



DMURS Compliance Statement

Project:

Site 10 SHD – Northern Cross

Job No.

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CONTENTS

1. INTRODUCTION	3
2. DEVELOPMENT DESCRIPTION	3
3. KEY DESIGN PRINCIPLES	3
4. COMPLIANCE WITH THE KEY DESIGN PRINCIPLES	4
4.1 DESIGN PRINCIPLE 1: CONNECTED NETWORKS	4
4.2 DESIGN PRINCIPLE 2: MULTIFUNCTIONAL STREETS	4
4.3 DESIGN PRINCIPLE 3: PEDESTRIAN FOCUS.....	5
4.4 DESIGN PRINCIPLE 4: MULTIDISCIPLINARY APPROACH.....	5
5. CONCLUSION	6

1. 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.

2. DEVELOPMENT DESCRIPTION

The development comprises of 156 no. residential units in 2 no. apartment blocks. Block 10A, containing 71 no. apartments, has a height of part eight and part ten storeys, and Block 10B, containing 85 no. apartments, has a height of part ten and part eleven storeys, all above a common basement area. The unit mix consists of 75 no. 1 beds and 81 no. 2 beds (32 no. 1 bed units and 39 no. 2 bed units within Block 10A, and 43 no. 1 bed units and 42 no. 2 bed units within Block 10B).

The development includes a total of 94 no. car parking spaces (49 no. at surface level and 45 no. at basement level) and 322 no. bicycle parking spaces (78 no. visitor spaces at surface level and 244 no. secure spaces at basement level). Access to the development is provided from Mayne River Avenue to the south and from Mayne River Street to the east (road extension currently under construction under ABP Ref.: 307887-20).

Bin stores, plant rooms, ancillary residential facilities, storage rooms and block cores are located at basement level. The proposed development includes private amenity space in the form of balconies / terraces for all apartments, public and communal open space, including external communal roof terraces at 8th floor level of Block 10A and 10th floor level of Block 10B, children's play area, PV panels and green roofs at roof level of both blocks, the provision of new telecommunications infrastructure at roof level of Block 10B including shrouds & antennas (6 no. antennas, enclosed in 2 no. shrouds together with all associated equipment), foul and surface water drainage, hard and soft landscaping, lighting, an ESB Substation and all associated and ancillary site works.

3. 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

4. COMPLIANCE WITH THE KEY DESIGN PRINCIPLES

4.1 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.”

- In line with best practice the design incorporates an orthogonal street layout thus promoting legibility as well as connectivity. The newly proposed road will provide access to the neighbouring residential and commercial blocks
- The proposed network is structured and will draw future occupants toward focal points including the central communal open space and the main
- Presently, the pedestrian and cyclist movements are restricted across the undeveloped site. The development proposes a series of footpaths permitting connectivity through the site along similar desire lines – see Fig.1.1, providing interconnectivity to adjoining permitted Site 2 development to east and existing Office development to the south (future residential). It is also noted that there will be access from the subject site to any further linear park along Mayne River.
- The Clarehall Shopping Centre and other local amenities are circa 10 minutes’ walk time from the site, while public transport links (Bus) are also available within 10 minutes’ walk or less of the subject site.



Fig.1.1 – Pedestrian (Yellow) & Cyclist (Blue) available routes

4.2 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 new street to the north and west, which is the logical completion of the internal road network of the Northern Cross development. This offers route choice and flexibility for managing movement within the development.
- The typical carriageway width of 6m has been proposed, with 2m minimum footpath. Table 2.1 below is intended to summarise the road hierarchy and proposed construction for the road whilst also indicating the design approach and demonstrating how the proposals are in accordance with best practice and DMURS (2019).

Table 2.1: Road Summary

Road Name	Hierarchy	Proposed Construction
Road 1	“Local Street” with standard carriageway. Main access into site	6m wide road is proposed to enable vehicles manoeuvre from perpendicular parking spaces located on both sides of the road (in accordance with pg.121 DMURS)

- Junctions have been designed 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. At corners between shared surfaces it is also proposed to introduce permanent landscape features to prevent vehicles cutting the corner and to further act as a traffic calming measure – see Fig.2.1 below showing the combination of roads and curves.

4.3 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 around all edges of the property.
- A high degree of pedestrian permeability and connectivity throughout the site is created by providing footways that connect the spaces between the open areas and landscaped spaces are connected to a universally accessible route – see Figure 1.1.
- 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 by incorporating footpaths through the landscaped gardens and podium area, particularly in the central courtyard of the apartment block.
- On the northern edge of the development site, pedestrian movement is prioritized within an attractive landscaped environment and footpath. This will ensure safe segregated passage for any pedestrians on the perimeter of the development site.

4.4 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.

5. 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).

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