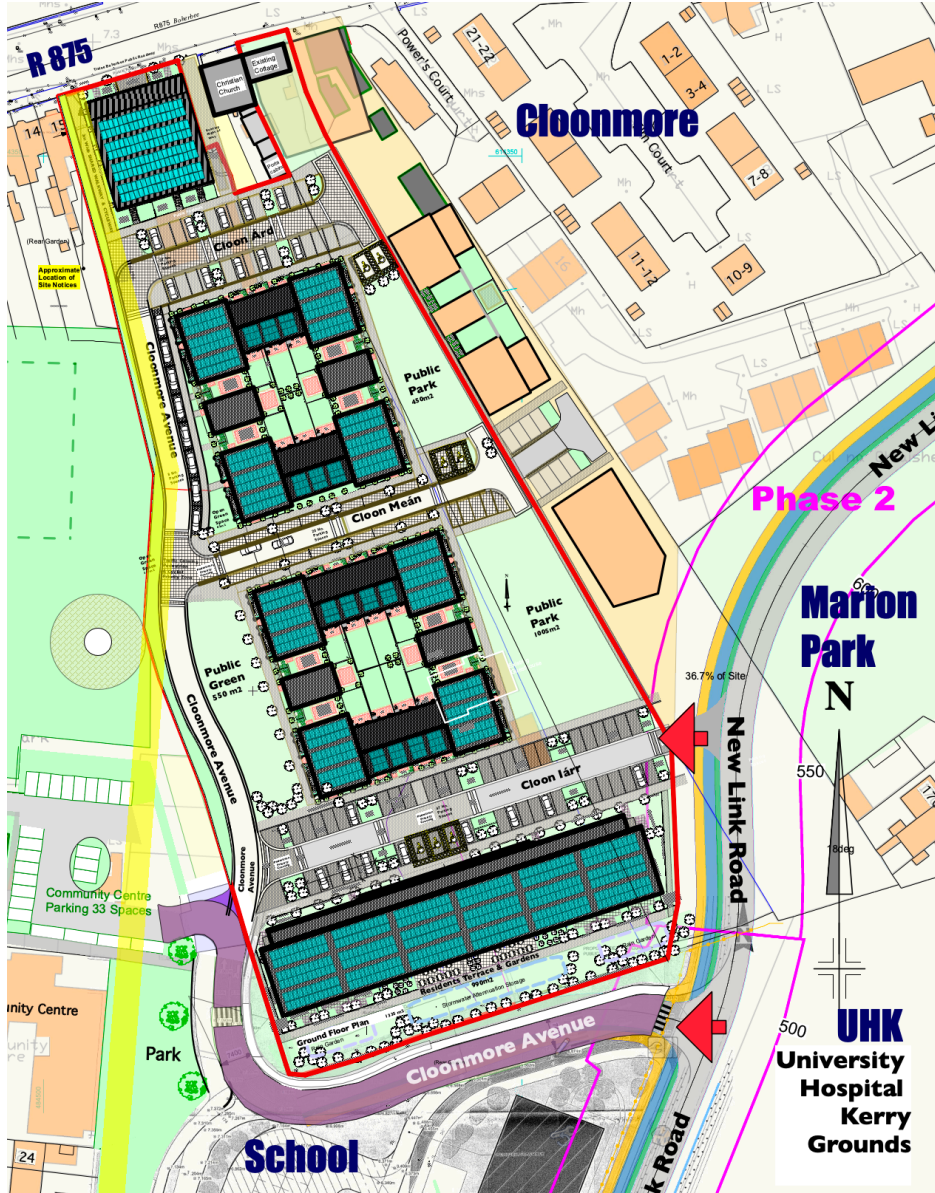


DMURS Design Statement, Cloonmore

Cloon More, Tralee, Co. Kerry, Ireland

On behalf of

Tulfarris CG Ltd



John Phelan B.Arch., FRIAI, Chartered Architect

Job Reference 2301: 15th August 2023

DMURS Analysis

Cloonmore Site:

Job Reference 2301:

15th August 2023

DMURS ANALYSIS

We have undertaken a **DMURS ANALYSIS** for the development in accordance with the design standards set out in:

- **Design Manual for Urban Roads & Streets (DMURS)** and
- **National Cycle Manual (NCM)**
- ***Sustainable Urban Housing: Design Standards for New Apartments: Guidelines to Planning Authorities: DHP&LG March 2022 (Apartment Guidelines)***
- ***Design Manual for Quality Housing 2022***

This is a **‘central and/or accessible urban location’** and an urban brownfield development site suitable for higher density development, so this means that strict traffic calming measures are used throughout and hard landscaping and pavement design prioritizes needs of pedestrians & cyclists over that of the car.



Southern Boundary of Site with New Cloonmore Avenue Access Road in centre + School on Left.

Part 1. DMURS Design Criteria:

Access Road: Cloonmore Avenue

1. Access Road: Cloonmore Avenue

A newly completed 7.4m wide **Public Access Road** (Cloonmore Avenue) connects with the newly completed **Phase 1 Ballymullen / Clash Link Road** to give access to our site, the New 600 Pupil School, The Hawley Park Community Centre, New Community Centre Car Park and proposed KCC Sheltered Apartments currently under design by KCC Housing Department to complement the existing Sheltered Apartments in Hawley Park. From there it will extend to give access to the proposed School Playing Fields in the area formerly known as St. Martins Park. This is the optimum solution to give access to our site at the end of our 120m long shared boundary with this new road.



Southern Boundary of Site with New Cloonmore Avenue Access in centre + School on Right.

2. Access to the Site:

This Access Road (Cloonmore Avenue) shares a 120m long boundary with our site. Under agreement with Kerry County Council Roads, we were asked to close the 4 number vehicular entrances to our 4 sites currently off the main Tralee Boherbee Road and instead provide access our site off the new Ballymullen / Clash Link Road. An analysis of the site suggested two appropriate access points. Both these entrances make optimum & efficient use of existing & proposed Public Road Infrastructure and are in the public interest to reduce congestion on the main Tralee Road and afford excellent vehicular access to our site.



SouthWest of Site with future site Connection beyond pedestrian crossing point to right.

Access Point 1: Cloonmore Avenue. The first is at SW corner of our site, adjacent the rear access to the Hawley Park Community Centre, proposed new car park and the proposed new KVH Sheltered Apartments. As it abuts our shared boundary, this only requires a simple extension of **Cloonmore Avenue**, linking to the access road as shown on our layout.

Access Point 2: Link Road/ Phase 2. The second access point is directly off the Ballymullen / Clash Link Road at SE corner of our site, connecting with Phase 2 of the Link Road due for completion within 18months.

3. **Cloonmore Avenue Extension:** In accordance with recommendations of DMURS we propose a traffic calmed North-South extension of **Cloonmore Avenue** along the Western boundary. This will provide a fully permeable street network within the site, allowing pedestrian inter-connection with adjoining Neighbourhoods, the Main Tralee Road, Shopping Centre & Train Station . The avenue will overlay the route of an existing 750mm diameter Irish Water Stormwater pipeline, utilizing land that would otherwise be reserved and an unsuitable location for buildings. This new Avenue will give access to 3 Number East West new Streets called **Cloon Íarr, Cloon Méan** and **Cloon Árd**, which efficiently open up the site and allows for a predominantly south facing building block design.

4. **Neighbourhood Pedestrian & Cycle Links:**

The existing road access onto the Main Tralee Boherbee Road will be replaced with landscaped Pedestrian Links to fully integrate the development within the neighbourhood and give easy pedestrian access to the local Shops, Shopping Centre, Tralee Peoples Bus, Main Rail & Bus Terminals and Tralee Town Centre etc.



Poor integration of place and movement function



Better integration of place and movement function

Figure 2.19: The most fundamental aspect of the creation of a sustainable street network is that designers clearly recognise that streets have both a place and movement function, so that streets are connected, enclosed, fronted onto and promote pedestrian and cyclist activity



Figure 3.23: Examples of vehicular cul-de-sacs in Adamstown, Co. Dublin, which allows for through pedestrian and cyclist access only and has incorporated design measures to ensure that it is safe (i.e. clear sightlines and passive surveillance).

5. Traffic Calming measures:

Cloonmore Avenue is designed as an access road that tapers over its length from 7.4m to 6m to 4.5m in line with capacity to calm traffic as we travel deeper into the development. We also propose pedestrian priority junctions at the 3 new side streets, Cloon Árd, Cloon Méan and Cloon Iárr.

6. Pedestrian Priority Junctions:

These are designed as raised pedestrian and cyclist priority zones level with adjacent pedestrian and cycle pavements. They will be brick paved as pedestrian priority areas and will encourage self regulating traffic calming.



Figure 4.38: Example of an informal 'courtesy' crossing in Westport, Co. Mayo. Drivers stop and wait for pedestrians to cross as a courtesy.

7. Place Based Street Design.

The design of the internal streets is aimed to create distinct sense of place. The street blocks are multi-sided with street facades on all sides and direct links to each of the three Pocket Parks, easily accessible from the residential buildings without crossing the roads. The careful landscaping, private front gardens,

neighbourhood passive supervision afforded by the multi-sided design creates a safe neighbourhood with a lovely sense of place.

Pedestrian Activity/Facilities

The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.

These four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods.



Figure 2.20: The key characteristics of the street that influence its sense of place. A safe, attractive and comfortable pedestrian environment requires all of these elements.

8. Side streets, Cloon Árd, Cloon Méan and Cloon Iárr.

These will be accessed off self regulated Pedestrian Priority Junctions with tight 3m radius corners to reduce traffic speed. The streets themselves are designed to be “Self Regulating Streets” and will be designed for traffic calming by incorporating a reduced 5m wide tarmac road carriageway coupled with brick paved shared parking surfaces separated by 500mm paved buffer strips and 2m wide brick paved pedestrian pavements. Parking areas are broken up every 4 spaces with planters strips for Tree Planting and to soften the landscape. Private planted buffer zones are created in front of all residential accommodation with an average minimum depth of 2.5m. This will enhance private amenity and soften the urban landscape.



Figure 4.14: A fine grain residential environment where all ground floor dwellings are directly accessible from the street via 'own door' entrances. Note, in this instance access to upper floors is provided via internal lobby areas.

9. Future Links:

The street layout is designed to integrate with the proposed draft Framework Master Plan for the neighbourhood. This will allow these streets to extend in a fully co-ordinated and integrated manner into the adjoining 3 acres of lands to the East identified in the current Tralee LAP as an area for an integrated residential neighbourhood. (see Map attached).

10. SUDS:

Permeable Road surfaces and Paving material and design will integrate SUDS principals to mitigate against impact of increased area of land now proposed to be hard surfaced. All stormwater shall be directed to soakaways under roads and paths to reduce surface run-off to a level less than exists on the green site. Refer to separate Engineers report.

11. Bin Storage:

Townhouse Type 1:

Bin storage is provided individually to Terraced Townhouses in enclosed storage enclosures set into front Garden.



The Biohort HighBoard Wheelie Bin Storage unit is the ultimate wheelie bin storage solution. The stylish, secure and maintenance free unit is the perfect way for ending the unsightly visible mess of waste bins in front gardens and driveways. The HighBoard Wheelie Bin Storage Unit is the ultimate answer to storing waste wheelie bins, safely, securely and within a very stylish purpose-built unit. Available in a choice of colours and sizes.

Townhouse Type 2 & Triplex Units:

Shared Bin storage is provided discreetly in built-in fully screened enclosures setback from the pavement along the Cloonmore Avenue Elevation. Gate access is provided from pavement for ease of access.

Apartment Building “A”:

Shared Bin storage is provided to the rear in a discreet built-in fully screened enclosure set into **Cloon Árd** street landscape. 1.8m high Timber screen walls conceal the bins from the outside. Gate access is provided from pavement for ease of access.

Apartment Building “B”:

Shared Bin storage is provided to the rear in a discreet built-in fully screened enclosure set into **Cloon Íarr** street landscape. 1.8m high Timber screen walls conceal the bins from the outside. Gate access is provided from pavement for ease of access.

Part 2. DMURS Accessibility & Parking Design Criteria:

3.1 Site Accessibility:

In recognition of the sites '**central and/or accessible urban location**' we have a design density in the order of 93 units per hectare, which requires a recognition of a balance between good urban design, access and provision of parking on site.

3.2 Tralee Peoples Bus Route & National Bus & Rail Terminals:

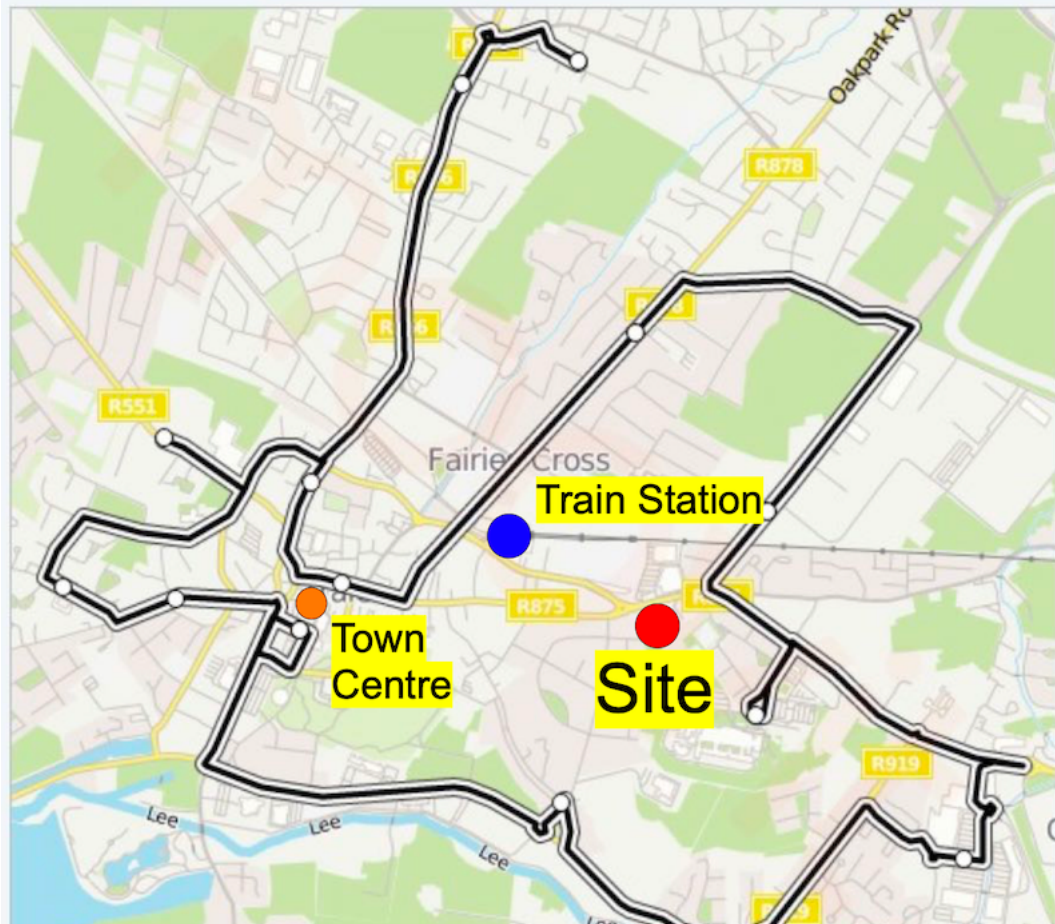
The site is served by both the Tralee peoples Bus Route 290A and 290B. The site is within 600m of Tralee Main Bus & Rail Terminals on the nearby John Joe Sheehy Road.

290-A bus Route Map



Tralee Peoples Bus Route 290A runs past the site
National Rail Station is less than 600m away
Town Centre is less than 900m away.

290-B bus Route Map



Tralee Peoples Bus Route 290B runs within 200m of the site
National Rail Station is less than 600m away
Town Centre is less than 900m away.

Proximity to Town Centre:

The site is also only 900m from Tralee Town Centre and it is directly adjacent New 600 Pupil Gaelscoil, University Hospital Kerry, Munster Technology University South Campus, Horan Shopping Centre and it is within walking distance of Kerry County Buildings & Clash Industrial Estate and major urban employment centres so the requirement for Car Parking is much diminished.

3.3 Apartment Guidelines 2022 Car Parking Provisions:

The Apartment Guidelines allow for a significant reduction in car parking provision in these **Central and/or Accessible Urban Locations** and in particular brownfield redevelopment sites.

“Central and/or Accessible Urban

4.19 In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity. (extract from Sustainable Urban Housing: Design Standards for New Apartments: Guidelines to Planning Authorities: DHP&LG March 2018)”

We have proposed parking at an all-in a rate of between 0.33 spaces to sheltered Apartments and 1 space per residential unit elsewhere, which is a significant delivery of parking spaces given the central and/or Accessible location and the fact that there is a significant number of smaller one & two bedroom units in the proposed development.

3.4 National Cycle Manual:

Significant provision has been made within the development to promote and encourage cycle use by residents and public alike. The **“5 Principles of Sustainable Safety”** underpin our objective to provide a safe environment for pedestrians and cyclists alike. These are:

1. Functionality, 2. Homogeneity, 3. Legibility, 4. Forgiveness & 5. Self-Awareness
These are principles are incorporated as follows:

- **Cloonmore Avenue** and internal Streets are all **Traffic Calmed** to significantly reduce vehicular speeds for pedestrian and cyclist safety and reduced risk of serious injury. This serves not only the residential neighbourhood but also school students and the wider public and promotes **safe cycle access**.
- **Street junctions are pedestrian and cyclist prioritized** with raised ramped platforms allowing level crossing for pedestrian cyclists. These junctions are distinctly paved to create a clearly identifiable zone for a self-regulating traffic calmed junction. They are wide and generous to allow for safe shared use by pedestrians and cyclists.
- The internal streets are designed to be **“Self Regulating Streets”** and will be traffic calmed by incorporating a reduced 5m wide tarmac road carriageway coupled with brick paved shared parking surfaces separated by 500mm paved buffer strips for enhanced cyclist safety.
- Wide **2m pedestrian pavements** allow shared access to dwellings with cyclists and to facilitate use and parking of bicycles.
- The whole neighbourhood is well overlooked by the adjacent Apartment buildings promotion casual neighbourhood **“Neighbourhood Watch” observation**. This will enhance the safety and security of pedestrians and cyclists throughout the development, encouraging wider cycle use.
- Good levels of **street lighting** for Pedestrians and cyclists improve safety and security.

3.5 Cycle Racks & Cycle Parking:

Cycle stands are proposed fully in accordance with Apartment Guidelines at a rate of one per bedroom + one visitor cycle stand per 2 residential units. This gives a requirement for **318 Cycle Spaces** within the development of **147 Residential Units**.
We are providing 338 Cycle Spaces within the development to meet this requirement.

Location	Internal Cycle Racks		External Cycle Racks	
	Private Provision	Minimum	Public Provision	Minimum
Apartment Building "A"	20 Spaces	(25 min)	16 Spaces	(8 min)
Apartment Building "B"	96 Spaces	(104 min)	48 Spaces	(32 min)
Triplex Apartments 8 No.	72 Spaces	(72 min)	32 Spaces	(24 min)
Townhouses x 14 No.	28 Spaces	(28 min)	14 Spaces	(14 min)
Courtyard TownHse x 4	8 Spaces	(8 min)	4 Spaces	(4 min)
Residential Units Subtotals	224 Spaces	(236 Spaces)	114 Spaces	(82 Spaces)



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- Allows storage for up to 4 bikes
- Allows for tire widths of up to 55mm

