PUNCH
consulting engineers

Residential Development, Fortfield Road, Terenure

DMURS Compliance Statement

222102-PUNCH-XX-XX-RP-C-0009

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Document Control

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1 Introduction

The scheme proposals are the outcome of an integrated design approach that seeks to implement a sustainable community connected to well-designed infrastructure which delivers safe, convenient, and attractive streets in addition to promoting a real and viable alternative to single user car-based journeys.

The Design Team considers that the proposed development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2019.

DMURS sets out design guidance and standards for constructing new and reconfigured existing urban roads and streets. It also sets out practical design measures to encourage more sustainable travel patterns in urban areas.

The primary objectives of DMURS are as follows:

i. Prioritise pedestrians and cyclists in urban settings without unduly compromising vehicular movement.
ii. Provide good pedestrian permeability and connectivity in urban environments in order to encourage walking.
iii. Implement speed reduction measures to provide safe interaction between pedestrians, cyclists and motorists.
iv. Create attractive streetscapes through the design of roads and footpaths with careful consideration given to landscaping and selection of surface finishes.

The public areas fronting and within the proposed development have been designed by the multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out in DMURS.

2 DMURS Review

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

Design Element	DMURS Review
Place Function	DMURS seeks that *"the design of residential streets strikes the right balance between the different functions of the street, including a sense of place"*. Additionally, the development should incorporate *"measures to ensure satisfactory standards of personal safety and traffic safety"*. The site proposals incorporate the desires of DMURS in this context, including horizontal deflections, narrow carriageways, minimised signage and road markings, reduced visibility splays, tighter corner radii and large hard and soft street scape. The proposals have also been assessed for safety by way of a Stage 1 Road Safety Audit – refer to supplied Quality Audit undertaken by Bruton Consulting Engineers.
Street Layout	DMURS looks to encourage: *"layouts that maximise the number of walkable/cycleable routes between destinations"*. The proposed development adopts this ethos by the provision of a permeable pedestrian and cyclist linkage to the existing surrounding networks specifically to the west and east. This all complies with DMURS.
Traffic Congestion	DMURS recommends the use of permeable traffic-calmed networks, as *"the most balanced way of addressing traffic congestion"*. A permeable traffic-calmed strategy has been adopted for the proposed development. Dedicated turning facilities have been provided for visitors/deliveries/drop offs while residents will utilise the basement carpark or in-curtilage parking facilities.
Approach to Speed	The design speed within the proposed development is 30km/h. This approach is consistent with DMURS which specifies that *"where vehicle movement priorities are low, such as on local streets, lower speed limits should be applied (30km/h)"*. Vehicle speeds are controlled by the use of short lengths of straight road, tight radii and change of surface materials.
Signage and Line Marking	DMURS notes that minimal signage is required on local streets due to their low speed and low movement function. The development has adopted this approach.
Lighting	The street lighting within the development will be provided to achieve the standards required by Dublin City Council. LED luminaires will be utilised and positioned to ensure a uniform lighting spread is achieved and ensure dark corners are avoided. This will ensure the development is attractive and safe during hour of darkness.
Materials and Finish	DMURS states that designers should use *"contrasting materials and textures to inform pedestrians of changes to the function of space (i.e. to demarcate*

Design Element	DMURS Review
	verges, footway, strips, cycle paths and driveways) and in particular to guide the visually impaired". The range of proposed materials for this development will be in line with the requirements of DMURS as illustrated on Niall Montgomery & Partners Architectural drawings included in the planning documentation. Please note that the proposals for signalisation of the Fortfield Road and College Drive junction also serve to improve the pre-existing arrangements, which are currently severely deficient with respect to use by the visually impaired.
Footways	Footways widths are a minimum of 1.8m in compliance with DMURS for the space. A 2.1m wide footway width is proposed along Fortfield Road (along the site's western edge) in accordance with DMURS requirements. High quality and slip resistant materials will be used and gradients are sufficiently shallow to make the development accessible for users of all abilities.
Pedestrian Crossings	DMURS considers pedestrian crossings to be *"one of the most important aspects of street design as it is at this location that most interactions between pedestrians, cyclists and motor vehicles occur".* Pedestrian interaction with vehicular traffic is minimised in the site proposals as vehicles are mostly directed towards the basement carpark. Pedestrian priority crossing locations are proposed at site entrances to provide greater comfort and safety to pedestrians on Fortfield Road. The pedestrian crossings associated with the signalised junction are compliant as illustrated in the associated drawings. The corner radii and vertical deflection will also add to traffic calming and pedestrian prioritisation.
Corner Radii	Corner radii of *"local streets"* within the development are typically shown as 3.0m in compliance with DMURS best practice. The use of tight radii will assist in traffic calming and also enable pedestrians to cross the road both close to their desire line and with as short a travel path as possible.
Shared Surfaces	Shared surface streets and junctions are integrated spaces where pedestrians, cyclists and vehicles share the main carriageway. In the context of the proposed development, DMURS recognises the use of shared surfaces where *"movement priorities are low and there is a high place value in promoting more liveable streets such as on local streets within neighbourhood".* Shared surfaces have been provided for the majority of the site development at ground level. The roadway on the northern portion of the site will be the most heavily trafficked given the associated access to basement car park and in-curtilage parking spaces and less frequent refuse collections. A more formal delineation of active carriageway is proposed for this area. In relation to all other areas, only infrequent vehicle use (refuse trucks/deliveries/drop offs) is expected in these areas. DMURS recommends a number of design features that should be incorporated to ensure that drivers recognise that they are in a shared space and therefore to drive slowly,

Design Element	DMURS Review
	including: the *"use of a variety of materials and finishes"*; *"sections of tactile paving that direct movement along the street or across spaces"* The design features listed have been incorporated into the proposed development to encourage the sharing of space.
Cycle Facilities	DMURS references the National Cycle Manual (NCM) in terms of the provision of cycling facilities. Cycle storage facilities have been provided in excess of the Dublin City Council requirements and are more consistent with the requirements outlined in the 'Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (December 2020)', whilst the provision of bike rental facilities will accommodate residents who do not wish to own their own bicycles.
Carriageway Width	There is one main 'local street' planned within this development. The width of the road carriageway is 5.5m, with a 1.8m wide footpath provided on the northern side of the carriageway and a 2.1m wide footpath provided on the southern side of the carriageway.
Carriageway Surface	The surface materials of the shared surface areas will have colour changes where pedestrian activity is dominant, as stated in DMURS this should assist in achieving low speeds i.e. <30kph.
Junction Design	The junctions are designed with reduced kerb radii. Pedestrian priority is provided with the continuous footpath proposals for the access points coinciding with the concierge area off Fortfield Road. This is in response to item highlighted in the Quality Audit.
Forward & Junction Visibility	Forward and junction visibility is provided in compliance with the desire of DMURS for a 30kph speed limit.
Traffic Calming	Traffic calming is achieved by horizontal deflection of the roadway at the junction with Fortfield Road (arising from the need to align with College Drive) and colour changes of the surface materials. The vertical deflection at site entrances associated with raised pedestrian crossing locations will further mitigate vehicle speeds and calm traffic.
Kerbs	DMURS provides indicative kerbs heights of between 50-75mm or less for local streets with lower design speeds. The internal roads will have a kerb height of 75mm.
On-Street Parking / Loading	In providing the required number of parking spaces adjacent to dwellings, DMURs measures have been adopted: • Breaking continuous runs of parking into smaller groups along with planting to break the visual continuity of the parking; • Basement parking is provided to reduce the visual impact of vehicle clutter.

Design Element	DMURS Review
	• Landscaping is utilised at-grade to soften the impact of at-grade parking to ensure that the visuals of the streetscape are not dominated by the parking facilities.
Multi-disciplinary Design Team	In accordance with the requirement in DMURS, the design of the development has been prepared by a multi-disciplinary design team, including but not limited to architects; civil engineers; and transport planners.
Road Safety Audit	A Quality Audit (including Stage 1/2 Road Safety Audit) of the proposed design of the site has been undertaken and submitted as part of the planning application. All items identified in the Quality Audit have been addressed (as appropriate) in the submitted design proposals.

3 Conclusion

The assessment concludes the proposed development is considered to be in compliance with the Design Manual for Urban Roads and Streets (DMURS) 2019.

Appendix A Architectural Site Layout Plan

01 PROPOSED SITE PLAN - GROUND FLOOR
1:500@A1

LEGEND

- 1 / PP-01 — DRAWING NUMBER / SHEET REFERENCE
- +00.00m — SPOT ELEVATION
- FFL — FINISH FLOOR LEVEL
- SITE BOUNDARY
- ROAD WORKS WITHIN COUNCIL OWNERSHIP
- ROAD WORKS WITHIN SDCC ADMINISTRATIVE AREA. SUBJECT TO SEPARATE PLANNING APPLICATION
- DUAL ASPECT APARTMENT
- STUDIO
- 1 BED APARTMENT
- 2 BED APARTMENT
- 3 BED APARTMENT
- RESIDENTS AMENITY AREA
- ART&CULTURE SPACE

KEY PLAN

- FOR DETAILS OF EXTERNAL WORKS REFER TO XXX
- FOR DETAILS OF LANDSCAPING REFER TO XXX
- FOR DETAILS OF EXTERNAL FINISHES AND MATERIALS REFER TO XXX
- FOR DETAILS OF EXTERNAL LIGHTING REFER TO XXX
- FOR DETAILS OF DRAINAGE REFER TO ENGINEER'S DRAINAGE DRAWING

PLANNING STAGE

Notes :

- ALL LEVELS (IN METERS) RELATE TO ORDONANCE DATUM.
- DIMENSIONS IN MILLIMETERS. FIGURED DIMENSIONS ONLY TO BE USED. DO NOT SCALE FROM DRAWING.
- ALL DIMENSIONS TO BE CHECKED ON SITE WITH THE ARCHITECT TO BE NOTIFIED OF ANY DISCREPANCIES.
- DRAWINGS FOR PLANNING PURPOSES ONLY. NOT TO BE USED FOR CONSTRUCTION.
- ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT BUILDING REGULATION.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT STRUCTURAL ENGINEERS AND M&E ENGINEERS DRAWING AND SPECIFICATIONS.

Revision	Date	Description

Drawing Title : PROPOSED SITE PLAN - GROUND FLOOR		Rev.: -	Drawing No.: PP-101
Date : 09.08.2024	Scale : 1:500@A1	Drawn by : FS	Checked by : ML
Project Title : FORTFIELD ROAD, TERENURE, D6W			Job No. : 2202

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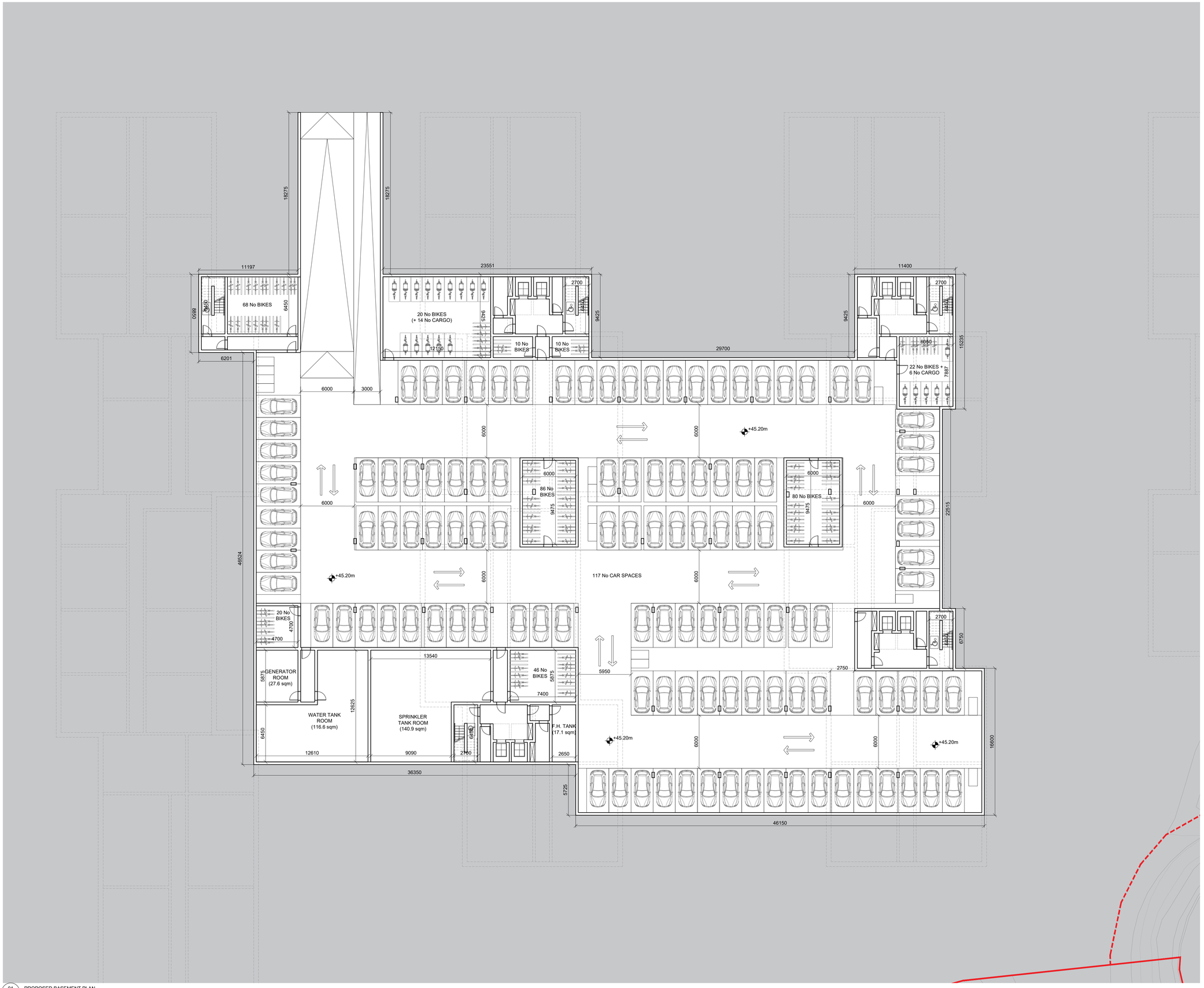

01 PROPOSED BASEMENT PLAN
1:200@A1

LEGEND

1 / PP-01 — DRAWING NUMBER / SHEET REFERENCE

+00.00m — SPOT ELEVATION

FFL — FINISH FLOOR LEVEL

SITE BOUNDARY

ROAD WORKS WITHIN COUNCIL OWNERSHIP

ROAD WORKS WITHIN SDCC ADMINISTRATIVE AREA. SUBJECT TO SEPARATE PLANNING APPLICATION

KEY PLAN

- FOR DETAILS OF EXTERNAL WORKS REFER TO XXX
- FOR DETAILS OF LANDSCAPING REFER TO XXX
- FOR DETAILS OF EXTERNAL FINISHES AND MATERIALS REFER TO XXX
- FOR DETAILS OF EXTERNAL LIGHTING REFER TO XXX
- FOR DETAILS OF DRAINAGE REFER TO ENGINEER'S DRAINAGE DRAWING

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Revision	Date	Description

Drawing Title : PROPOSED BASEMENT PLAN		Rev.: -	Drawing No.: PP-200
Date : 28-08-2024	Scale : 1:200@A1	Drawn by : FS	Checked by : ML
Project Title : FORTFIELD ROAD, TERENURE, D6W			Job No. : 2202

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