



Planning Application  
Residential Development  
Carlisle Site, Kimmage

COMMUNITY SAFETY STRATEGY  
November 2022

New developments and refurbishments should be designed to promote safety & security and avoid anti-social behaviour by:

*1. Maximising passive surveillance of streets, open spaces, play areas and surface parking.*

- All blocks include windows of habitable rooms on the North, South, East & West facades providing passive overlooking of all areas of the site. Ground floor units have private decks or windows overlooking all communal & public spaces.
- The scheme has been laid out so that key areas including pedestrian routes, open spaces, streets, and surface parking are overwatched by multiple units for enhanced surveillance.
- Care has been taken in the placement of bicycle stores and ancillary elements to avoid obstructing passive surveillance sightlines and creating blind spots.



*2. Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.*

- Windows are included on all facades and spacing between blocks has been carefully considered to ensure surrounding spaces receive sufficient natural light. This is further assured thanks to the reduction in building height & massing near the Northern boundary.
- The ground level open spaces & circulation routes are all multi aspect for ample access to daylight throughout the day.



- The first deck level communal open spaces between blocks 1, 2 & 3 are bounded & overlooked on 3 sides
- The blocks are orientated North-South to maximise sunlight & daylight access. All external spaces have been assessed for sunlight penetration. (see sunlight/daylight access report).



### 3. *Eliminating leftover pockets of land with no clear purpose.*

- All land is utilised efficiently with buildings laid out orthogonally to fully occupy the centre of the site leaving straight corridors of consistent width along the North & South boundaries for vehicle & pedestrian access respectively.
- The open spaces have been located at either end of the site to make full use of all space between the buildings and the site boundary.
- The public space in the Southern corner of the site is delineated & clearly separated from other external communal spaces.

### 4. *Providing adequate lighting.*

- The clearly defined access routes and open spaces lend themselves to a simple and consistent lighting strategy with no leftover or secluded areas which can often be susceptible to inadequate illumination.

5. *Providing a clear distinction between private and communal or public open space, including robust boundary treatment.*

- Private balconies are separated from adjacent open spaces with opacified glass balustrades and well-defined areas of planting.
- Communal spaces are separated from public open space by a clearly delineated hedge boundary.



6. *Enabling residents to watch over the entrance to their home; recessed entrances should be avoided, and front doors should also be overlooked by other houses or from well trafficked public areas.*

- The scheme consists exclusively of apartments which for the most part open off secured semi-public corridors.
- Where ground floor apartments are accessed directly from the outside their entrances are located to be visible from both their living rooms & bedrooms, and also from well trafficked public areas immediately outside.

7. *Locating back gardens next to other back gardens or secure private areas rather than onto roadways or other public areas*

- The scheme consists exclusively of apartments with no private gardens or similar vulnerable areas.

8. *Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.*

- Vehicle circulation is kept separate from the key pedestrian areas with all vehicles accessing the development at the north-eastern corner of the gym car park and proceeding to the northern boundary where a shared surface directs vehicles east and west to car parking and service areas.
- The limited width of this shared surface along with the 90° turns along the route prohibits excessive traffic volumes & speeds.
- DMURS design principles have been applied throughout.

9. *Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.*

- Pedestrian & cycle routes throughout the scheme are straight, level access and provide very clear sightlines and visibility of the route ahead. See architects design rational section 2.5 for bicycle parking strategy for more detail.

10. *Using materials in public areas which are sufficiently robust to discourage vandalism.*

- Construction in public area consists exclusively of brickwork, rendered masonry walls, stone & concrete paving, powder-coated metalwork and toughened glass.
- The automated postal delivery stores located in the covered car park and adjoining bike store number 4 are of robust powder-coated metal construction and are securely anchored in place.

11. *Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.*

- All such shrubs and trees are set back from the edge of paths and have been designed in tandem with the public lighting system to ensure no obstructions will be caused.

12. *Consulting with an Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities.*

- Such consultation was considered unnecessary in this instance given that the site already has planning permission in place, the urban design is of high quality, and the area is not currently prone to anti-social behaviour.