Mount Saint Mary's DMURS Statement of Consistency

13.10.2024

24093-X-XXX-RP-TNT-CE-0007

TENT ENGINEERING

Site Address:

Mount Saint Mary's,
Dundrum Road,
Dundrum,
Dublin 14

Client:

Dún Laoghaire–Rathdown County Council

Revision and Review

This report has been prepared for the sole benefit, use and information of the client. The liability of Tent Engineering with respect to the information contained in this report will not extend to any third party.

PURPOSE

- [ ] P1 Information
- [ ] P2 Coordination
- [ ] P3 Planning
- [ ] P4 Building Control
- [ ] P5 Pre-tender
- [ ] P6 Tender
- [ ] P7 Construction

ACCEPTANCE (BY OTHERS)

- [ ] S Issued
- [ ] A Accepted
- [ ] B Accepted subject to comments
- [ ] C Rejected
- [ ] D Acceptance not required

Accepted by

REVISION(S)

Rev.	Description	Date
00	1st Issue	13.10.2024
01	2nd Issue	28.02.2025

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1 DMURS Statement of Constistency

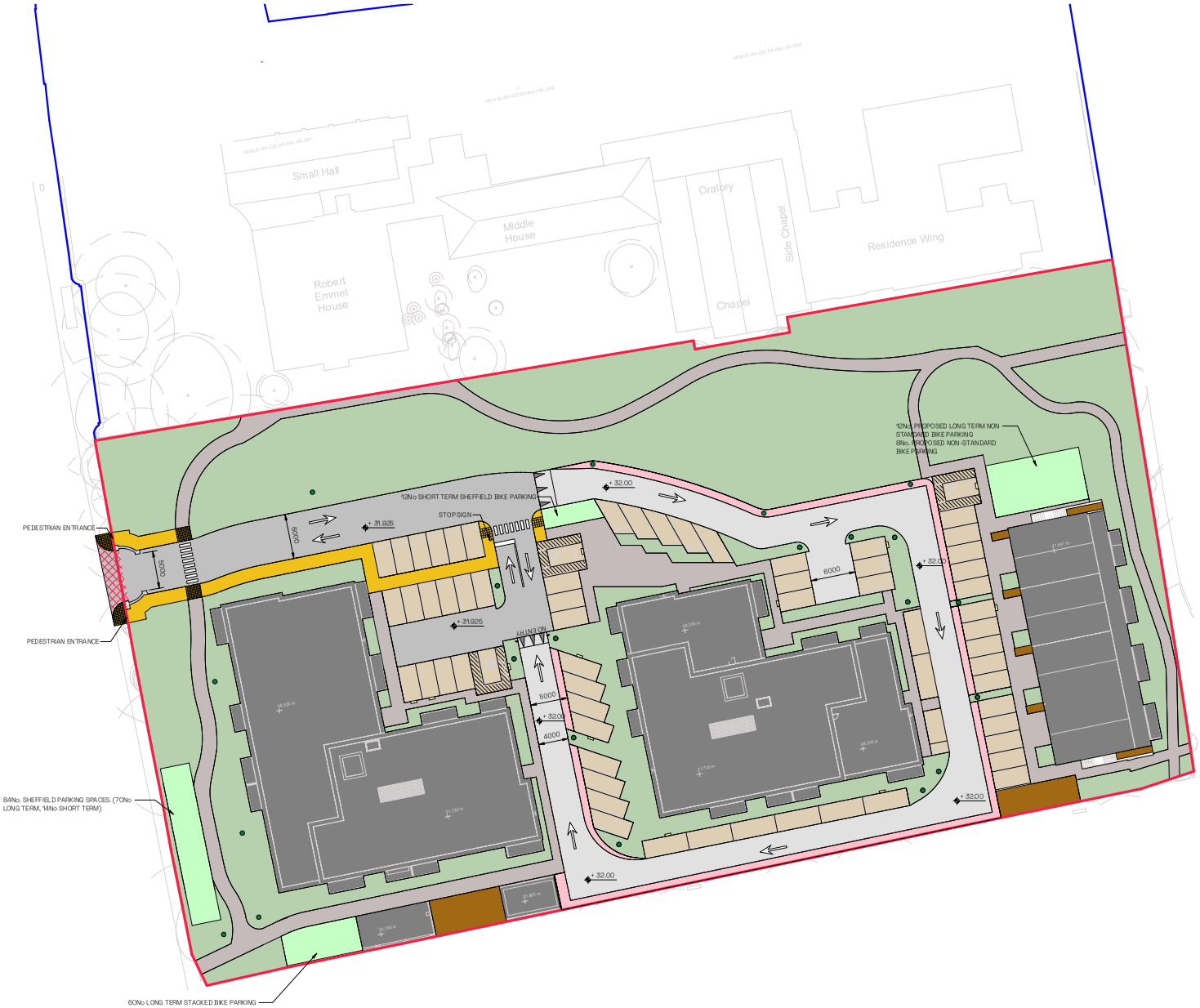
The internal roads infrastructure to serve the proposed development will follow a roads hierarchy in accordance with the Design Manual for Urban Roads and Streets (DMURS) as follows and is illustrated on the 24093-X-L00-DR-TNT-CE-3000_SITE LAYOUT engineering drawing below;

- **Primary Access Road:** A 4-5m wide local access road, forming a one-way closed loop system for efficient traffic circulation. This layout reduces congestion and enhances safety by minimizing complex maneuvers, like reversing and sharp turns, especially near parking areas. Traffic calming measures such as raised shared surfaces and a 10 km/h speed limit will be in place to ensure safety.
- **Pedestrian Pathways:** A 1m wide raised pavement is provided along residential frontages for safe pedestrian access throughout the development. Pathways are logically placed in accordance with the flow of the one-way road system, making pedestrian navigation more predictable and safer.
- **Home Zones:** Shared surface areas located adjacent to green spaces, designed to enhance the livability of streets, with low-speed vehicular access and direct pedestrian connectivity.

Psychological and physical traffic calming measures have been adopted within the proposed site layout to balance the functional needs of various carriageway users in particular Vulnerable Roads Users (VRUs) as follows;

- The one-way closed loop system itself acts as a self-regulating traffic environment, reducing the risk of head-on collisions and improving safety for both vehicles and pedestrians,
- Staggered junctions and tight corner radii are implemented to maintain slow traffic speeds and improve safety at key nodes within the development,
- Straight sections of roads are limited to 75m in length through the use of vertical deflections, such as raised table tops, where required to reduce speeds and improve pedestrian safety,
- Off-street parking is provided to promote on-street activity and reduce the width of the carriageway, contributing to a pedestrian-friendly environment,
- A well designed pedestrian crossing facilities is provided at the end of the one-way closed loop. This crossing is provided with dropped kerbs and tactile paving thereby allowing pedestrians to informally assert a degree of priority,
- Minimal signage and line markings will be used throughout internal streets, with treatments applied only at critical nodes and transition areas, such as the pedestrian crossing, ensuring that the environment feels intuitive and encourages slower driving speeds,
- The development will include clear visibility splays at all internal intersections to ensure safe vehicle and pedestrian interactions,
- A variety of surface materials will be used to differentiate between carriageway and pedestrian areas, reinforcing the shared nature of the surfaces and promoting lower vehicle speeds,
- Vertical deflections, such as raised tables, will be placed at key pedestrian crossings, with the maximum height of raised flat-top treatments at 75mm to facilitate smooth vehicle transitions and ensure pedestrian safety,

- Kerb heights throughout the development will be maintained at 75mm to clearly define pedestrian and vehicle zones without obstructing access,
- Cyclists will share the carriageway with vehicles, in line with DMURS principles, with the design of the one-way system ensuring predictable vehicle movements that make cycling safer,
- Designed pedestrian & cyclist connectivity to the adjacent existing Churchfields residential development,
- In accordance with DMURS, the parallel car parking bays are dimensioned as 6.0m long by 2.4m wide, perpendicular parking spaces are a minimum of 4.8m long by 2.5m wide while accessible spaces are a minimum of 5.8m long by 4.8m wide, ,
- Angled parking spaces are included to facilitate smoother parking maneuvers. Angled spaces take advantage of the narrower road layout, allowing for increased space for pedestrian paths and green areas,
- The one-way closed loop system provides clear and unimpeded access for emergency and service vehicles, reducing response times and improving safety,
- Car Parking and Cycling provision shall be in compliance with the requirements of KCC CDP with visitor, accessible and e-charging spaces to be provided throughout the



SITE LAYOUT
1 : 250

Notes:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.

LEGEND

- SITE BOUNDARY
- EXISTING BUILDING
- PROPOSED BUILDING
- LANDSCAPE
- ROAD
- FOOTPATH
- SHARED SURFACE WITH REFUGE ZONE
- PERMEABLE PAVING/PARKING
- BICYCLE PARKING
- PROPOSED BIN STORE
- EV CHARGING POINT

NOTE:
ALL PARKING SPACES MUST BE PROVIDED FOR FUTURE INSTALLATION OF CHARGING POINT

PARKING BREAKDOWN

REGULAR PARKING SPACES	65
ACCESSIBILE PARKING SPACES	3
EV CHARGING	12
SHORT TERM BIKE SPACES	26
LONG TERM BIKE SPACES	146
NON STANDARD BIKE SPACES	8

REV	DESCRIPTION	BY	DATE
P03	ISSUED FOR PLANNING	AC	10.12.24
P02	ISSUED FOR PLANNING	AC	24.10.23
P01	ISSUED FOR PLANNING	AC	26.08.24
P00	ISSUED FOR PLANNING	AC	08.08.24

STATUS: FOR INFORMATION

TENT ENGINEERING

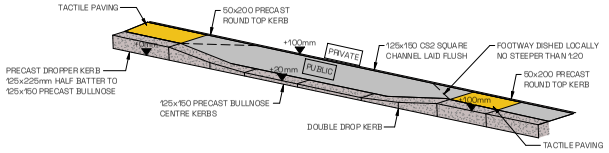
PROJECT: MT ST MARY'S

TITLE: SITE LAYOUT

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
As indicated	AUG 24	AC	DH

DRAWING NO: 24093-X-L00-DR-TNT-CE-3000 REVISION: P03

DMURS LAYOUT
1 : 250



TYPICAL CONTINUOUS FOOTPATH
SCALE 1:50

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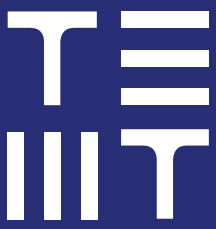
DRAWING NO: 24093-X-L00-DR-TNT-CE-4011 | REVISION: P03

TENT ENGINEERING



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