

DMURS Compliance Statement

Date: 13th March 2025
Ref: 23.111.10
Re: Proposed Residential Development at Parkmore, Long Mile Road, Dublin 12
Subject: DMURS Compliance Statement

To whom it concerns,

Roughan & O'Donovan [ROD], Reddy Architecture and Urbanism [Reddy] and Niall Montgomery and Partners [NMP] have assisted the design team for the above development in the preparation of the planning application to ensure that the development layout conforms with the requirements and achieves the aspirations of the Design Manual for Urban Roads and Streets [DMURS]. These requirements encompass urban design and environmental considerations in addition to movement and transport concerns. In this regard, we confirm that the design was conceived and developed by a multi-disciplinary design team, and that environmental and placemaking considerations were considered at all stages of the design process.

Place

Pages 26 and 27 of DMURS identify the following considerations in ensuring a space becomes a place:

- 1) Connectivity;
- 2) Enclosure;
- 3) Active Edge;
- 4) Pedestrian Activity / Facilities.

These are addressed in turn below:

1) Connectivity

Connected green infrastructure lies at the heart of the design for the proposed development. The site is primarily residential in nature, incorporating ancillary creche, civic / employment and amenity elements. The site is very well served by public transportation, with a Luas station situated within 7 minutes' walk, and various bus services along the Long Mile Road. The site also offers an opportunity to increase connectivity and permeability through the wider area for pedestrians and cyclists. New linkages are proposed from Robinhood Road to the Parkmore Estate Road, and future linkages to Walkinstown Avenue Park are possible at a later stage, which will connect the wider City Edge development to the park. The ultimate delivery of this connection will require the cooperation of Dublin City Council, which controls Walkinstown Avenue Park, and the Applicant will diligently support South Dublin County Council to ensure that this can be realised.

The development layout is designed to prioritise pedestrian and cycle movements, with cars and service vehicles facilitated where necessary. With its configuration as active travel focussed development, the proposed development will foster a culture of green, connected living. The green movement corridor through the centre of the site will encourage and enhance community, and will allow for safe circulation for people of all ages and abilities. The green spaces within the development will provide for walking, cycling, amenity functions, drainage and biodiversity.

The site also enjoys high accessibility by road, which will benefit construction traffic and service vehicles. It is accessed immediately from the Long Mile Road, and is located less than 2km from the M50 and the national road network.

2) Enclosure

The design of buildings and the landscaped spaces between them have achieved a balance of natural light entry and a secure sense of enclosure. This has allowed the creation of a new community enclosed by natural features with discrete links to the outside. These latter links will allow permeability through the site by active travel modes, while maintaining the sense of enclosure within the site.

3) Active Edge

The development is primarily residential in nature but includes a creche and civic / employment elements, including play areas. The landscaping has focussed the movement axes towards the central green space, which will act as the focal point of the community. The civic / commercial elements are focussed on the Long Mile Road to create an active edge along the major arterial road network. It is envisaged that this will ultimately be complemented by similar development along the Long Mile Road as part of the City Edge development that will change its character from an industrial distributor road to an urban boulevard. The design team considers that the design, including on-street parking / loading and complementary landscaping, will catalyse the reimagination of the Long Mile Road and its surroundings.

4) Pedestrian Activity / Facilities

The proposed development has a pedestrian and cyclist centric focus. The internal layout includes amenity areas that incorporate green elements and water features, play areas, socialising and resting areas. The green spaces and amenity facilities will be connected by a pedestrian spine that will include provision for future connectivity to Walkinstown Avenue Park to the south.

Placemaking

Placemaking is fundamental to the success of large-scale developments and this is an important aspect of the creation of a successful community at the proposed development. Pages 28 and 29 of DMURS describe the key design principles required to underpin the successful creation of sense of place, and the proposed development is considered against these in turn:

- 1) Connected Networks;
- 2) Multi-functional streets;
- 3) Pedestrian focus; and
- 4) Multi-disciplinary approach.

1) Connected Networks

Refer to Connectivity (point 1) above. The scheme was designed around connectivity, green infrastructure and sustainable modes of transport as a fundamental starting point.

2) Multi-functional streets

The key functions of movement, drainage, biodiversity and amenity are captured in the design of internal pedestrian street, while also creating a safe and attractive neighbourhood for residents.

3) Pedestrian Focus

Refer to Pedestrian Activity / Facilities (point 4) above. The proposed development has been designed around the needs of the pedestrian. All buildings directly address the pedestrian spaces. Full footpath connectivity will be provided within and around the site. As a result, the pedestrian environment will be welcoming, safe, comfortable, and attractive.

4) Multi-disciplinary approach

As highlighted at the outset of this statement, the design of the proposed development has been undertaken by a full multi-disciplinary team comprising architects, landscape architects, civil engineers, structural engineers, transport advisors, ecologists, quantity surveyors, planners and a range of specialist disciplines (e.g. lighting, noise, archaeology, etc). The combined expertise of this multi-disciplinary team has been brought to bear on the design of the development, including the streetscapes therein.

Conclusion

Following careful and deliberate consideration by the multi-disciplinary design team, we are pleased to commend this development as being compliant with DMURS and its vision for attractive, liveable places. This Statement is accompanied by a suite of independent audit of pedestrian and cycle facilities undertaken by PMCE Consultants, and together this comprises the Quality Audit required by DMURS. The Quality Audit including Road Safety Audit has been submitted with the planning application.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Eoin Ó Catháin', is written over a horizontal dashed line.

Eoin Ó Catháin
Chartered Engineer
Director
Roughan & O'Donovan