BARRETT MAHONY
CIVIL & STRUCTURAL
CONSULTING ENGINEERS

DMURS Compliance Statement

Project:19.207

Wyattville Park BTR,

Loughlinstown

Co. Dublin

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DMURS COMPLIANCE STATEMENT

FOR A PROPOSED RESIDENTIAL DEVELOPMENT

AT WYATTVILLE PARK, LOUGHLINSTOWN, CO. DUBLIN

INTRODUCTION

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, updated in 2019, provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets.

DEVELOPMENT DESCRIPTION

The proposed residential development includes a total of 303no. residential units:

- Apartment blocks with 256 no. apartment units,
- 256 no. car parking spaces
- 363m^2 Creche Area
- 135m^2 GFA Cafe

KEY DESIGN PRINCIPLES

It is a requirement of the regulations that the proposed housing development is compliant with the requirements of the Design Manual for Urban Roads and Streets. The four key principles of design aim to guide a more place-based/integrated approach to road and street design. Designers must have regard to the four core principles presented below:

- Design Principle 1: Connected Networks
- Design Principle 2: Multifunctional Streets
- Design Principle 3: Pedestrian Focus
- Design Principle 4: Multidisciplinary Approach

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COMPLIANCE WITH THE KEY DESIGN PRINCIPLES

Design Principle 1: Connected Networks

"To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport."

- The proposed network is structured and will draw future occupants toward focal points including the central communal open space.
- The development provides footways that connect between each block that creates a high degree of pedestrian permeability.
- An integrated cycle link is provided joining Wyattville Park to the north of the development with the busy primary road N11 to the south.
- Killiney Dart Station is a 25-minute walk, while the Cherrywood Luas station is a 15 minute walk from the development. The site is bordered by major bus stops linking residents with destinations throughout Dublin City centre promoting the use of public transport.
- Pedestrian access to the N11 has been incorporated into the design creating a link for pedestrians from the N11 to Wyattville park in the form of a pedestrian only footpath along the perimeter of the development.
- 583 no. bicycle parking spaces of which 565 no. are proposed for residents has been provided at the development. This equates to 2.21 bicycle parking spaces per residential unit. The high volume of bicycle parking numbers has been provided with the aim of encouraging residents at the development to use this sustainable form of transport.
- The development was designed with ensuring the user priority at the development was in line with section 2.2.2 of the DMURS document. The development priorities pedestrians and cyclists by providing separate footpaths from vehicular traffic. Public transport has also been prioritised at the development by creating direct walkways from the development to major bus stops on the N11 and Wyattville Road. The number of car parking spaces was limited to promote the use of these more sustainable methods of transport.

Design Principle 2: Multifunctional Streets

"The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment."

- The development incorporates a series of multifunctional streets that offer route choice and flexibility for managing movement within it.
- On street parking provides a narrowing effect of the street, this alongside the use of short steep sections of roads and cul de sacs creates a low speed road environment in the development suitable for safe pedestrian use.

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- There is a fully integrated pedestrian network with all the main landscape spaces connected to a universally accessible route.
- Large car-free areas are provided within the development where pedestrians and cyclists are segregated from vehicular traffic, particularly between the blocks and central communal open space.
- The typical road carriageway width of 5.5m while a minimum footpath width of 1.8m has been used to comply with guidelines set out in DMURS.
- The implementation of trees, other planting and street furniture around the carriageway edge promotes amenity and biodiversity in the development alongside this they create a visual allusion which encourages drivers to reduce speed while travelling along the road.
- By shortening long stretches of straight road and introducing variations in the horizontal alignment of the street network, a natural traffic calming effect is provided in both a physical and psychological sense, which will assist in self-regulating vehicular speeds.
- Junctions have been designed so as to minimise corner radii in line with Section 4.3.3 of DMURS and provide a level of self-regulation of vehicular speeds at junctions.
- Pedestrian priority will be provided by pedestrian crossing on entering the car parks which will serve as a traffic calming measure.
- A pick up and drop off area is provided to serve the creche. This facility will cater for vehicles where only short-term visits are necessary and will significantly reduce the potential for congestion at the development.
- On street car parking spaces have been provided as per section 4.4.9 as mentioned above this on street parking acts as a traffic calming measure. On street car parking offers many other advantages at the development such as eliminating the potential for vehicular 'kerb mounting' , adding to the vitality of communities by supporting business such as the creche and the café and providing a buffer between pedestrians and the carriageway.

Design Principle 3: Pedestrian Focus

"The quality of the street is measured by the quality of the pedestrian environment."

- The proposed development has been carefully designed to ensure a strong focus on creating a vibrant and sustainable pedestrian environment which supports a sense of place.
- A high degree of pedestrian permeability and connectivity throughout the site is created by providing footways that connect the spaces between each block with all the main landscaped spaces connected to a universally accessible route.
- Segregation and exclusion of vehicular traffic within the development also supports the sense of place. As pedestrians' progress into the development, the pedestrian routes are segregated from vehicular traffic

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by incorporating footways through the landscaped gardens and park area, particularly around the central open space.

- Pedestrian and cyclist only route has been incorporated to enable pedestrianised safe access to the N11 where various bus stops are located.
- Pedestrian priority will be provided at internal junctions which also serve as a traffic calming measure.
- Footpaths in the development will be a minimum 1.8m outlined in Section 4.3.1 of DMURS but have been increased in pedestrian only zones to promote use among pedestrians.
- The implementation of planting across pedestrian walkways creates a real sense of amenity at the development and encourages pedestrian movement.

Design Principle 4: Multidisciplinary Approach

"Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design."

- The design of the layouts involved close collaboration and coordination between the Architect, Structural Engineer, Civil Engineer, Landscape Architect and Mechanical & Electrical Engineer.
- The interaction between the Landscape Architect and the Civil Engineer was of particular importance to design a layout that created attractive pedestrian spaces whilst complying with the key roads design principles for vehicular and non-motorised users.
- In addition to this interaction, the Architect and Mechanical & Electrical Engineer provided designs to incorporate lighting and building access to the scheme that was integrated into the strategy of the landscaping, bike parking and desire lines for access and egress to buildings by non-motorised users.

CONCLUSION

- This statement of consistency sets out how the proposed development has been designed to achieve the objectives set out in DMURS (2019).
- Having regard to the above, we are of the opinion that the proposed development is consistent with the key design principles and requirements as set out in DMURS (2019).

Barrett Mahony Consulting Engineers

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