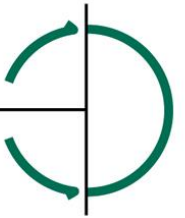


Proposed SHD Residential Development (Build -To- Rent) Cross Guns, Dublin

Client: Bindford Limited

DMURS Compliance Statement



PROPOSED RESIDENTIAL DEVELOPMENT, CROSS GUNS, DUBLIN

Description:

DMURS Compliance Statement

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29th January 2021

Distribution:

Client



PROPOSED SHD RESIDENTIAL DEVELOPMENT, BUILD-TO-RENT, CROSS GUNS, DUBLIN

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1 STATEMENT ON DMURS COMPLIANCE

1.1 Introduction

- 1.1.1 The overall development proposed principally consists of the provision of 205 no. apartments. The proposed apartments will target the build-to-rent market and will also include a new café/retail area and a new public open space. By virtue of its location, in close proximity to the city centre, major employment, retailing and education centres, the proposed development requires little if any car parking provisions which will minimise and traffic generation for the proposed development and promote the use of sustainable travel modes.
- 1.1.2 A Traffic and Transportation Assessment and Mobility Management Plan (TTA & MMP) of the proposed development is contained in a separate report. This Statement sets out the overall design approach and principles that guided the overall design development process in accordance with the *Design Manual for Roads and Streets* (DMURS) having regard to the location of the proposed development.
- 1.1.3 The proposed Cross Guns SHD layout is illustrated in Figure 1.1. The proposed layout includes two pedestrian access points onto the Royal canal tow path to the north, one from the residential development and a second off the proposed plaza area located to the east of the proposed development. Vehicular access will be provided via shared street off Phibsborough Road to the east. This access is designed as a home zone to ensure priority for pedestrians and cyclists. The access arrangements are assessed in more detail in the TTA & MMP and the scheme drawings and other reports accompanying the application.

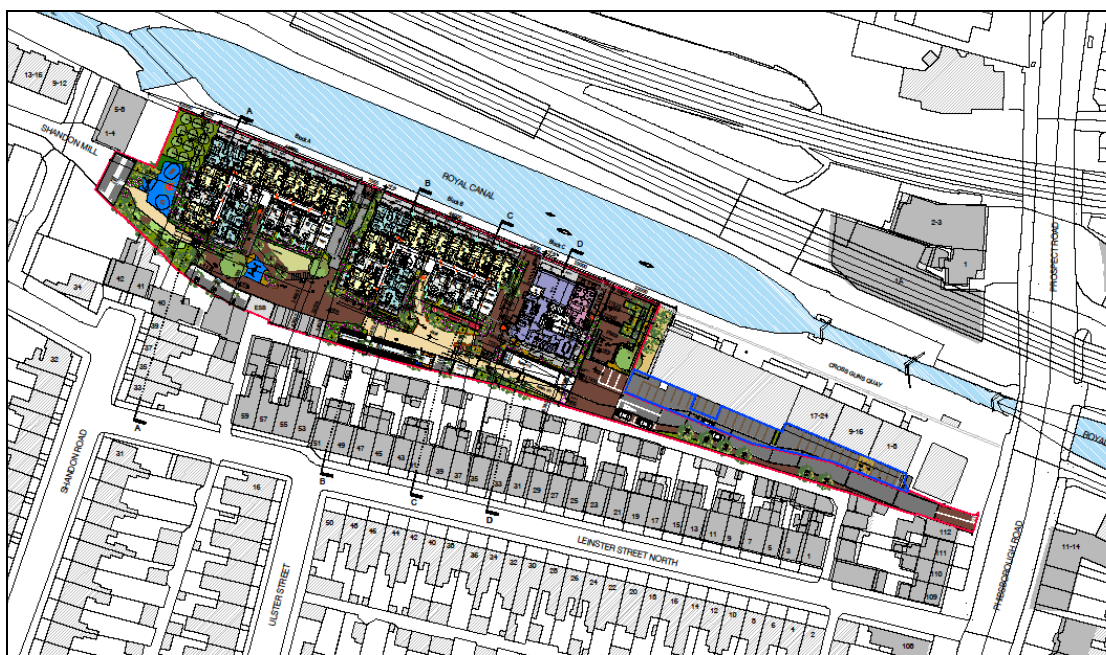


Figure 1.1 Proposed Cross Guns SHD Layout



1.2 Application of DMURS

- 1.2.1 In developing the overall scheme ILTP had full regard to the principles as set out in the *Design Manual for Urban Roads and Streets* (DMURS). The final scheme design proposals are an outcome of an integrated design approach that ensure the promotion of sustainable travel modes are integrated into the overall design layout.
- 1.2.2 The overall design approach sought to firstly ensure that regard was given to user priorities and towards ensuring appropriate permeability and legibility for all road users. The orderly integration of the development into the surrounding residential and employment areas, and wider urban environment was also promoted through making provision for appropriate pedestrian and cycle linkages to adjacent canal walkway and the adjoining street network.
- 1.2.3 The proposed development also provides direct linkage to the existing high quality public transport (PT) network that currently serves the wider community. This has resulted in the proposed development being fully consistent with the principles as set out in DMURS and the *National Cycle Manual*.

1.3 Design Approach – User Hierarchy

- 1.3.1 The overall design approach was fully informed by the principles as set out in DMURS. Table 2.21 of DMURS, titled '*User hierarchy that promotes and prioritises sustainable forms of transport*', reproduced as Figure 1.2, has significantly informed the design approach, which places the needs of pedestrians and cyclists at the highest order of priority amongst road users.

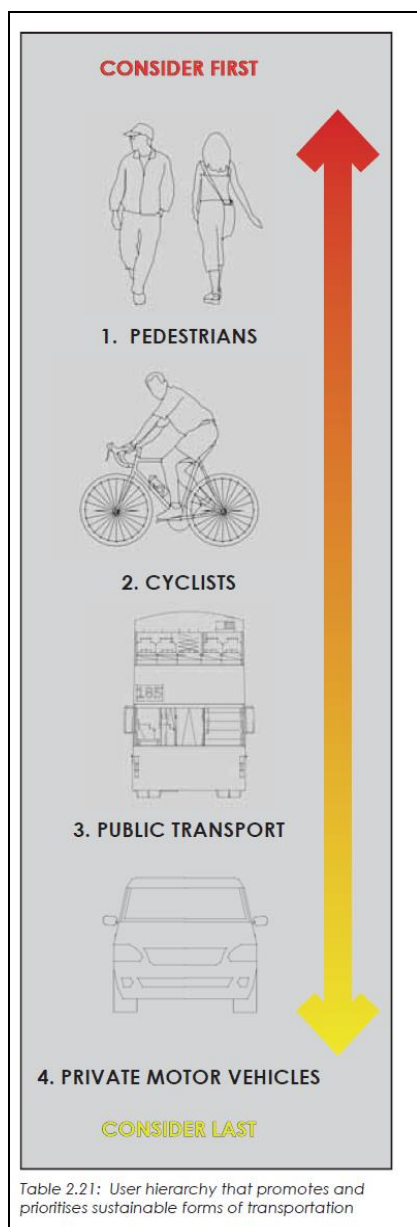


Figure 1.2: User Priorities (Source: DMURS Table 2.21)

- 1.3.2 The design approach, therefore, puts pedestrians and cyclists at the top of the user priorities, followed by access to public transport and then access to the wider road network via a street hierarchy consistent with those set out in DMURS.

1.4 Permeability, Sustainable Transport and DMURS Compliance

- 1.4.1 Central to the overall design approach is the need to ensure that pedestrians and cyclists are given the higher priority and more direct linkage than the private car. The proposed site layout and pedestrian and cycle links seek to give connectivity to the wider area to ensure that many local trips can be made using these sustainable travel modes through the provision of access to the canal tow path, which provide linkage to the surrounding area.



- 1.4.2 The proposed plaza area includes for a connection to the canal tow path which together with the proposed café will also provide facilities for other users of the canal tow path. Therefore, full regard was given to the sustainable development of the wider area.
- 1.4.3 Access to the limited underground car parking area is proposed off the plaza area and only disabled parking and emergency vehicle will be allowed to enter into the residential area to the west. Ample cycle parking is provided throughout the development. Reduced car parking coupled with increased cycle facilities and other support measures as set out in the separate TTA & MMP will ensure that sustainable travel will be delivered by the proposed development.
- 1.5 Proposed Access Layout**
- 1.5.1 The subject lands previously received planning permission (2402/14) for DCC. Following on this grant of permission, compliance on the proposed access off Phibsborough Road was received from DCC. It is proposed to use the same general access layout off Phibsborough Road as previously permitted by DCC, which was supported by DCC's Transport Planning Division pre-planning submission to the Board.
- 1.5.2 The previously permitted access layout is shown in Figure 1.3.

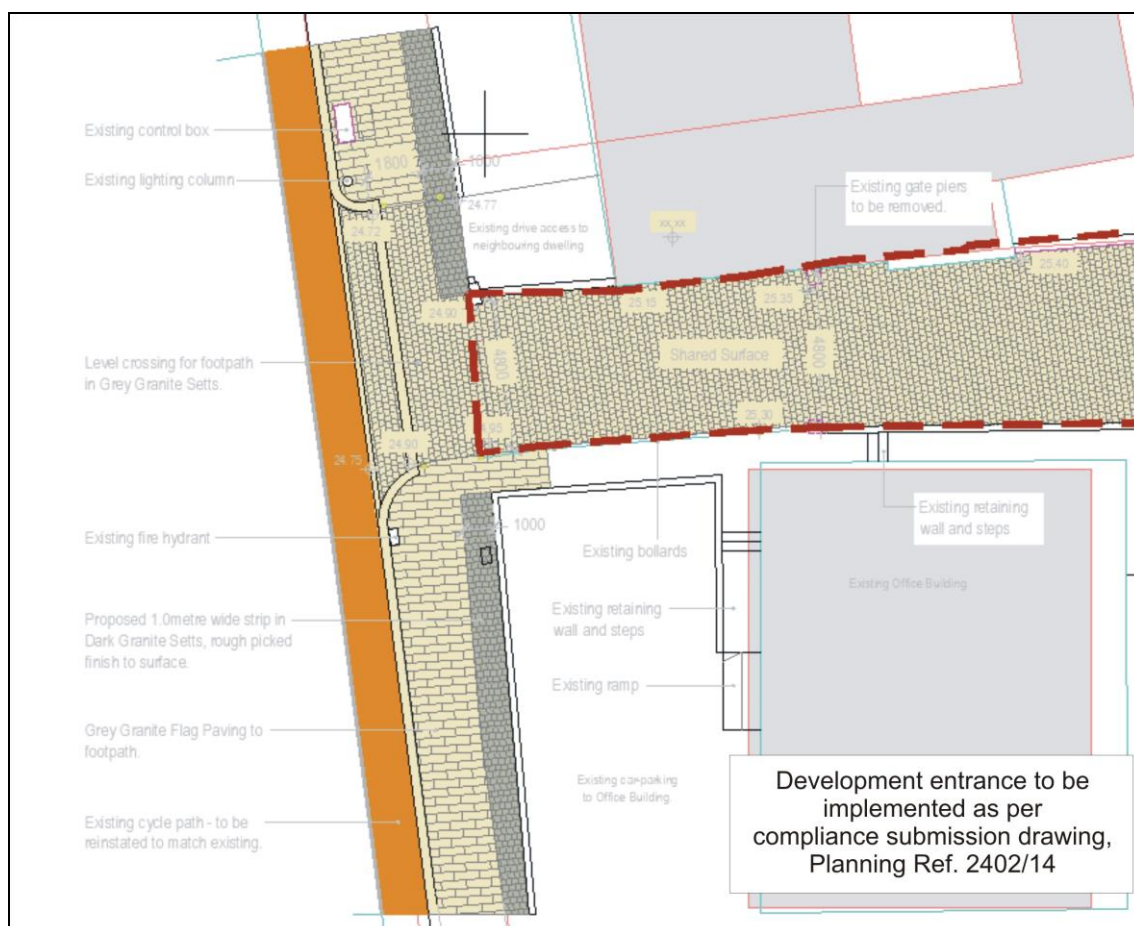


Figure 1.3 Proposed Access Layout (Source: AIT)



- 1.5.3 It proposed that a 20kph speed limits will apply to the shared access street into the proposed development. The access street into the proposed development has been designed in accordance with the classification as a shared street in accordance with Cl.3.2.1 of the Design Manual for Urban Roads and Streets. This will ensure that the development will be a slower nature of Local Street (i.e., 10-20 km/h) with drivers more likely to maintain lower speeds over shorter distances and more likely to comply with lower speed limits on Local Streets. The standard carriageway width of internal streets is generally 4.8m in accordance with Cl.4.4.1 of DMURS which specifies a standard carriageway width on streets with shared cycle use.
- 1.5.4 Design speeds are low, and movements by larger vehicles are expected to be infrequent, and junction radii have been designed in accordance with Cl.4.3.3 of DMURS to be between 3 - 6 metres. By providing reduced corner radii this will improve pedestrian and cyclist safety at junctions by lowering the speed at which vehicles can turn into the proposed development. This will be reinforced through appropriate surface materials and signage.

1.6 Response to An Bord Pleanála Opinion

- 1.6.1 Following the tri-partite meeting with An Bord Pleanála on 2nd September 2020, ABP issued its opinion and requested clarification on a number of items. Item 9 related to DMURS and is reproduced below:

“Further elaboration of the treatment of the access roadway between Phibsborough Road and the development site should be provided, which should be included in the DMURS design statement. Quality Assessments, particularly in respect of pedestrian and cycle access should be provided, in accordance with DMURS advice note 4. The final configuration of the entrance plaza and measures to avoid conflict between pedestrian and vehicle movements should be clearly defined.”

- 1.6.2 A drawing has been prepared by the landscape architects to provide clarification of the treatment off the access roadway between Phibsborough road and the development site. This is shown in Figure 1.4.

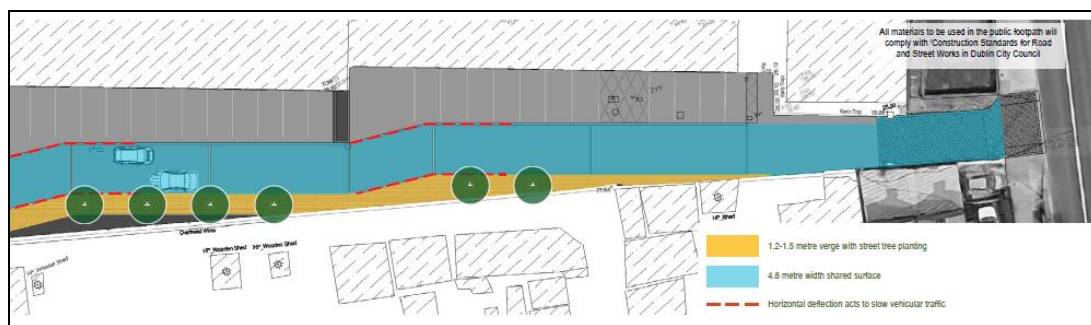
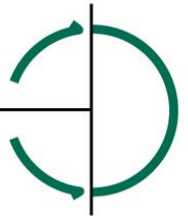


Figure 1.4: Proposed Access Roadway

- 1.6.3 Low design speeds along the access road will be achieved through the implementation of a shared surface along the access which was designed in accordance with DMURS advice note 4.



- 1.6.4 Providing reduced corner radii improves pedestrian and cyclist safety at junctions by lowering the speed at which vehicles can turn corners and by increasing inter-visibility between users. Appropriate speed limit signage, 20kph, will be included along the share access. The creation of passive traffic calming in a low-speed environment will maximise mobility for pedestrians and cyclists and create a strong sense of place.
- 1.6.5 The shared access street and plaza layout was designed by Waterman Moylan Consulting Engineers, with input from the design team members. They also commissioned an independent Quality Audit to be undertaken. The recommendations of the audit were agreed with the auditors and the recommendation incorporated into the overall design process and are included as part of the final planning application drawing. Therefore, the overall design layouts fully accord with the DMURS advice note 4 as request in An Bord Pleanála's opinion.
- 1.6.6 A *Stage 2 – Quality Audits* will be undertaken at detailed design stage and a *Stage 3 - Post Construction Quality Audit* will also be undertaken to ensure that road safety remains part of the overall design and delivery process up to scheme completion.
- 1.6.7 The overall proposed development therefore will accord with best practice as set out in DMURS in terms of permeability and sustainability.

1.7 Passive Surveillance

- 1.7.1 A fundamental feature of the proposed development is the overlooking of residential properties onto all key areas used by pedestrian and cycle routes, which are integrated with the proposed open spaces and which also overlook the adjacent canal walkway.
- 1.7.2 The proposed development also allows for the provision of pedestrian link through the site to the Royal Canal. The proposed plaza area can also be integrated with the canal walkway. In addition, the lowering of the canal boundary wall and the proposed new residential development will further enhance the amenity of the canal walkway through improved passive supervision.

1.8 Access to Existing Public Transport Network

- 1.8.1 The locations of the existing public transport services relative to the subject lands are shown in Figure 1.5.

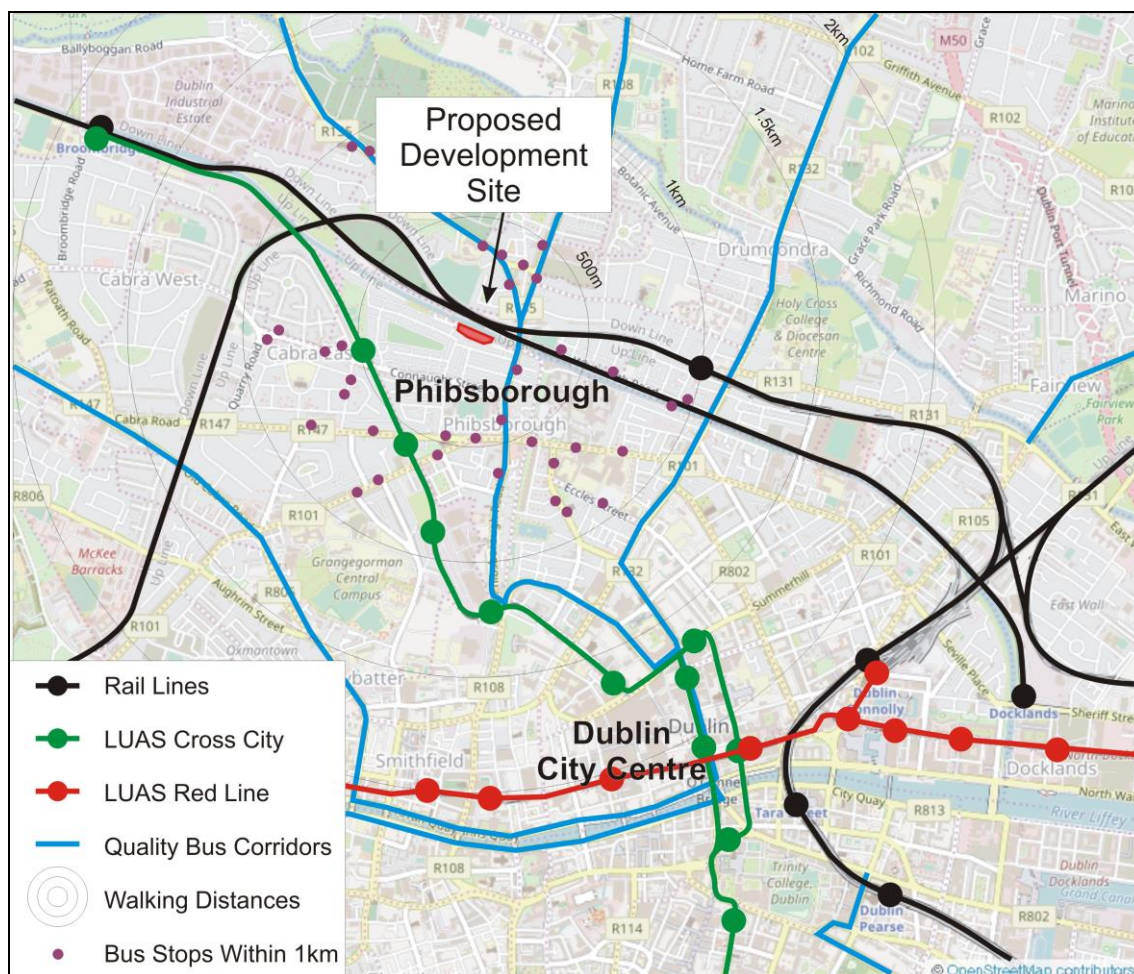


Figure 1.5: Proximity of Subject Lands to Public Transport Services

- 1.8.2 The existing bus routes in the immediate vicinity of the subject site provide an opportunity for good access from the SHD lands to various destinations including Dublin city centre, Technological University Dublin, (Grangegorman Campus), Mater Hospital and other key destinations. The proposed development is also within convenient walk or cycle distance from LUAS Green Line and the national rail network.

1.9 Wider Connectivity Sustainable Travel

- 1.9.1 The overall proposed development has good linkages to the surrounding locality. Again, the priority was to provide appropriate cycle and pedestrian linkages to and from the site which in turn could also connect with other planned and future development surrounding the SHD lands. The overall design philosophy to promote sustainable travel modes, by first encouraging and promoting greater use of non-motorised trips, followed by good access to existing and future public transport links that serve the site, has been achieved through the design process having full regard for the DMURS principles. These will be further supported by measure as set out in the MMP.



1.10 DMURS Compliance Summary

- 1.10.1 The proposed Cross Guns SHD fully promotes the sustainable transport principles as set out in DMURS. The design process commenced with establishing User Priorities in accordance with DMURS. This was followed by developing a permeable and legible street layout that minimises car traffic movements and prioritises pedestrian and cycle linkages to the wider area and to public transport. This is supported by reduced car parking provision and increased cycle facilities coupled with the support measures as set out in the MMP.
- 1.10.2 ILTP would commend the overall design approach as one that is fully in keeping with the DMURS principles and is a residential development that is appropriately integrated into the existing and planned urban fabric of Phibsborough and the wider area.

1.11 National Cycle Manual Compliance

- 1.11.1 In developing the overall scheme ILTP also has regard to the principles as set out in the *National Cycle Manual*, 2012. First and foremost, the design proposals acknowledge the vulnerability of cyclists relative to motorised modes of transport as set out in the *National Cycle Manual*. The proposals therefore seek to ensure that cyclists generally have higher priority in accessibility and connectivity throughout the development.
- 1.11.2 The specific measures proposed to prioritise and facilitate safe, comfortable, and efficient cycle movements in accordance with the *National Cycle Manual* include:
- A low-speed environment is proposed throughout, including 20kph speed limit on along the shared access.
 - Inclusion of shared Home Zones throughout residential areas to prioritise movement of more vulnerable road users and reduce speed of motorised traffic.
 - As also set out above, the proposed cycle facilities provide linkages to both existing and future cycle routes adjoining the site, and to nearby amenities and employment lands.
 - Full visibility is to be maintained at all proposed access points to the site, with road user priority clearly established at potential conflict points.
- 1.11.3 The proposed cycle infrastructure is set out in accordance with the *National Cycle Manual* and also subject to the Road Safety Audit process.

1.12 Planned Cycle Linkages

- 1.12.1 There are some improvements planned for the bicycle network in the vicinity of the subject lands. The planned network in the vicinity of the subject site is shown in Figure 1.6 and includes a primary cycle route to Dublin city centre at the eastern boundary of the site.

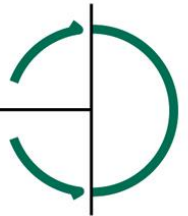


Figure 1.6: Proposed Cycle Network in vicinity of Subject Site (Source: *Cycle Network for the Greater Dublin Area*)

1.12.2 The development of these cycle routes will over time further promote sustainable travel patterns to and from the proposed development.

1.13 Complementary Mobility Management Measures

1.13.1 Establishing sustainable travel patterns from the outset in a new development is essential. It is well recognised that achieving subsequent changes to more sustainable travel is both difficult and costly to implement and can take years to achieve. The promotion of travel mode changes in favour of sustainable modes (walking and cycling) and greater public transport usage is a long-standing policy objective at national and local levels. The proposed SHD development is fortunate to be able to link into the public transport services already available and also to planned public transport upgrades.

1.13.2 Mobility Management Plans are a transport demand management mechanism that aim to provide for the transport needs of people and goods. Mobility Management Plans seek to lessen the demand for the use of cars by increasing the attractiveness and practicality of other modes of transport.

1.13.3 The MMP which is included in the TTA sets out the complementary measures that will support the DMURS design philosophy that underpins the overall design of the proposed development.



1.14 Summary

- 1.14.1 The above compliance statements set out the rationale, consideration and justification of the design proposals relating to overall development layout of the lands. The design approach fully adheres to the principles of the design as set out in the *Design Manual for Urban Roads and Streets* (DMURS) and *National Cycle Manual*.
- 1.14.2 The above compliance statement also sets out the basis for establishing the proposed street layout to ensure highest priority is given to pedestrians and cyclists, while providing for the limited numbers of private car that will access the proposed development along with necessary service vehicles. The proposed build to rent scheme is located close to the city centre, to major employment and education facilities and is well served by existing public transport services.