



DMURS Compliance Statement

Project:
**Carlisle Residential
Development, Kimmage Road
West, Kimmage, Dublin 12**

Job No.
21.221

DOCUMENT CONTROL

Project: Carlisle Development, Kimmage, Dublin 12

Project No: 21.221

Document Title: DMURS Statement of Compliance

Document No: 21.221 – RP – 04

DOCUMENT STATUS

Issue	Date	Description	Orig.	PE	Issue Check
1	03.08.2021	Issue 1	KB	MH	MH
2	10.10.2021	Issue 2	KB	MH	MH
3	04.02.2022	Issue 3	KB	MH	MH
4	11.02.2022	Issue 4	KB	MH	MH
5	25.02.2022	Issue 5	KB	MH	MH

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1. INTRODUCTION

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, updated in 2019, provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets.

2. DEVELOPMENT DESCRIPTION

The development will consist of the construction of 5 no. blocks of development and will range in height up to 6 storeys. This will provide 208 no. residential units (104 no. 1 beds and 104 no. 2 beds) all of which will have associated private balconies/terraces. Car, cycle and motorbike parking will be located at undercroft and surface level. Vehicular/pedestrian/cyclist access is provided off Kimmage Road West via the existing Ben Dunne Gym access route. All associated site development works, open spaces, landscaping, boundary treatments, plant areas, waste management areas, and services (including ESB substations) shall be provided. A full description is set out in the statutory notices included with this application.

3. KEY DESIGN PRINCIPLES

It is a requirement of the regulations that the proposed development is compliant with the requirements of the Design Manual for Urban Roads and Streets. The four key principles of design aim to guide a more place-based/integrated approach to road and street design. Designers must have regard to the four core principles presented below:

- Design Principle 1: Connected Networks
- Design Principle 2: Multifunctional Streets
- Design Principle 3: Pedestrian Focus
- Design Principle 4: Multidisciplinary Approach

4. COMPLIANCE WITH THE KEY DESIGN PRINCIPLES

4.1 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”.

- As the proposed development is located in an established neighbourhood, the street network around the site is long established and affords good permeability to the wider locale.
- The proposed development prioritises sustainable modes of transport, such as walking, cycling, public transport and car share initiative. This is achieved by maximising accessibility to services and promoting the use of more sustainable forms of transport, thus reducing car dependency. Yuko Car (car share operated by Toyota) have provided a letter of support for the development and propose to place two vehicles at the development.

4.2 DESIGN PRINCIPLE 2: MULTIFUNCTIONAL STREETS

“The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment”.

- As the proposed development is located in an established residential neighbourhood, measures such as pedestrian activity, connectivity, enclosure and active street edges are largely strong.

- Access shall be provided to the development from Kimmage Road West to the south, via the existing Ben Dunne Gym access road.
- Pedestrian experience shall be enhanced by virtue of the introduction of pedestrian cross points at the junction of the Ben Dunne Gym road and the Kimmage Road West, as well as new pedestrian crossing points along the length of the Ben Dunne Gym access road.
- The proposed arrangement integrates easily with the existing Ben Dunne Gym access road. In this regard a DMURS compliant transition arrangement has been incorporated at the interface to slow and merge traffic between the existing 8.5m wide carriageway and the new 6m wide carriageway, while affording pedestrians right of way across the entrance.
- Good quality lighting along the Ben Dunne Gym access road shall provide a safer environment for all road users and pedestrians
- The internal east-west road will be a 6.0m shared surface arrangement with 1.2m pedestrian zone and 4.8m vehicle zone, with no vertical interruption, and with differing surface finishes to delineate same.

4.3 DESIGN PRINCIPLE 3: PEDESTRIAN FOCUS

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

- Providing wider and better quality walking facilities creates a sense of security and comfort and increases pedestrians.
- The new section of footpath to the east of the existing Ben Dunne Gym access road shall be a minimum of 2.0m wide to comply with DCC standards.
- The internal east-west road will be a 6.0m shared surface arrangement with 1.2m pedestrian zone and 4.8m vehicle zone, with no vertical interruption, and with differing surface finishes to delineate same.

4.4 DESIGN PRINCIPLE 4: MULTIDISCIPLINARY APPROACH

“Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.”

- The design of the layouts involved close collaboration and coordination between the Architect, Civil Engineer and Landscaped Architect,
- In addition to this interaction, the Architect and Mechanical & Electrical Engineer provide designs to incorporate lighting and building access to the scheme that integrates into the strategy of landscaping, bike parking, and desire lines for access and egress to the development by pedestrians and cyclists.

5. CONCLUSION

- This statement of consistency sets out how the proposed development has been designed to achieve objectives set out in DMURS (2019).
- Having regard to the above, we are of the opinion that the proposed development is consistent with the key design principles and requirements as set out in DMURS (2019).

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