

LISMORE HOMES LIMITED

Residential Development Baldoyle GA2

DMURS

Statement of Consistency with Ministerial  
Guidance

Design Manual for Urban Roads and Streets (2013)





# Table of Contents

**SECTION 1: STATEMENT ..... 1**  
**SECTION 2: SPECIFIC CONSIDERATIONS ..... 1**

## SECTION 1: STATEMENT

1.1 This statement of consistency confirms the following:

- In so far as the roads and streets contained within the proposed Baldoyle GA2 development have already been laid out, they have, where possible, been designed in accordance with the principles set out in the Design Manual for Urban Roads and Streets (DMURS).
- The roads and streets have also been designed in accordance with Section 4B, Movement and Transport of the Baldoyle Stapolin Local Area Plan.

## SECTION 2: SPECIFIC CONSIDERATIONS

2.1 DMURS encourages safer and more sustainable forms of travel and prioritises pedestrians, cyclists and public transport in that order over private motor vehicles.

The design has followed the 4 core principles contained in DMURS namely

### **Design Principle 1:**

***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.***

The street network has been designed to maximise connections to amenities and services. High levels of permeability and legibility are provided that will enable residents to move in a sustainable manner without the use of the private car as the predominant choice of travel. Pedestrian and cycle networks have been provided which follow the natural features of the land and these connect with Clongriffin DART Station, bus routes, the proposed Local Centre, parks and other amenities.

### **Design Principle 2:**

***The promotion of multifunctional streets that balance the needs of all users within a self regulating environment.***

The aim is to enhance the value of place while at the same time calming traffic and improving pedestrian and cyclist comfort. This has been achieved by the design of safe streets that encourage low speeds by the use of short road lengths, curved roads and horizontal deflections while at the same time providing cycle and pedestrian routes which enable free movement of vulnerable users.

### **Design Principle 3:**

***The quality of the street is measured by the quality of the pedestrian environment.***

Street design has focused on the provision of a high quality public space with priority for the pedestrian/cyclist. The materials, finishes and street furniture will be rationally and strategically applied.

**Design Principle 4:**

***Greater communication and cooperation between design professionals through the promotion of a plan led, multidisciplinary approach to design.***

The design of Baldoyle GA2 is being carried out by a full team of consultants comprising Town Planning, Architecture, Landscape Architecture, Engineering and Environmental Specialists.

The design team has a clear understanding of the process required to produce a collaborative and coordinated design taking into account plans and policies, spatial requirements and movement patterns.