

DMURS Statement of Consistency

Phase 2 of Proposed Residential Development at Southgreen, Co. Kildare

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1. Introduction

This report has been prepared by Waterman Moylan Engineering Consultants, on behalf of Pousterle Limited, as part of a planning documentation to Kildare County Council for a proposed residential development on lands at Southgreen, Kildare Town, Co. Kildare

The planning documentation is to be submitted to Kildare County Council. It is a requirement of legislation that the proposed housing development is compliant with the requirements of the Design Manual for Urban Roads and Streets 2019 (DMURS).

The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. The implementation of DMURS is intended to enhance how we go about our business, enhance how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel.

The subject site, South Green Phase 2 is developed in a net site area of 6.13 Ha. The site is bound by Southgreen Road along the western edge of the site, the south internal link road to the south, Old Road and existing residential units along the eastern edge of the site, and by agricultural lands to the north. The approved Southgreen Phase 1 development is located directly south of the subject site and is currently under construction.

The proposed development will consist of 12 no. residential dwellings. The mix of residential units consists of 136 no. houses comprising 7 no. 2-bed, 102 no. 3-bed and 27 no. 4-bed, and 10 no. apartments, comprising 5 no. 1-bed units, 3 no. 2-bed units and 2 no. 3-bed units. 146 no. units in total. The detailed breakdown of the proposed residential scheme is shown in Table 1-1 below.

Table 1-1: Schedule of Accommodation

Description	1-bed	2-bed	3-bed	4-bed	Total
Houses	-	7	102	27	136
Apartments	5	3	2	-	10
Total	5	10	104	27	146

The development's surface water will not discharge into any public sewer but instead a strategy that uses nature-based SuDS to promote ground infiltration is utilized. The entire site's runoff will be attenuated and infiltrated within the site boundaries, with no direct connection to a public surface water system.

The subject sites foul water drainage network shall discharge into a 450 mm diameter gravity foul sewer located in the south of the subject lands, construction beneath the south internal link road and linking the subject lands foul network to the currently under construction South Green Phase 1 developments 450mm foul network.

The internal roads network is designed as 6.0 m and 5.5 m wide throughout. Public concrete footpaths to the north and south of the proposed junction accesses will be provided within the proposed access roads to facilitate future pedestrian linkage with the Southgreen Road. It is also proposed to provide a unidirectional cycle track along Southgreen Road, along both the eastern and western edges, within the

development’s redline boundary to facilitate further cycle infrastructure as part of the Southgreen Masterplan objectives.

The design ensures adequate provision for pedestrians. Footpaths of a minimum width of 2 m are provided along both sides of the proposed internal roads network which is designed as 5.5 m and 6 m carriageways, with sufficient carriageway and circulation aisles to allow safe access to perpendicular parking bays. The layout accommodates utilities, lamp standards, and other services without encroaching on private property.

The main internal north/south distributor road has been realigned to introduce gentle horizontal curvature in place of a long straight alignment. This approach reduces the potential requirement for additional speed control measures such as ramps or raised tables and is consistent with DMURS principles, which promote speed management through geometric design rather than reliance on vertical traffic calming alone.

Localised homezones have been incorporated within the internal layout. Increased / enhanced pedestrian facilities are provided at these locations. Raised tables are provided at key junctions and pedestrian crossing points to enhance safety, improve visibility, and encourage low vehicle speeds consistent with DMURS guidance.

2. Creating a Sense of Place

Four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods. Each of these characteristics are set out below together with a commentary setting out how the proposed residential development complies with each of these characteristics:

2.1 Connectivity

The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected. (DMURS Chapter 2.2.1). In order of importance, DMURS prioritises pedestrians, cyclists, public transport then private cars. This is illustrated in the below image extracted from DMURS (Figure 2.21).



DMURS Figure 2.21: User Hierarchy

The proposed development has been designed to prioritise pedestrian and cyclist movement over other modes of transport, in line with the user hierarchy set out in the Design Manual for Urban Roads and Streets (DMURS). This approach supports more sustainable travel patterns by placing pedestrians at the top of the hierarchy, as illustrated in the adjacent image.

As part of the works, Southgreen Road will be upgraded to incorporate a high-quality shared pedestrian and cyclist facility. The development includes dedicated pedestrian and cyclist connections to the surrounding established areas, including nearby restaurants, shopping centres, and public transport or shared bike services. These connections are facilitated via a proposed 2 m wide concrete footpath and 2 m wide cycle track on either side of Southgreen Road, located to the west of the site.

The proposed external footpaths along Southgreen Road, are as discussed, 2 m wide which is in accordance with DMURS and local authority standards, accompanied by a 2-m-wide unidirectional cycle track and a 2 m grass verge separating it from the Southgreen Road carriageway.

This new shared footpath and cycle track arrangement will tie into the existing pedestrian and cycle infrastructure located to the south of the site at the existing roundabout. This existing infrastructure begins just north of the roundabout at the junction of Southgreen Road and the Southern Internal Link Road (located at the southwest corner of the subject development).

An 4m wide east-west cycle and pedestrian link is also proposed across to northern boundary of the site to improvement connectivity.

2 m wide footpaths are proposed internally within the development on either side of the proposed roads network offering pedestrian linkages throughout the site and includes linkage with the southern end of the development, onto the public footpath arrangement located only the southern link road.

The nearest bus stops to the site are situated near Kildare Rail Station which is c. 2.0 km (14-min walk) from the subject site. The bus stops are served by bus routes 883. Additional bus routes are available in

Kildare town Centre, around 1.2 km from the site (16-minute walk), including the bus routes 126, 126A, 126B, 126D, 26T, 126U, 726, IW02 & UM14.

For the residents/guests who wish to cycle to and from Southgreen, cycle parking will be available. All cycle parking will be free to residents and visitors. Secure parking location will be proved within the development with the inclusion of E-bike spaces.

The subject development, comprising of 146 no. residential units and a creche facility, includes a total of 527 no. cycle parking spaces for apartments and creche. Of these, 517 no. are for residents, 10 no. are for the creche. 75 no. of spaces are assigned to visitors.

With adequate connectivity to Kildare Town, it will encourage the residents/ guests living in the proposed development to travel on foot and cycle for the short distance trips and take public transport for the long-distance trips.

The Southgreen development is well connected to the surrounding road network via the R415, which provides access to the M7 motorway, supporting regional travel. The internal road layout integrates with the South Green Link Spine Road, which functions as the primary distributor route through the site, facilitating smooth access for residents, service vehicles, and emergency services. Journey time analysis using Google Maps indicates that the site is highly accessible by private car, with typical travel times of approximately 22-25 minutes to Naas town centre, 13–16 minutes to Newbridge, 35-40 minutes to the Red Cow Interchange (M50), and 40–60 Centre, depending on peak hour traffic conditions.

We can conclude that the proposed development fully compliant with the connectivity objectives of DMURS.

2.2 Enclosure

A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure. (DMURS Chapter 2.2.1)

The proposed development covers a net site area of c. 6.13 hectares. It is bound by Southgreen Road to the west, the South Green Internal Link Road to the south, existing residential development and Old Road to the east, and agricultural lands to the north. The layout includes 2 m wide internal footpaths and an internal 6 m & 5.5 m road network with 4-no. homezone / woonerf streets, and three areas of public open space distributed throughout the site.

The proposed development has been designed so that residential dwelling face towards the proposed open green space areas and front the designed internal streets network (including homezone/woonerf streets). Therefore, it is deemed that the sense of enclosure for the proposed development has been achieved.

2.3 Active Edge

An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings. (DMURS Chapter 2.2.1)

Since the proposed development is a residential development, it has been designed so that the entrance will be provided and placed facing towards the proposed internal roads network, and units placed along Southgreen Road will face onto this existing road edge to the west of the development. Footpaths are located along all internal and external roads within the redline boundary of the development to enable and encourage pedestrian activity along same.

The development has achieved forward visibility splays of 2.4 m x 65 m is applicable for a bus route road with a design speed of 50 km/hr numerous entrances to all streets as required. The development will generate pedestrian activity as required.

2.4 Pedestrian Activity / Facilities

The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity. (DMURS Chapter 2.2.1)

As outlined in the items above the proposed development includes the provision of suitable pedestrian and cycle facilities. The proposed residential development is proposed to front directly onto Southgreen Road (for dwellings position along the western boundary) and onto the internal roads network, which will create activity and also provide surveillance to enhance pedestrians feeling of safety and well-being.

Figure 4.34 in Chapter 4.3.1 of DMURS identifies a minimum of 1.8m wide footpath which should be provided. There is no existing footpath on Southgreen Road at the location of the proposed site entrance. As part of the overall development, it is proposed to include a 2 m wide concrete footpath, a 2 m wide unidirectional cycle track, and a 2 m wide grass verge on both sides of Southgreen Road. The footpath and cycle track arrangement is separated from the carriageway by tree planting, enhancing both safety and visual appeal.

3. Key Design Principles

DMURS sets out four core design principles which designers must have regard in the design of roads and streets. These four core principals are set out below together with a commentary setting out how these design principals have been incorporated into the design of the proposed residential development.

3.1 Design Principle 1 – Connected Networks

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. (DMURS Chapter 2.2.3 and Chapter 3)

The proposed layout incorporates a comprehensive footpath network throughout the site, with minimum 2 m wide footpaths provided on both sides of the internal streets, exceeding the 1.8 m minimum recommended in DMURS. Pedestrian permeability is further supported by multiple crossing points, including raised crossings at junctions to prioritise pedestrian movement and enhance safety. The development is designed to promote active travel, with dedicated infrastructure that links residential areas to open space. This layout supports safe and legible pedestrian routes across the entire site. This will ensure high levels of permeability as required.

3.2 Design Principle 2 – Multi-Functional Streets

The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment. (DMURS Chapter 2.2.3 and Chapter 4)

The development provides a network of interconnected streets designed in accordance with DMURS guidance, incorporating features such as 2 m wide internal footpaths, 6 m & 5.5 m internal roadway throughout the development, and homezone/woonerf streets. The design promotes permeability, supports active travel, and facilitates safe, movement for pedestrians and cyclists.

3.3 Design Principle 3 – Pedestrian Focus

The quality of the street is measured by the quality of the pedestrian environment. (DMURS Chapter 2.2.3 and Chapter 4)

The design of the scheme has placed a particular focus on the pedestrian. Connectivity throughout the scheme is heavily weighted towards the pedestrian and away from the private car. An extensive network of 2 m wide footpaths is proposed throughout the development and offers linkage with the existing public footpath to the south of the subject development along the Southgreen Internal Link Road. The footpath arrangements also connect residents to the 2 no. open green spaces areas within the development.

As part of the overall development, it is proposed to upgrade the footpath in front of the proposed entrance on Southgreen Road to the west of the development. High quality materials and finishes are proposed throughout the scheme, both in the buildings and hard and soft landscaping. These will have a positive impact on the local context. The selected materials will provide a collection and palette of colors and textures which will contrast with each other and enhance the streetscape and pedestrian environment while respecting the existing buildings along the existing roads for various purposes and at the same time giving it a youthful atmosphere.

3.4 Design Principle 4 – Multidisciplinary Approach

Greater communication and co-operation between design professionals through promotion plan led multidisciplinary approach to design. (DMURS Chapter 2.2.3 and Chapter 5)

The design of the proposed scheme has been developed through the design team working closely together. The proposed development design is led by MCORM Architecture and Hayes Ryan Landscape Architecture working together with Waterman Moylan Consulting Engineers.

The developer and promoter of the scheme, Pousterle Limited, is committed to delivering a high-quality development which complies with the recommendations of DMURS.

UK and Ireland Office Locations

