



DMURS Statement of Consistency

Proposed LRD Development of Tinahask Upper, Money Big & Money Little, Arklow, Co. Wicklow

October 2026

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1. Introduction

1.1 Context

This Design Statement is based on the Design Manual for Urban Roads and Streets (DMURS) and has been prepared by Waterman Moylan as part of the design documentation for a Proposed Residential Development located at Tinahask Upper, Money Big & Money Little, Arklow, Co. Wicklow.

Rose Bark Limited wish to apply for permission for a Large-scale Residential Development (LRD) on a site located at Tinahask Upper, Money Big & Money Little, Arklow. The site is bounded to the north and south by open greenfield lands, to the east by a leisure amenity, and to the east by the Dublin–Rosslare railway line.

The proposed development comprises amendments to the Large-scale Residential Development permitted under WCC Reg. Ref. 24/325 consisting 352no. residential units proposed in a mix of houses and apartment units comprising 334no. houses (44no. 2-bedroom, 241no. 3-bedroom and 49no. 4-bedroom) ranging from 2 to 3 storeys, 18no. apartments (6no. 1-bedroom and 12no. 2-bedroom) in 1no. 4 storey building, 1no. creche (c. 711 sqm) at ground floor of apartment Block A; and all associated and ancillary site development works including on site attenuation, hard and soft landscaping and boundary treatment works, including public open space; communal open space, public lighting; surface car parking; bicycle parking store for apartment units; 4no. ESB substations; bin stores; vehicular access via existing Northwood Road and railway overbridge from Knockmore roundabout. The proposed development also includes road upgrade works to the existing railway overbridge and the western approach to same including the provision of a 2.5m footpath, 6m carriageway, safety barrier improvement works and other ancillary works required to facilitate these elements.

The Schedule of Accommodation is shown in **Table 1** below:

Typology	1 Bed	2 Bed	3 Bed	4 Bed	GFA	Total
House	-	44	241	49	-	334
Apartment	6	12	-	-	-	18
Crèche	-	-	-	-	714	-
Total	6	56	241	49		352 units

Table 1 | *Schedule of Accommodation*

1.2 Scope

The scope of this report is to identify the specific design features that have been incorporated within the proposed residential scheme with the intention of delivering a design that is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS).

1.3 Standards

This Design Statement has been prepared in accordance with the Design Manual for Urban Roads and Streets (May 2019, Version 1.1).

1.4 Site Location

The site is located at Tinahask Upper, Co Wicklow. It is bounded to the north and south by open greenfield lands, to the east by a leisure amenity, and to the west by the Dublin–Rosslare railway line.

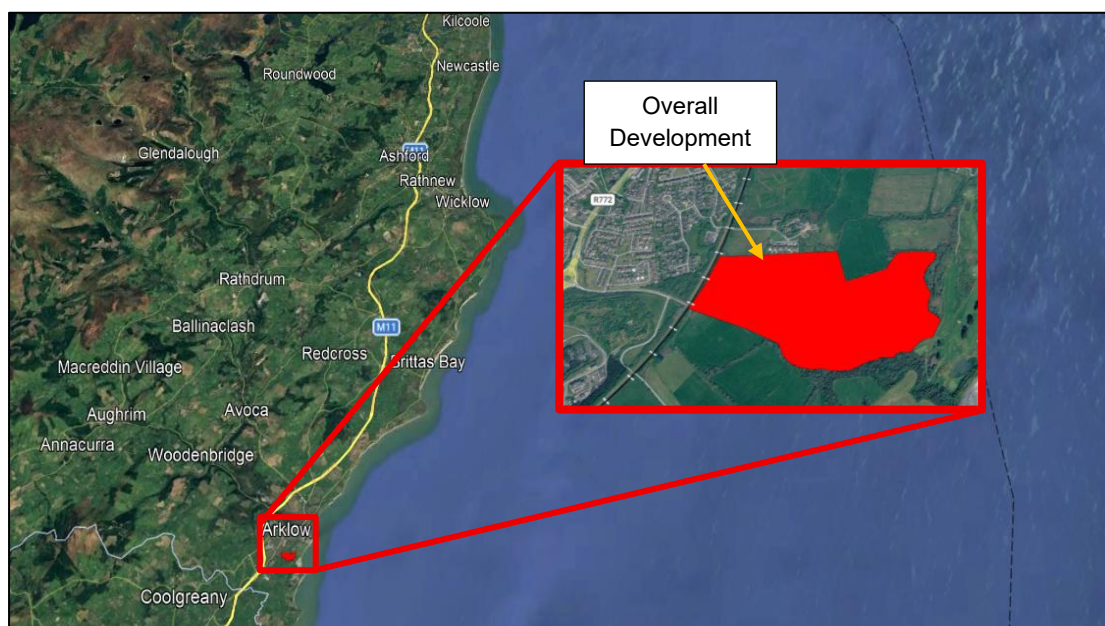


Figure 1 | Site location Map

1.5 Contents of the DMURS Statement of Consistency

This document presents a review of the main section within both Chapters 3 'Street Networks' and 4 'Street Design' of the Design Manual Urban Roads and Streets. It examines how these chapters were implemented during the design phases, with the aim of providing a statement of the coherence of the Subject Development.

2. Street Networks

2.1 Integrate Street Network

Design Manual Urban Roads and Streets approach encourages the integration of land use and transportation, allowing the consolidation of development along strategic connections and around nodes. According to the Design Manual, the strategic connections represent the principal routes for public transport, whereas the nodes constitute the primary destinations. This results in improved accessibility to services and encourages more sustainable modes of transportation, which in turn reduces reliance on vehicles.

The Subject Site is located adjacent to a road network consisting of national roads, regional roads, and local roads. The main regional road in the surrounding area is the R772, which can be used to access the proposed development via Northwood at the south-west of the site.

Figure 2 below shows the surrounding road network.

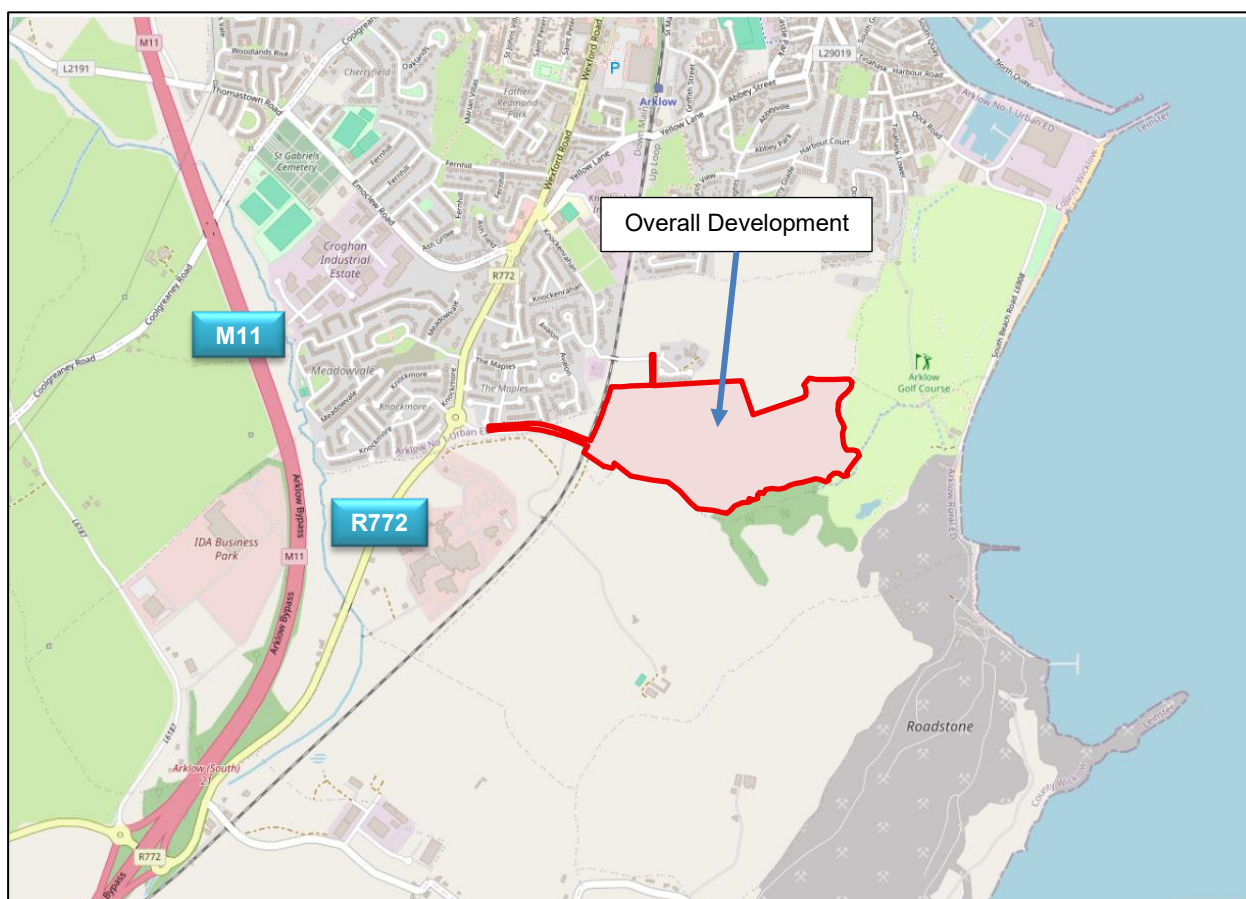


Figure 2 | Existing Road Network

The **M11** in Arklow is the section of the main motorway that bypasses the town of Arklow in County Wicklow, forming part of the major Dublin – Rosslare route on Ireland's east coast. It's a high-quality dual carriageway/motorway linking Dublin with towns further south and helps divert through-traffic away from Arklow's centre, improving journey times.

The **R772** is a regional road running north–south through Arklow. It serves as a key urban corridor, linking Arklow with nearby towns such as Rathnew, Gorey, and Enniscorthy along the old N11 alignment.

Northwood is a two-way single carriageway local access road serving the Northwood/Moneylands residential development in County Wicklow. The road connects to the R772 regional road, providing access to the wider road network, including the nearby M11 motorway. The road primarily serves local traffic and includes pedestrian footpaths along one side of the carriageway.

2.2 Movement and Place

2.2.1 Movement Function

DMURS establishes that a hierarchy of streets encourages residents to use sustainable modes of transport. The manual classifies streets into three categories: Arterial Streets, Link Streets and Local Streets. In accordance with the Design Manual, Arterial streets are the major routes via which major centres / nodes are connected. Arterial streets may include orbital or cross metropolitan routes within larger cities and larger towns. Link Streets provides the link to arterial streets or between centres, neighbourhoods, and/or suburbs. Finally, local streets are the streets that provide access within communities and to arterial and link streets.

As a reference, the Design Manual provides a table which shows the terminology used within this Manual compared with other key publications. The table is presented below.

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 3 | Terminology used within DMURS compared with other key publications

(Source: Table 3.1 - DMURS)

The street hierarchy within the Subject Development comprises a series of link streets and local streets. These streets are designed with a speed limit of 30 km/h. The internal road network is designed as a low-speed environment, ensuring a safe and permeable layout for residents.

The link streets are designed to provide connections to the future road network identified in the Arklow Local Planning Framework 2026, namely the Southern Port Access Road and the Tinahask Link Road.

The local streets, which are predominantly designed as shared-surface environments for pedestrians and vehicles, will provide access to the residential properties throughout the development.

The link streets are designed as segregated streets, with pedestrian footpaths and cycle facilities provided on both sides of the carriageway. Footpaths are provided throughout the development, connecting all residential units to communal open spaces and the wider external network. The footpaths have a minimum

width of 2.0 m, while segregated cycle tracks with a minimum width of 1.8 m are proposed on both sides of the roads.

Figure 4 below shows the internal roads of the subject development. The figure shows the segregated roads and the shared roads. In general, the internal roads are designated as Local Streets.

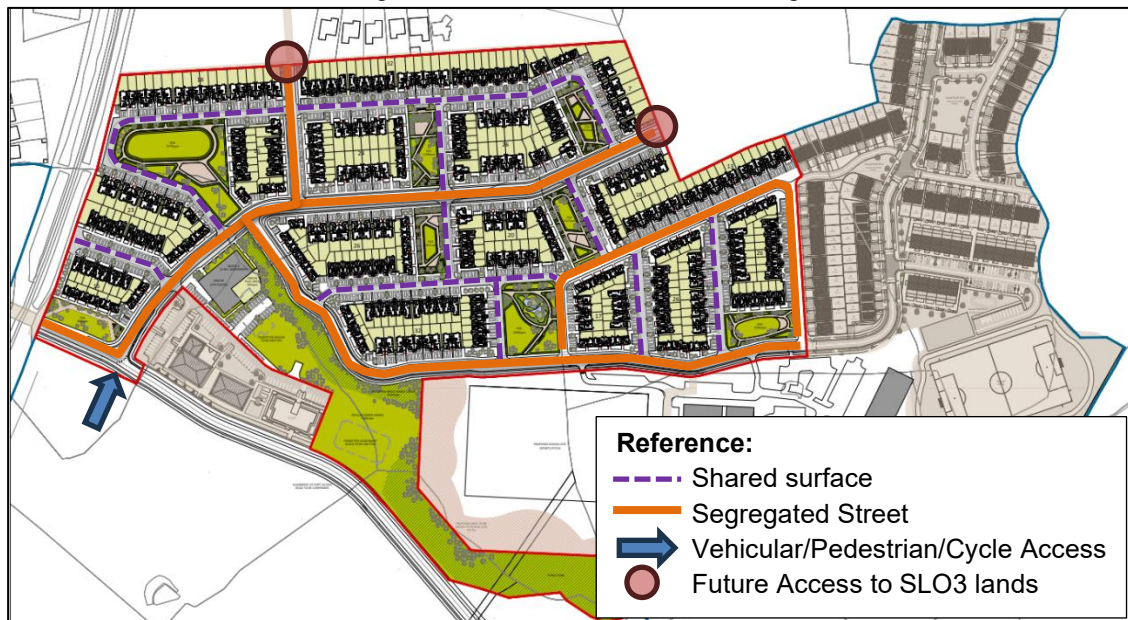


Figure 4 | Subject Development – Road Hierarchy and Street Layout

2.2.2 Place Context

DMURS recognises that urban roads and streets pass through a variety of areas with different characteristics, requiring different design solutions in each of these different contexts. Consequently, based on the Irish urban landscape, the Design Manual has divided urban areas according to their collective similarities, defining the following categories: Centre, Neighbourhood, Suburb and Business Park/Industrial Estate.

Centre urban areas include areas that are the focus of economic and cultural activity, where pedestrian activity is highest, and contain a concentration of retail and commercial frontages that open directly onto the street. Neighbourhoods include new and existing areas that are intensively developed with medium to high density housing and/or a broad mix of uses. Suburbs consist mainly of existing lower density housing developed over large areas. Business parks / industrial estates are areas primarily focused on providing areas of commercial and industrial activity outside of centres.

According to the Arklow Local Planning Framework 2026, the area included in the Subject Development falls in different categories, including “RN: New Residential” Land Use Category, “LSS: Local Shops & Services” Land Use Category, “CE: Community Education” Land Use Category, and “OS2: Natural Areas” Land Use Category as shown in **Figure 5** below.

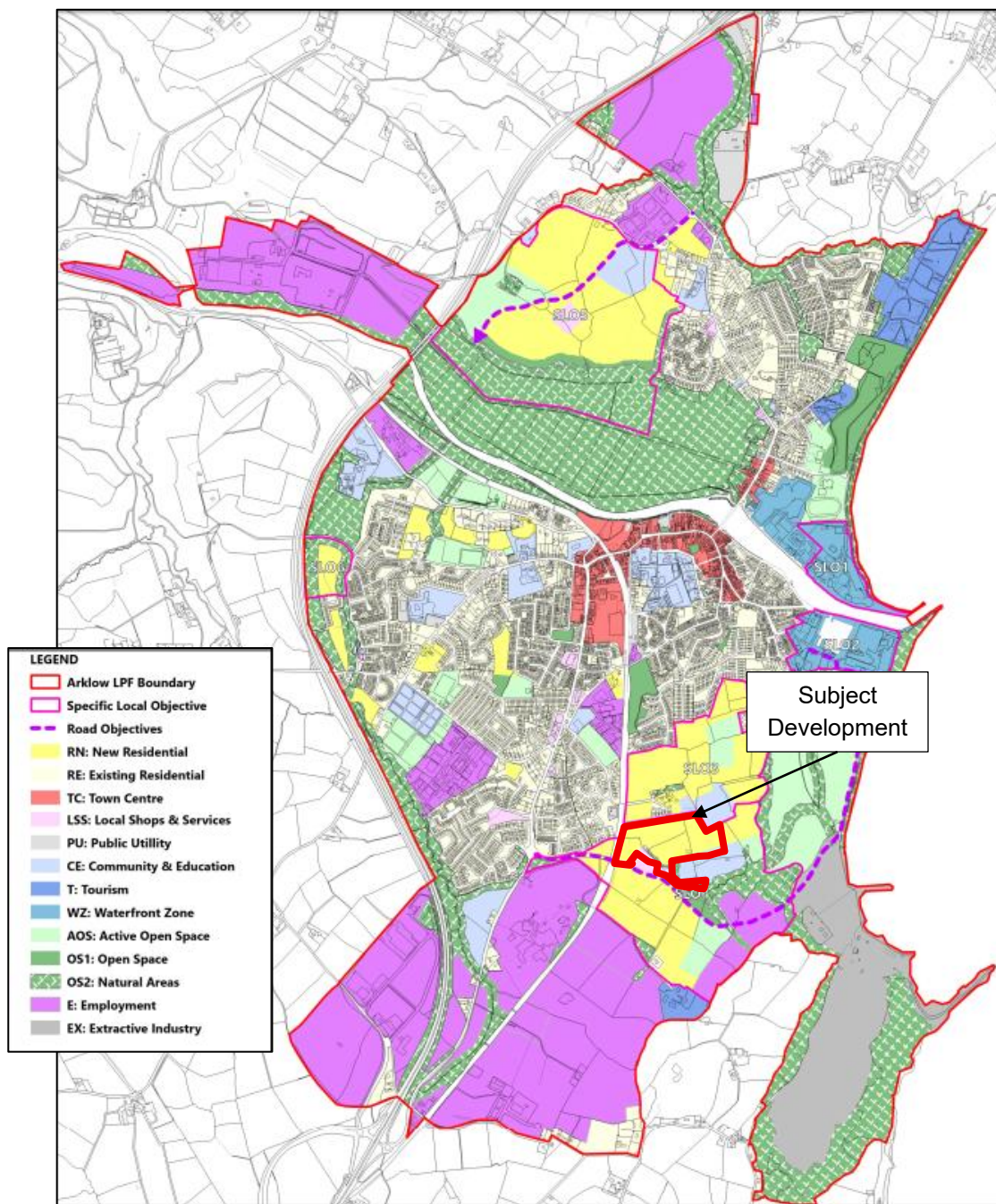


Figure 5 | Map 1: Land Use Zoning Objectives - Arklow Local Planning Framework 2026

The Subject Development is located within the SLO4. The purpose of an SLO is to guide developers as to the aspirations of the LPF regarding the development of certain lands where more than one land use is proposed, where there is a new infrastructure necessitated on the subject lands or where the lands are zoned for 'mixed use' to give more detail on the development objectives for these lands.

- The development of this SLO shall be contingent on the provision of new road infrastructure which required to be located on the SLO4 lands, namely (a) the improvement of the access road from the Knockmore roundabout to the railway line and the improvement of the railway overbridge, (b) a new distributor road from the railway overbridge into SLO4, and through SLO4 into SLO3 to the north and

(c) the development of the western part of the future Southern Port Access Road located within the SLO4 area.

Such road provision and improvements shall be subject to detailed design and phasing, based on the quantum of development that is planned to occur in each phase of the development, subject to the proviso that no more than 250 dwellings may be occupied in SLO4 prior to

- the improvement of the existing link road and railway bridge from the Knockmore roundabout leading into this area and
 - the full provision and operation of the new distributor road through this SLO which connects directly into SLO3 to the north.
- A minimum area of 4.5ha of Active Open Space (AOS) shall be laid out for active sports uses in a range of track, pitch and court types suitable for a variety of sports, including necessary car parking, lighting and changing facilities. In this regard:
 - The AOS north of the SPAR shall be developed and operational upon occupation of 50% of any residential development on the RN lands north of the SPAR;
 - The AOS south of the SPAR shall be developed and operational upon occupation of 50% of any residential development on the RN lands south of the SPAR.
- Open Space shall be provided as part of residential developments in the area in accordance with County Development Plan standards and laid out as informal parks and walks. Within these areas, at least 3 equipped children's play areas measuring at least 0.2ha each shall be provided in tandem with residential development; one to the north of the SPAR and two to the south. These play spaces shall be in the form of a playground and/or MUGA (Multi Use Games Area) and should cater for a variety of age groups including teenagers.
- A minimum of 4ha shall be reserved for the provision of schools (CE Community and Education Zone). No more than 250 dwellings may be occupied in this SLO until the CE lands have been transferred to the relevant authorities or otherwise made available for the provision of a school.
- Local shops and services (LSS zone), to service both the future resident and working population of the SLO area, of a scale that is commensurate with the needs of the future population shall be provided. This local centre shall comprise of:
 - a small group of shops including 1 medium size foodstore/ general grocery store (not a supermarket), and other such retail and non-retail services as shall be determined as warranted following the carrying out of a Retail Impact Assessment.
 - this local shops and services zone shall be permitted, constructed and operational, prior to the occupation of the final 25% of any residential development on the RN lands north of the SPAR and prior to the commencement of any development south of the SPAR.
- To achieve a sense of place and allow for visual diversity any residential application should provide for a number of identifiable and distinct housing estates (not exceeding 150 units), each containing materially different house designs within an overall unified theme.
- Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, and habitats of biodiversity value and appropriate buffer zones-/mitigating measures shall be provided as required.

2.3 Permeability and Legibility

2.3.1 Street Layouts

DMURS indicates that the design of new road networks should incorporate solutions that facilitate the development of sustainable communities. The networks should be based on layouts that facilitate connectivity between streets and maximise the number of walkable and cyclable routes between destinations. The use of cul-de-sacs, which provide no through access, should be limited to areas where mid-block penetration is desirable.

To provide a baseline, the DMURS set out three possible network typologies that can be adapted to the needs of the place, as shown in the figure below.



Figure 6 | Permeable Street layouts (Source: Figure 3.8 – DMURS)

DMURS highlight that an orthogonal layout is the most effective in terms of permeability. A curvilinear layout may also be highly effective, while streets with an organic layout have usually developed over time in a haphazard manner but can also offer high connectivity. Furthermore, it emphasises the importance of clearly defining the points of access to the development, which should be aligned with the major destinations and the hierarchy of the road network (refer to **Section 2.2.1**)

Figure 7 below illustrates the street layout of the subject development which, according to the classification above, corresponds to a "curvilinear layout".

For curvilinear layout, the DMURS indicates that street networks can also be highly effective in terms of permeability and legibility. The internal curvilinear layout facilitates the direct, efficient and safe movement of pedestrians and cyclists through the system, while simultaneously drawing people into the spaces and creating attractive curvilinear streetscapes. **Figure 7** below also shows the vehicular access point to the subject development and the future potential access points to the SLO3 lands north of the Subject Site (see **Figure 9** below).

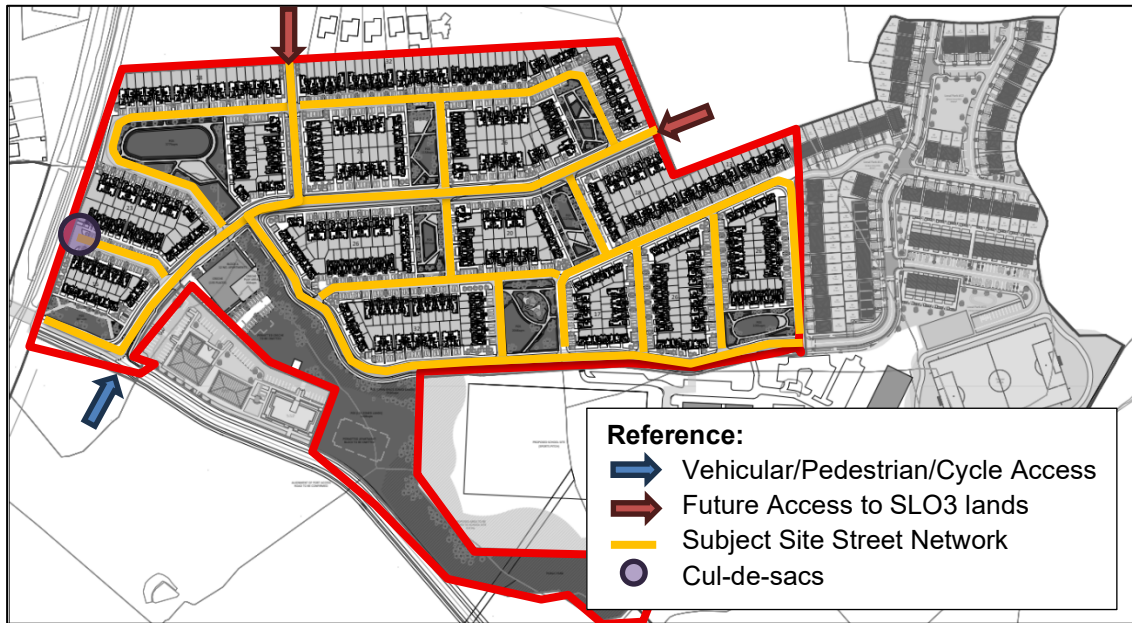


Figure 7 | Subject Development – Street Layout

2.4 Management

2.4.1 Vehicle Permeability

DMURS has classified the degree of permeability provided for different transport modes into four categories, as outlined below.

- Dendritic Networks, which severely restrict the movement of all users, should be avoided by the designer as they severely restrict movement.
- Open networks that allow full permeability for all users are the best accessibility. This is desirable for all users, such as within town centres and business park / industrial areas. The latter to allow more efficient access for commercial vehicles.
- 3-way offset networks, which comprise a significant number of 3-way junctions, permit through movement for all modes. However, this results in slower speeds for faster modes, as vehicles are required to decelerate, stop and/or change direction on numerous occasions when traversing local streets. This configuration presents a number of advantages and disadvantages with regard to its overall effectiveness. The use of multiple junctions can reduce legibility and discourage walking and cycling, as the network becomes challenging to navigate, and the route becomes unclear.
- Filter permeability network may be employed to permit full permeability to some users while imposing greater restrictions on others. This may be applied in instances where designers seek to prioritise the movements of more sustainable modes over private vehicles.

The figure below shows an elementary diagram of the types of road networks.

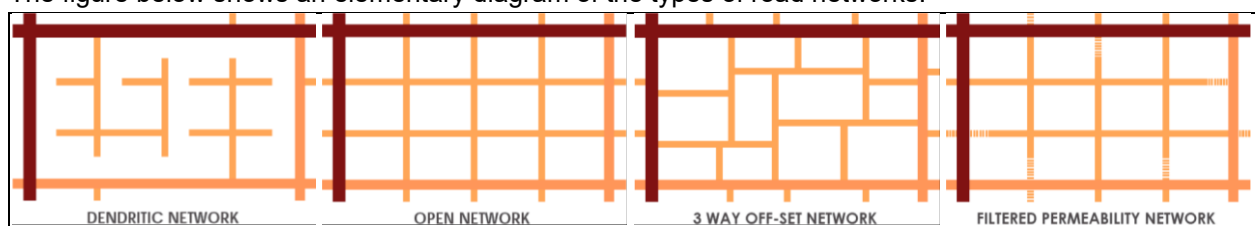


Figure 8 | Type of Street Network (Source: Figure 3.22 – DMURS)

The Design Manual outlines two final considerations regarding cul-de-sacs and one-way streets. For the former, DMURS considers that they should be used with caution to prevent the formation of dendritic networks. Regarding the one-way streets, the manual considers that the use of one-way streets can encourage faster car speeds and can be confusing for users if they divert people away from destinations. Nevertheless, the Design Manual also indicates that one-way streets may be beneficial in narrow carriageways in shared streets and where the implementation of this street type provides more space for pedestrian use.

The subject development is considered as filtered permeability network as can be seen in the figure below which highlight the main road within the development.

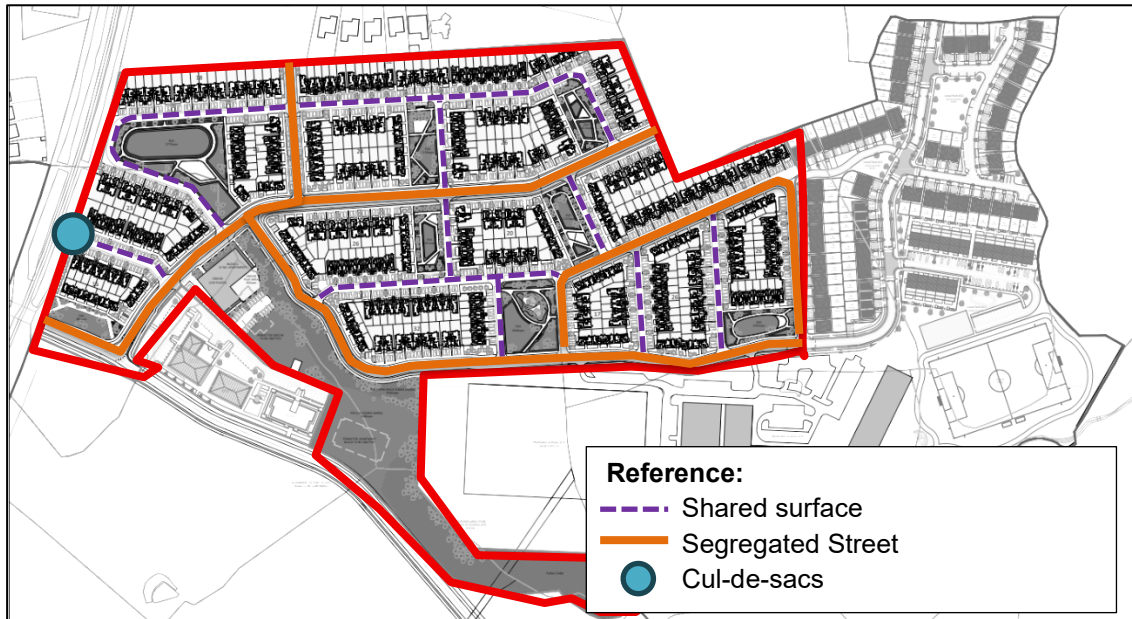


Figure 9 | Subject Development – Street Network

3. Street Design

3.1 Movement, Place and Speed

3.1.1 A Balanced Approach to Speed

In order to achieve an effective and balanced design solution, DMURS advises the designer to consider the management of speed, the values of place and the reasonable expectations of appropriate speed in accordance with the context and functions in question. In order to facilitate this, DMURS has outlined a matrix which allows for the selection of an appropriate design speed on the basis of the links between place, movement and speed. The aforementioned matrix is presented in the figure below.

		 PEDESTRIAN PRIORITY	 VEHICLE PRIORITY			
FUNCTION	ARTERIAL	30-40 KM/H	40-50 KM/H	40-50 KM/H	50-60 KM/H	60-80 KM/H
	LINK	30 KM/H	30-50 KM/H	30-50 KM/H	50-60 KM/H	60-80 KM/H
	LOCAL	10-30 KM/H	10-30 KM/H	10-30 KM/H	30-50 KM/H	60 KM/H
		CENTRE	N'HOOD	SUBURBAN	BUSINESS/ INDUSTRIAL	RURAL FRINGE
	CONTEXT					

Figure 10 | Design speed selection (Source: Table 4.1 – DMURS)

As previously discussed in **Section 2.2.1**, the internal roads are local streets, and are situated in a neighbourhood area, as outlined in **Section 2.2.2**. Accordingly, the design speed should be within the range of 10–30 km/h, in line with the applicable maximum speed guidance.

3.1.2 Self-Regulating Streets

DMURS recognises that development design itself can be used to manage movement through an appropriate design response. This approach balances the functional needs of different users, enhances the sense of place, and manages vehicle speeds in a manner that does not rely on extensive regulatory controls or physically intrusive enforcement measures.

The Design Manual provides a several number of examples that can assist designers in the creation of a safe road, including the incorporation of a continuous street-tree walls, pedestrian activity zones, horizontal and vertical deflection, narrow carriageways, on-street parking, tighter corner radii, and shared surfaces, among others

The Subject Development use several strategies in its design to manage movements:

- Streets with horizontal deflections in place of straight roads (see **Figure 9** above)
- Raised crossings are proposed at road intersections, with ramps provided in line with each access road (refer to Drawing Nos. ARK-WAT-ZZ-XX-DR-P-0131 to 0133, Proposed Road Markings & Signage).
- Reduced radii on corner to access to the shared to improve pedestrian crossing and reduce vehicle speed (refer to **Section 3.3.2**).
- In-cortile car parking (refer to Traffic and Transport Assessment, Waterman-Moylan report No. 26-035r.001 *Traffic and Transport Assessment*, Section 9, which is included in the documentation package)
- Shared surface designed with a higher road level and a reduced road width. (refer to **Section 3.3.3**).
- Narrow carriageways (refer to **Section 3.4.1**)

Collectively, these measures minimise the potential for high vehicle speeds developing within the proposed development.

3.2 Streetscape

3.2.1 Materials and Finishes

DMURS emphasises that the use of materials and finishes is one of the most defining elements of a street, particularly where it is used to define the levels of segregation and integration within a street. The material range can define space, calm traffic and improve legibility, reducing the need for barriers, signage and line marking in favour of texture and colour. Materials can be used to enhance the value of place and produce more attractive and cost-effective streets.

The Subject Site comprises a variety of materials and finishes, which are used to delineate the different functional areas. The shared surface (see **Figure 4**) is constructed with a different material than the surrounding road surface.

The internal junctions have been designed as courtesy crossings with different surface material treatments. The intention is to alert drivers to a new condition and influence their behaviour and vehicle speeds.

In order to facilitate the crossing for pedestrians with visual limitations, it is proposed that tactile paving be integrated into the design.

3.3 Pedestrian and Cyclist Environment

3.3.1 Footways, Verges and Strips

DMURS indicates that a strong sense of enclosure and active street edges contribute to pedestrians' and cyclists' sense of security and comfort. In addition, it suggests that the provision of wider and better-quality walking facilities may result in an increase in walking. Well-designed footpaths are free of obstacles and wide enough to allow pedestrians to pass each other comfortably. In this regard, the Design Manual presents a guideline for the design of each area thought of as the footpath:

- **Footway:** is the area along which people walk. The minimum width for a footway is 1.8 metres. In areas of high population density and along streets with high traffic volumes, additional width must be provided to facilitate the passage of people in larger groups. **Figure 11** below illustrates the requisite space for pedestrians to pass each other comfortably, with reference to the levels of activity within a street.
- **Verges:** serve to provide a buffer between pedestrians and the vehicle traffic. The verge width depends on the function of the street and the presence of on-street parking. The Design Manual has established that on arterial and link streets without on-street parking, a verge of 1.5-2.0m should be provided. In contrast, there is no minimum verge requirement for local roads. Where on-street parking is provided, a verge (and change of kerb line) may be needed on approaches to junctions to enforce the visibility splay. In addition, a verge of a minimum of 0.3m should be provided in areas of perpendicular parking. Finally, where cycle tracks are located adjacent to parking spaces, a verge should be provided.
- **Strips:** are spaces provided directly to the front of a building that may be occupied by activities generally associated with retail/commercial uses and may be incorporated into the private spaces of a dwelling.

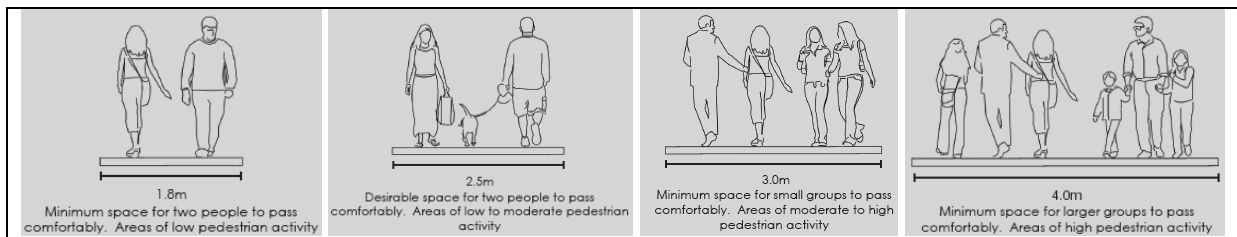


Figure 11 | Spaces needed for pedestrians to pass each other (Source: Figure 4.34 – DMURS)

The development includes strategically located pedestrian footpaths and crossings throughout the site, which provide significant benefits for residents, particularly by reducing walking distances to access essential services.

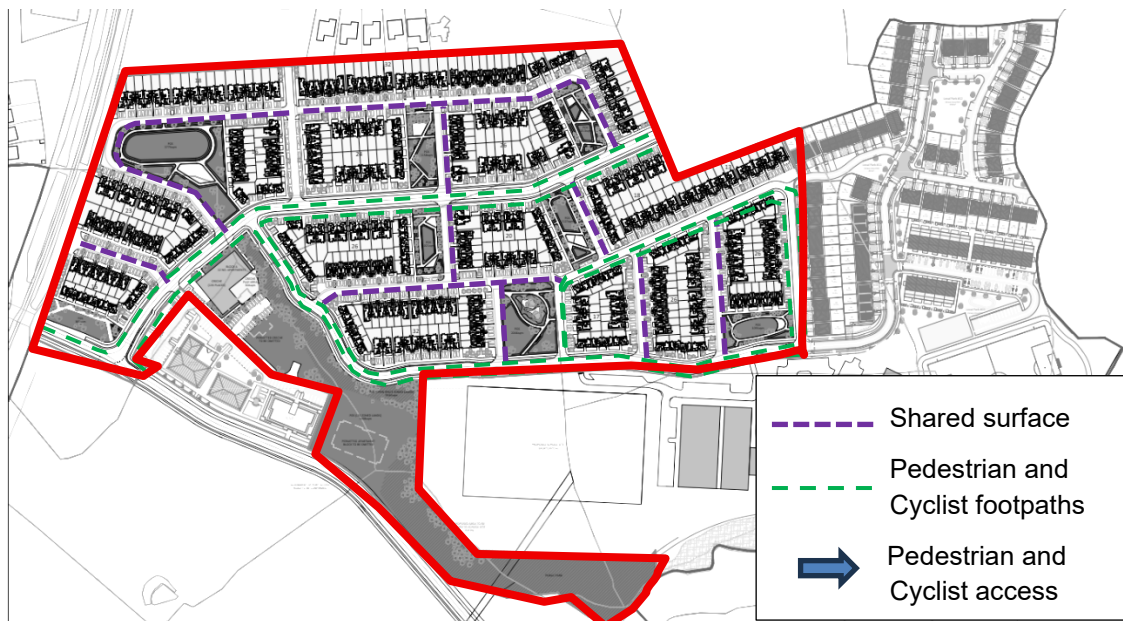


Figure 12 | Subject Development – Footpaths

3.3.2 Pedestrianised and Shared Surfaces

DMURS has identified the implementation of pedestrianisation and shared space as an effective way of promoting place and providing a more enjoyable experience for pedestrians and cyclists. The pedestrianisation of streets entails the segregation of pedestrians and cyclists from the flow of motorised traffic, whereas the shared surface streets represent an integrated space where pedestrians, cyclists and vehicles share the main carriageway.

Pedestrian footpaths are provided throughout the development on both sides of the Link Streets, connecting all residential units to communal open spaces and the wider pedestrian network. These footpaths have been designed with a minimum width of 2.0 m. Segregated cycle tracks with a minimum width of 1.8 m are proposed on both sides of the Link Streets.

In addition, pedestrian crossing facilities are proposed throughout the development at key desire-line locations to facilitate pedestrian movement. These crossings will be provided either on raised tables, which assist in maintaining low vehicle speeds and enhancing pedestrian safety, or by means of dropped kerbs in areas where vehicle speeds are expected to be low.

Internal local streets are proposed to provide access to the residential properties and are designed as shared-surface environments for pedestrians and vehicles. These streets incorporate a vehicular ramp at

each access point to reinforce their low-speed function. The local streets comprise a 6.0 m wide shared surface, consisting of a 4.8 m carriageway and a 1.2 m pedestrian refuge. A distinct paving material and finish will differentiate these streets from the Link Streets. Fully embedded kerbs are also incorporated within the shared-surface layout.

3.3.3 Cycle Facilities

DMURS promotes cycling as a sustainable mode of transport and seeks to rebalance design priorities to promote a safer and more comfortable environment for cyclists. In this regard, the Design Manual follows the baseline described in the National Cycle Manual and refers to it in the design of cycle facilities.

DMURS highlights that on lightly trafficked / low speed streets, designers are generally directed to create shared streets where pedestrian, cyclist and motor vehicles share the carriageway. However, on busier / moderate speed streets, designers are generally directed to apply separate cycle lanes / cycle tracks.

As indicated above, segregated cycle tracks with a minimum width of 1.8 m are proposed on both sides of the Link Streets

This facility begins at the R772, to the west of the Subject Site, and extends across the site in a west-east direction along both link streets identified in the Arklow Local Planning Framework 2026, namely the Southern Port Access Road and the Tinahask Link Road.

In addition, the Subject Site includes appropriate number of cycle parking spaces in accordance with the current guidelines and standards.

Further information about the number of cycle parking spaces can be found in the Waterman Moylan Consulting Engineer Report No. 26-035r.001 *Traffic and Transport Assessment*, which are accompanying the documentation package.

3.4 Carriageway Conditions

3.4.1 Carriageway Widths

As indicated by DMURS, narrow carriageways represent one of the most effective design measures for calming traffic. This is measured from kerb to kerb, from the outside line of a cycle lane, or from the edges of parking spaces.

The figure below, extracted from the design manual, illustrates various examples of carriageway widths.

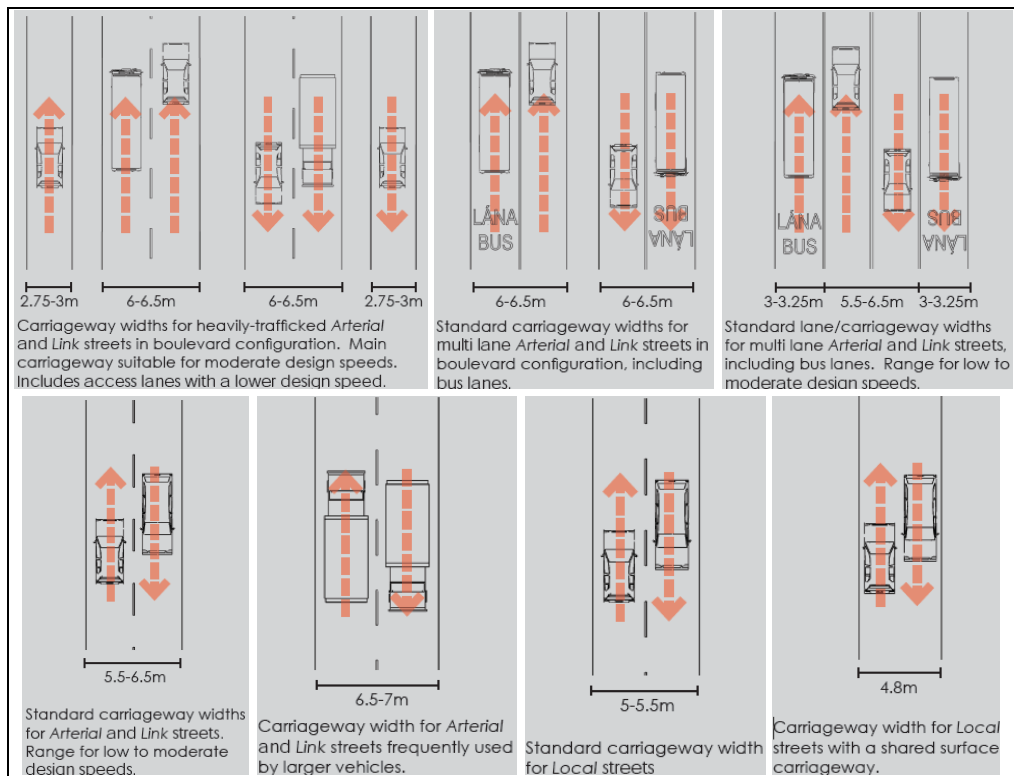


Figure 13 | Carriageway widths (Source: Figure 4.55 – DMURS)

The internal roads of the Subject Development are a combination of Link Street and Local Streets, as previously described in **Section 2.2.1**. It should be noted that there are shared streets within the Subject Site as illustrated in **Figure 4** above.

The subject site will be accessible for refuse vehicles and fire tenders. An AutoTrack analysis has been undertaken. Details of the AutoTrack layouts are shown on the Waterman-Moylan Drawings No's ARK-WAT-ZZ-XX-DR-P-0116-0118 - *Proposed Swept Path - Refuse Vehicle* and ARK-WAT-ZZ-XX-DR-P-0113-0115 - *Proposed Swept Path - Fire Tender* which are accompanying the documentation package.

3.4.2 Forward Visibility

DMURS defines the term 'forward visibility' or 'forward sight distance' (FSD) as the distance along the street ahead which a driver of a vehicle can see. Furthermore, it is stated that the minimum level of forward visibility required for a driver to stop safely if an object enters their path is based on the Stopping Sight Distance (SSD), as illustrated in the figure below.

SSD STANDARDS			
Design Speed (km/h)	SSD Standard (metres)	Design Speed (km/h)	SSD Standard (metres)
10	7	10	8
20	14	20	15
30	23	30	24
40	33	40	36
50	45	50	49
60	59	60	65

Forward Visibility

Forward Visibility on Bus Routes

Figure 14 | Reduced SSD standards for application within cities towns and villages

(Source: Table 4.2 – DMURS)

As described in **Section 2.2.1**, The internal roads within the Subject Development function as low-speed access routes to car parking areas. The visibility design focuses primarily on the junctions connecting the development to the surrounding road network.

3.4.3 Visibility Splays

It is emphasised by DMURS that visibility splays are applicable to junctions of particular importance, where drivers are required to exercise their own discretion in determining the optimal moment to enter the junction.

The junction visibility splay is composed of two elements: the X distance, which is the distance along the minor arm, and the Y distance, which is the distance a driver exiting from the minor road can see to the left and right along the major arm. The former is gotten from the stop line, and a distance of 2.4 metres should be considered in the major case, while a distance of 2.0 metres may be used where vehicle speeds are slow and flows on the minor arm are low. The Y distance should correspond to the Stopping Sight Distances set out in **Figure 14** above. The methodology for measuring distances is illustrated in **Figure 15** below.

The Design Manual indicates that visibility splay should be kept clear of obstructions. However, objects that would not be large enough to wholly obscure a vehicle, pedestrian, or cyclist may be acceptable, provided that their impact on the overall visibility envelope is not significant.

Finally, the DMURS indicates that designers may have reservations about reducing visibility splay at junctions that experience higher traffic volumes at relatively moderate speeds.

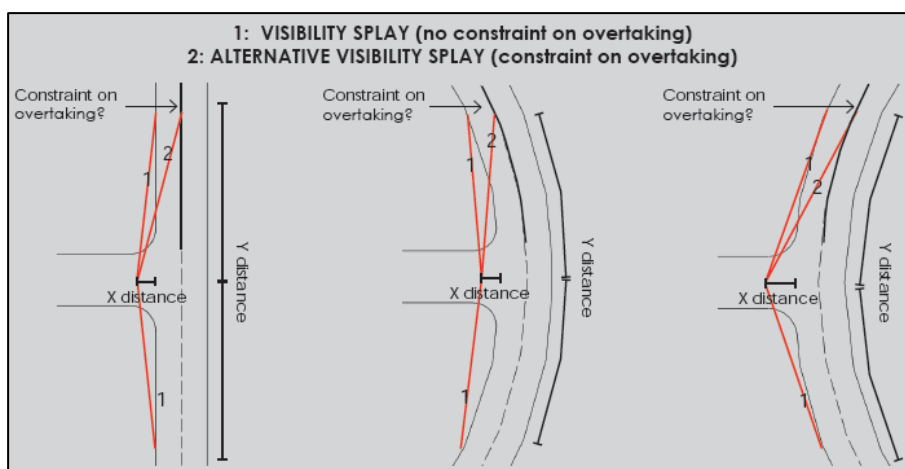


Figure 15 | Visibility splay refers to an X and Y value

(Source: Figure 4.63 – DMURS)

In order to facilitate pedestrian movements and enhance the safety of pedestrians at internal junctions, courtesy crossings have been designed with a change in the material surface of the street and vertical deflection.

It is anticipated that these uncontrolled junctions, situated in a low-speed street environment (as discussed in **Section 3.1.2** above), will function effectively without the need for further assessment.

Based on the information from **Figure 15**, and noting that the maximum speed within the internal road layout is 30 km/h, all internal roads require a visibility splay of 24 metres.

Details of the sightline's layouts are shown on the Waterman Moylan Drawings No's Details of the sightline's layouts are shown on the Waterman Moylan Drawings Nos. *ARK-WAT-ZZ-XX-DR-P-0140 to 0142 - Proposed Sightlines*, which is included in the documentation package.

4. Conclusion

Waterman-Moylan Consulting Engineers have been commissioned by Rose Bark Limited to provide engineering advice for the proposed residential development located at Tinahask Upper, Money Big & Money Little, Arklow, Co. Wicklow.

The aforementioned statement demonstrates how the proposals align with the objectives of DMURS, which seek to enhance street design in order to encourage individuals to opt for sustainable modes of transport such as walking, cycling and public transport in preference to private vehicle use.

Having regard to the above, it is our assessment that the proposed development is aligned with the standards set forth for the design of urban roads and streets as outlined in DMURS.

UK and Ireland Office Locations

