



DMURS Compliance Statement

Project:

Proposed Strategic
Housing Development,
Kenelm, Deer Park,
Howth, Co.Dublin

Document History

Project Proposed Strategic Housing Development, Kenelm, Deer Park, Howth,
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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.

DEVELOPMENT DESCRIPTION

The proposed residential development includes a total of 162no. residential units:

- 3no. blocks with a total of 162units.
- Self-contained landscaped courtyards and gardens
- Basement car park
- Road access arrangement and pedestrian/cycle access route

KEY DESIGN PRINCIPLES

It is a requirement of the regulations that the proposed housing 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

COMPLIANCE WITH THE KEY DESIGN PRINCIPLES

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.”

- Presently, there are no pedestrian, cycle or vehicle access points into the site. It is proposed to provide a new vehicle access road into the site from Howth Road to the north-west of the development. A separate pedestrian/cycle access point from the public footpath is proposed to the north of the site as shown in Fig 1.1. This new pedestrian entrance will draw future occupants toward focal points including the proposed

public open space that incorporates a pocket to the north and a botanic garden framed against the existing demesne wall. A footpath provides access from the northeast and northwest.

- The western pier promenade of Howth Harbour and other local amenities are circa 10 minutes' walk time from the site, there is also a permitted public park in the Claremont scheme to the north of the proposed development, while public transport links such as Howth Dart station is a 5-minute walk (400m) from the development. There are also two Dublin Bus stops 100m to the east of the site serving the 31 and 31a bus routes.

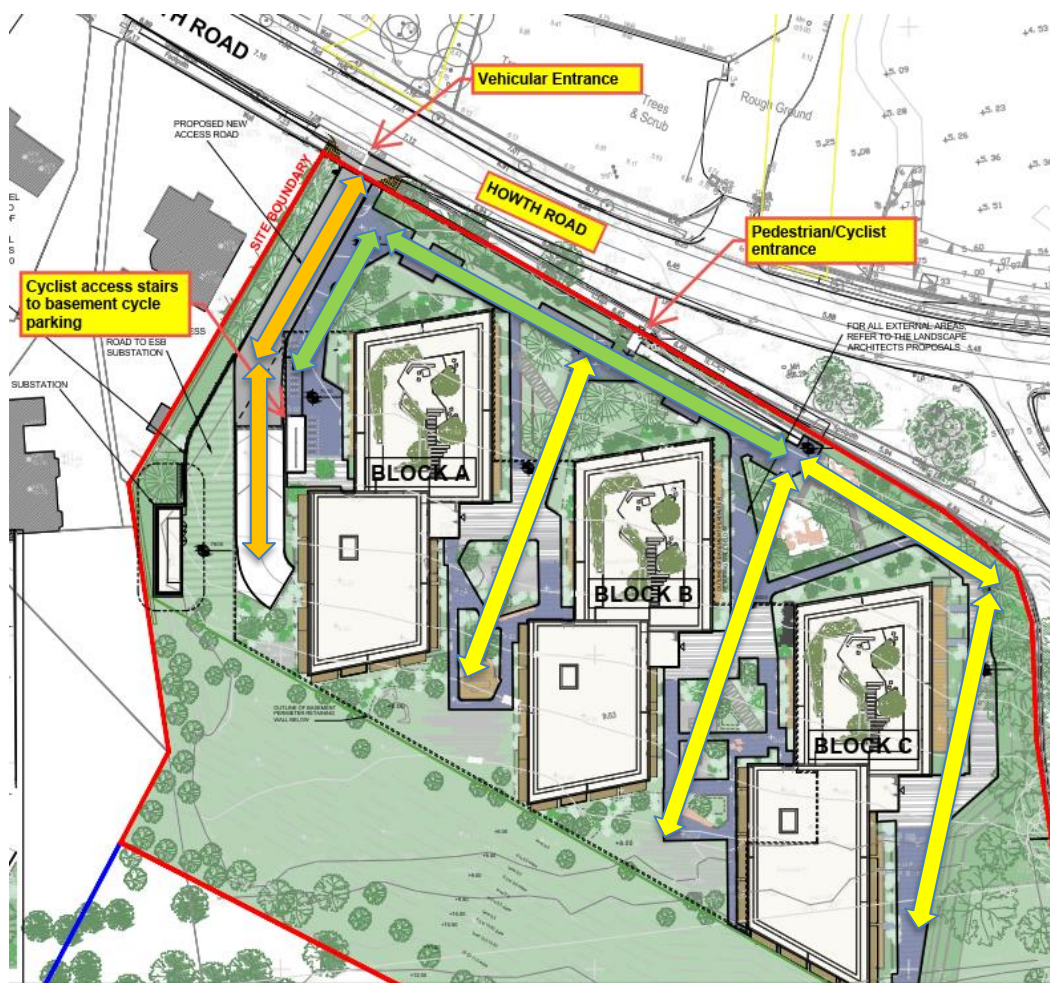


Fig.1.1 – Pedestrian, Cyclist and Vehicle available routes

Legend

- Pedestrian available routes 
- Pedestrian & Cyclist (shared surface) available routes 
- Vehicle route available 

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.”

- Car-free areas are provided within the development where pedestrians and cyclists are segregated from vehicular traffic, particularly within the landscape podium area between the apartment blocks. Cyclists will be able to access/exit the site through a new proposed opening in the existing boundary wall adjacent to the public footpath which allows access to the existing cycle track on Howth Road – see Figs 1.1 above.
- The proposed buildings are set amidst comprehensive communal and public open space that provide passive and active uses.
- The development has a 5.5m wide two-way access road into the site from Howth Road. Access into the basement car park is through a ramp with a maximum slope of 1:10.

Design Principle 3: Pedestrian Focus

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

- The proposed development has been carefully designed to ensure a strong focus on creating a vibrant and sustainable pedestrian environment which supports a sense of place.
- A high degree of pedestrian permeability and connectivity throughout the site is created by providing footways that connect the spaces between each block with all the main landscaped spaces connected to a universally accessible route – see Fig 1.1.
- Segregation and exclusion of vehicular traffic within the development also supports the sense of place. As pedestrians’ progress into the development, the pedestrian routes are segregated from vehicular traffic by incorporating footways through the landscaped podium area.
- Beneath the apartment blocks and landscaped podium area, by assigning all of the car parking to the basement and not between or around the apartment buildings, pedestrian movement is prioritized within an attractive landscaped environment.

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, Structural/Civil Engineer, Landscape Architect and Mechanical & Electrical Engineer.

- The interaction between the Landscape Architect and the Civil Engineer was of particular importance to design a layout that created attractive pedestrian spaces whilst complying with the key roads design principles for vehicular users.
- In addition to this interaction, the Architect and Civil Engineer provided designs to incorporate building access to the scheme that was integrated into the strategy of the landscaping, bike parking and desire lines for access and egress to buildings by non-motorised users.

CONCLUSION

- This statement of consistency sets out how the proposed development has been designed to achieve the 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).