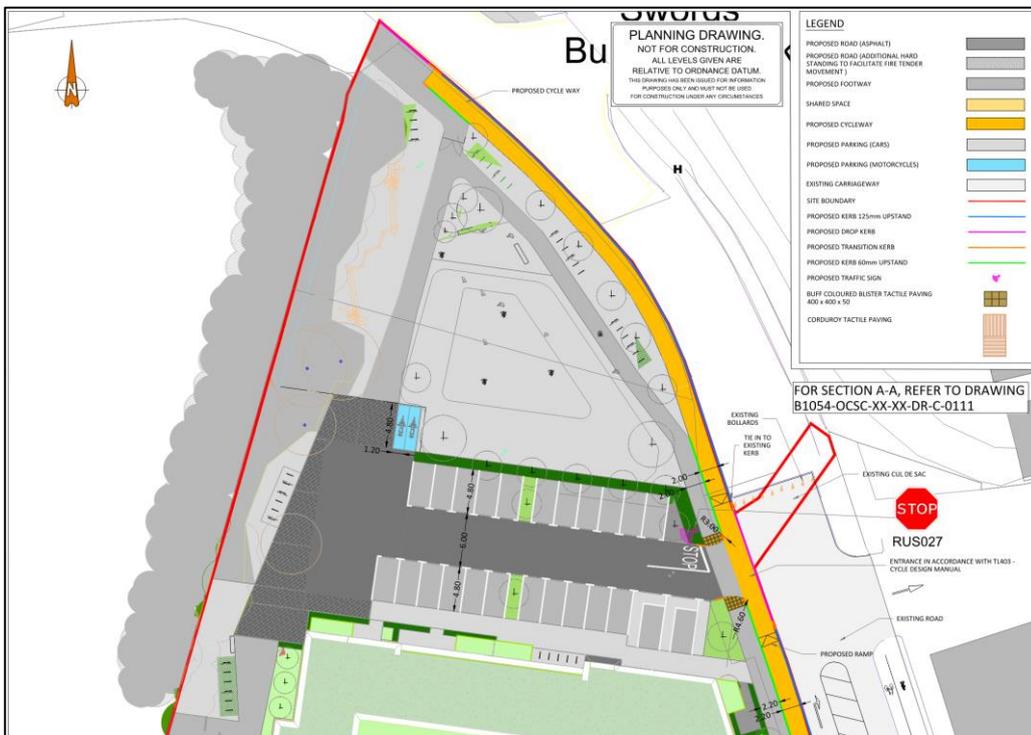


Figure 6: Proposed Connectivity to Future Pedestrian/Cycle Facilities

4 INTERNAL ROADS

The internal road is proposed as a local/access road in accordance with Section 3.2.1. In order to enhance pedestrian/cyclist permeability, several access points along the site perimeter will allow for safe access for all road users throughout the site.

DMURS Description	Roads Act/ DN-GEO-03031	Traffic Management Guidelines	National Cycle Manual
Arterial	National	Primary Distributor Roads	Distributor
Link	Regional (see note 1)	District Distributor Local Collector (see Notes 1 and 2)	Local Collector
Local	Local	Access	Access

Notes

Note 1: Larger Regional/District Distributors may fall into the category of *Arterial* where they are the main links between major centres (i.e. towns) or have an orbital function.

Note 2: Local Distributors may fall into the category of *Local* street where they are relatively short in length and simply link a neighbourhood to the broader street network.

Figure 7: Road Type Classification – DMURS

MATERIALS

This will be achieved through the use of alternative material types as set out in the landscape plan as per the Section 4.3.4 of DMURS. It is also in accordance with Section 4.4.2 of DMURS which seeks to avoid the use of typical road materials such as macadam and asphalt in locations such as this.

Planting of appropriate scale and type is proposed throughout the development including green verges adjacent the internal road and throughout the site boundary. This is in line with Section 4.2.7 of DMURS which suggests the use of planting to promote softer landscapes and a green living character.



Figure 8: Landscape Layout

CARRIAGEWAY WIDTHS

Guidance on carriageway widths is set out in Section 4.4.1 and Figure 4.55 of DMURS, with an extract of same recreated following.

In line with this, the primary link through the site is proposed as a 6.0m wide carriageway. Justification for an increased carriageway width is outlined in the following section of the report "Parking Layout". In some localised areas, additional width has been provided to facilitate the manoeuvring of vehicles to and from parking spaces but this has been integrated into the design to prevent an overall widening through the use of buildouts and alternative materials. Full swept path analysis has been carried out for this as well as all emergency and refuse collection vehicles.

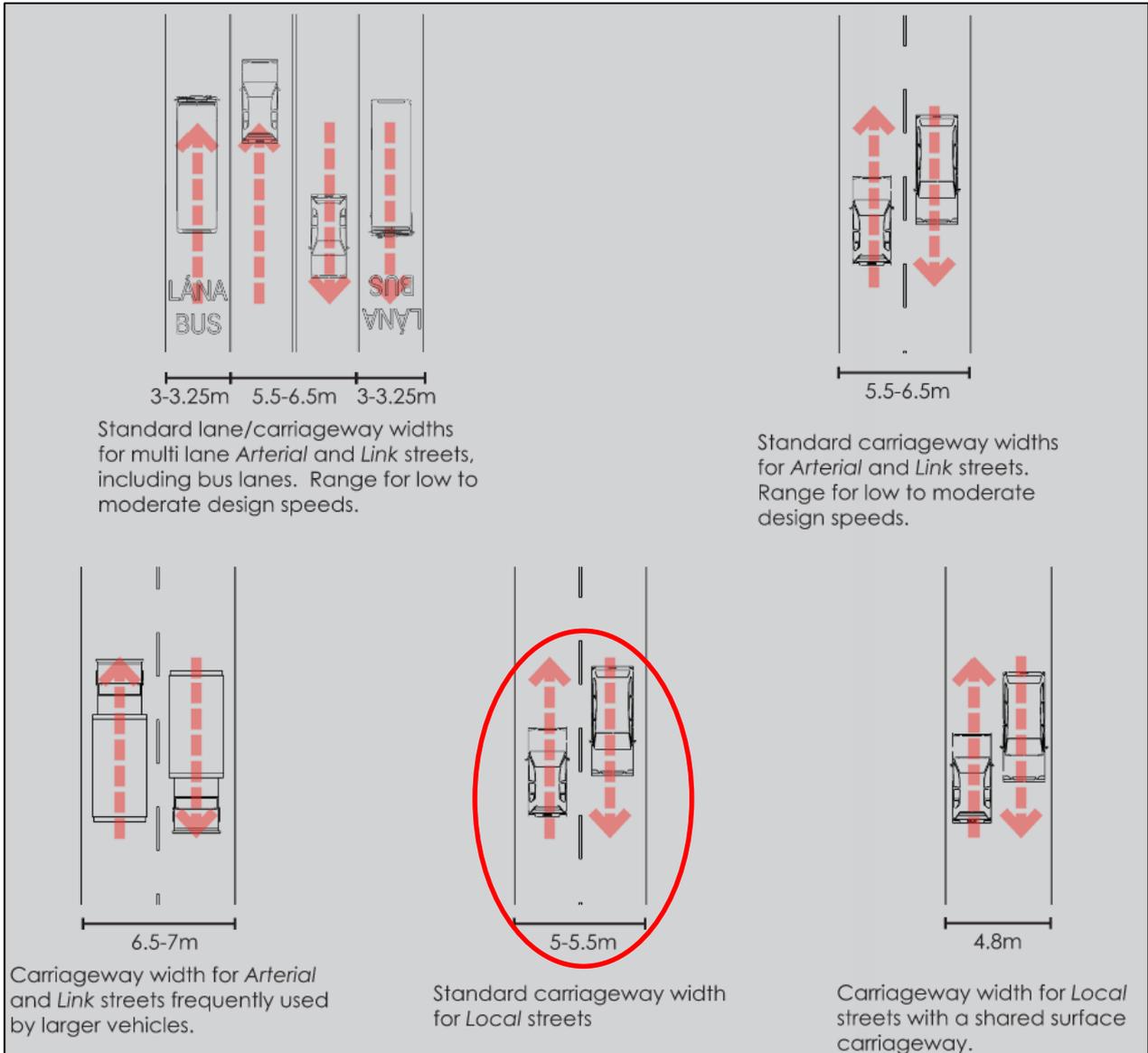


Figure 9: Extract of DMURS Carriageway Width Guidance

PARKING LAYOUT

Perpendicular parking is proposed on the internal roads which will act as a further traffic calming measure and is permitted on a street of this nature in accordance with Section 4.4.9 of DMURS. The below figure is an extract from DMURS section 4.4.9, highlighting the need for additional buffer space when introducing perpendicular parking to allow for manoeuvrability. As the development site has incorporated perpendicular parking into the design, the 6.0m carriageway is a viable width.

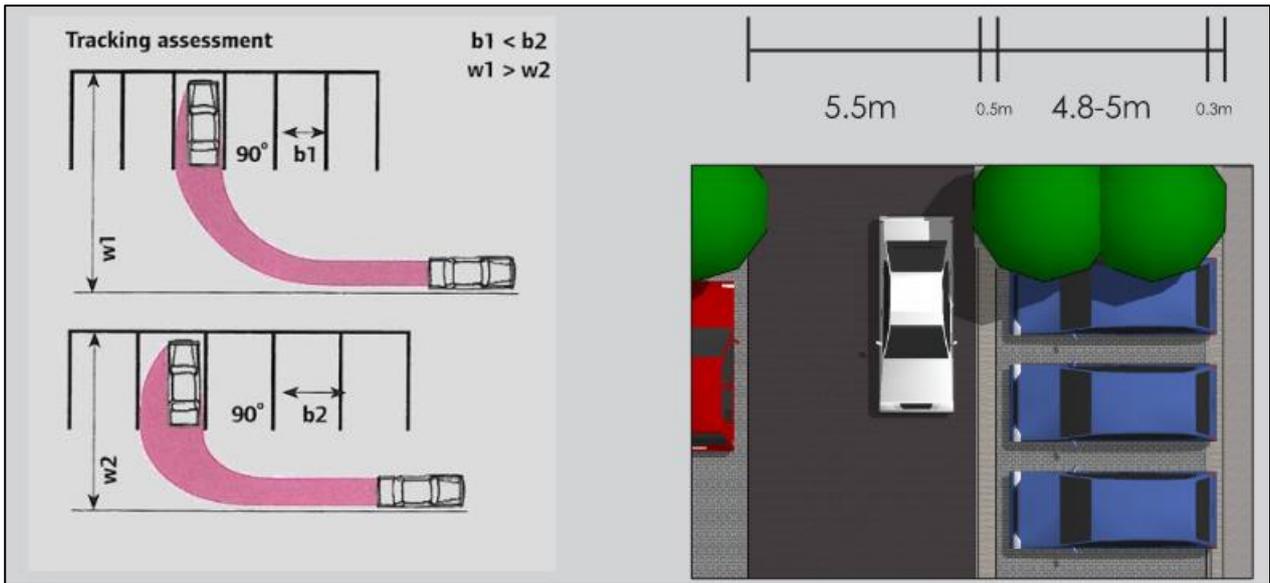


Figure 10: DMURS Guidance on Perpendicular Parking

5 FIRE TENDER

Access for fire tender and other emergency vehicles is also catered for via the north-south link with a swept path analysis having been carried out and submitted separately in support of this application. An extract from B1054-OCSC-XX-XX-DR-C-0142 can be found below, illustrating the appropriate Fire Tender access.



Figure 11: Fire Tender Swept Path Analysis

6 SUSTAINABLE TRAVEL

The development incorporates a series of measures to facilitate and promote travel by more sustainable means and reduce travel by car. These are summarised as follows:

- Reduced car parking provision at a rate of approximately 0.19 spaces per unit based on the highly accessible nature of the site. This is in line with the guidance set out the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024);
- Cycle parking provision of 193 spaces for residents and 56 spaces for visitors/short term;
- Implementation of a site specific Mobility Management Plan, submitted under separate cover as part of this application, incorporating a series of objectives and measures to facilitate and promote travel by more sustainable means;
- Providing pedestrian and cycle permeability and to the future cycle plans through the site to increase accessibility locally and provide a more direct access to key feature.

The above are in accordance with the core policy of DMURS, set out in Section 1.2 which describes “encouraging modal shift to more sustainable modes of travel” as central to the overarching objective.

7 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.

8 VERIFICATION

This report was compiled and verified by:

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