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**RESIDENTIAL
DEVELOPMENT LANDS
AT CAPDOO &
ABBAYLANDS, CLANE,
CO. KILDARE**

**STATEMENT OF
CONSISTENCY WITH
DMURS**

Rev.3 - 31st Oct. 2019

1.0 INTRODUCTION

1.1.1 The proposed residential development is consistent with both the principles and guidance outlined within the *Design Manual for Urban Roads and Streets* (DMURS) 2013. The scheme proposals are the outcome of an integrated design approach that seeks to implement a sustainable community connected by well-designed streets which deliver safe, convenient, and attractive networks in addition to promoting a real and viable alternative to car based journeys. The street hierarchy within the site with reference to context, linkages, vehicle and pedestrian movement is shown below in Figure 1.1. The roads rendered in larger circles are designed to be the primary routes with smaller circles linking roads



Figure 1.1

1.1.2 The following section outlines the specific design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that is in full compliance with DMURS.

2.0 DESIGN ATTRIBUTES

2.1 Strategy Development

2.1.1 The development layout has been prepared to maximise connectivity between key local areas / nodes through the provision of a high degree of permeability and legibility for all network users particularly for sustainable forms of travel. Accordingly, the proposed residential scheme delivers greater mode and route choices along direct, attractive and safe linkages to a range of amenities, public transport nodes and local service destinations.

2.2 Design Parameters

2.2.1 The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The implementation of self-regulating streets actively manages movement by offering real modal and route choices in a low speed high quality residential environment. Specific attributes of the schemes design which contribute to achieving this DMURS objective include;

- a) The potential dominance of on-street car parking is negated by predominantly providing 'in curtilage' parking.
- b) The proposed design has sought to specify minimal signage and line markings along the internal local streets with such treatments used sensitively throughout and predominately at key nodes and 'transition' areas with adjoining Link Streets.
- c) Footpaths no less than 1.8m (generally 2.0m or wider) are provided throughout the scheme and with connections / tie-in to existing external pedestrian networks facilitated with linkage / permeability points created on boundaries.
- d) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided / safeguarded at all internal nodes and at the site access junctions to the external road network.
- e) Well designed and frequently provided pedestrian crossing facilities are provided along key travel desire lines throughout the scheme in addition to those located at street nodes. All courtesy crossings are provided with either dropped kerbs or a raised flat top treatment thereby allowing pedestrians to informally assert a degree of priority.
- f) All informal pedestrian crossing facilities are at least 2.0m wide.
- g) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii at (i) Link / Local nodes has been specified as 5.0m where swept path analysis permits, and (ii) Local / Local nodes has been specified as 4.5m as per DMURS guidance.
- h) The proposed residential developments internal hierarchy of Local streets incorporates 5.5m wide carriageways throughout.
- i) The main access Link street which connects the development to the

R403 and Alexandra Walk is 6m wide.

- j) Deflections in the form of coloured tables and pinch points have been strategically placed across the internal Link / Local street network to promote lower design speeds and enable pedestrians to cross the street at-grade. These features have been located at (i) equal priority junctions, (ii) on straights where there is more than 70m between nodes, (iii) at entrance treatments to reinforce a change between design speeds.
- k) The developments access to the R403 has been provided via an existing junction. A revised junction layout has been approved by An Bord Pleanála under planning file ABP-304632-19. Please refer to Roadplan Report for a junction analysis. A second access is also provided via Alexandra Walk off the Clane Link Road.