Waterman Moylan
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DMURS Statement (Issue 2)

Proposed Residential Development at Rathmullan, Drogheda, Co. Meath

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Comments

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Content

1. Introduction

This statement has been prepared by the design team to accompany a planning application for the development of 661 No. residential Units, a crèche and a retail unit on Rathmullan Road, Drogheda, Co. Meath.

The planning application is to be submitted direct to An Bord Pleanala under the Planning and Development (Strategic Housing Development) Regulations 2017. 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 (DMURS).

The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. The implementation of DMURS is intended to enhance how we go about our business, enhance how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel.

2. Creating a Sense of Place

Four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods. Each of these characteristics are set out below together with a commentary setting out how the proposed residential development complies with each of these characteristics:-

2.1 Connectivity

The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected. (DMURS Chapter 2.2.1)

In order of importance, DMURS prioritises pedestrians, cyclists, public transport then private cars. This is illustrated in the adjacent image extracted from DMURS (Figure 2.21).

DMURS Fig. 2.21

The proposed development has been designed to prioritise pedestrians and cyclists movements over other modes of transport. Pedestrian and cyclist connectivity are provided throughout the development with links to the existing established residential developments, and other facilities such as a community centre, schools, shopping centres and the Drogheda Bus Station; which are accessed via existing footpaths along Rathmullan Road to the east of the subject site.

The proposed development also provides a new footpath along Rathmulan Road to the north which links the site to the River Boyne boardwalk / greenway which can be used to access Drogheda Town Centre (c. 2.5km east) and the very significant local amenity at Oldbridge Estate.

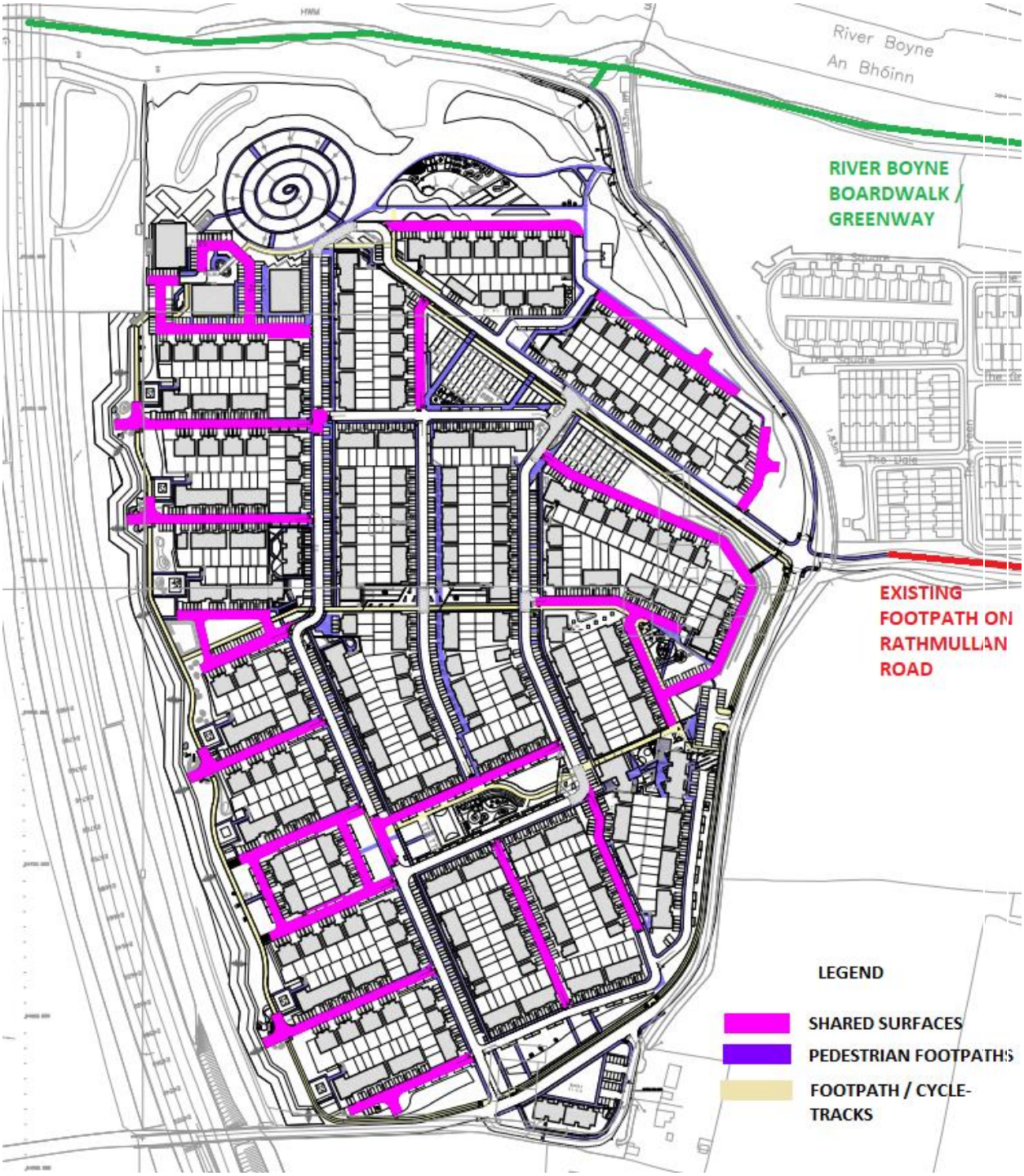
Cyclist facilities include the provision of internal shared cyclist / pedestrian pathways and a separate off-road cycle-track along the site frontage to the south of the signalised junction.

Pedestrian and cycle links are illustrated in Figure 1, which clearly demonstrate the pedestrian/cycle connectivity within the proposed development and to the existing facilities surrounding the site.

The nearest public transport is the Drogheda (Opp Hillview Estate) bus stop which is served by the No. 173 bus route. The main bus station in Drogheda is located at the corner of the Dublin Road and Donore Road, approximately 2.5 km from the site. There is also a frequent private bus service to Dublin run by Matthews Coaches which departs on the hour from Dublin Road / Narrow West Street / Trinity Street junction which is 2.5 km from the site. The Drogheda Train Station on the Dublin Road is located c. 3.5 km east of the proposed development.

The provision of pedestrian and cycle links throughout the proposed development ensures good connectivity between the site and the aforementioned public transport services.

Figure 1 – Pedestrian and Cycle Connectivity



Pedestrian and Cycle Connectivity is provided throughout the proposed development with links to the existing facilities on Rathmullan Road to the east and the River Boyne walkway to the north.

Pedestrian and cycle links are also shown on Waterman Moylan drawing No. 18-014-P004.

The proposed development has been designed so that the private car does not enjoy the level of connectivity afforded to pedestrians and cyclists. In this regard the journey times and routes for car based transport are considerably longer and more cumbersome in order to make it more attractive for walking and cycling to the local shops and schools. The development however is well connected to the surrounding road network with road access via a new 4 arm signalised junction with arms linking the Rathmullan Road (East), the Rathmullan Road (West), the proposed site access, and the local access road to the south of the signalised junction. A second access into the proposed development is proposed via a new priority junction to the south of the site onto the existing local access road.

It is proposed to realign and upgrade the un-named local road along the site frontage to the south of the new signalised junction with Rathmullan Road. This road will form part of the proposed developments arterial link with a carriageway width of 7m and new kerb lines, road gullies and drainage. The proposed speed limit on this road is 50 km/h. A separated cycle track (2.0m wide) and footpath (2.0m wide) has also been provided along the extents of this road.

Upgrades are also proposed to Rathmullan Road along the site frontage to the north of the signalised junction. This includes the widening of the existing carriageway to 6 m and the provision of a 2m footpath linking the proposed development to the River Boyne Boardwalk. The proposed road and footpath upgrades are shown on Waterman Moylan drawing No. 18-014-P012. This section of road down to Oldbridge House currently operates with a stop / yield one-way system in place as the River Boyne greenway is intermittently on-road in this area.

It is considered that the proposed development fully compliant with the connectivity objectives of DMURS.

2.2 Enclosure

A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure. (DMURS Chapter 2.2.1)

The proposed development has been designed so that the residential units are overlooking streets and public open spaces which provide passive surveillance. Landscaping and tree planting are provided along the roads/streets which assist in providing a sense of enclosure.

There are a number of shared surface areas and cul-de-sacs which provide enclosed residential communities and give a sense of place to these individual communities. Pedestrian and cyclist linkages have been provided where cul-de-sacs are present to ensure connectivity through the site.

2.3 Active Edge

An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings. (DMURS Chapter 2.2.1)

Residential housing units are all located so that they front directly onto the roads and streets. Entrances to the units are provided directly from the street which will ensure that there is plenty of activity as residents come and go.

Although some of the streets/roads are cul-de-sacs, the pedestrian and cycle links at the end of these cul-de-sacs provide short cuts which will further enhance activity and enliven the streets/roads.

Figure 2 –Active Frontage Streets

2.4 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 makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity. (DMURS Chapter 2.2.1)

As outlined in the items above the proposed development includes the provision of suitable pedestrian and cycle facilities. The residential units are all located so that they front directly onto the roads and streets, which will create activity and also provide surveillance to enhance pedestrians feeling of safety and well-being.

The proposed development has been designed to reduce traffic speeds. In this regard a roads hierarchy has been introduced which differentiates shared surfaces / homezones, local estate roads, link roads and an arterial route. A diagram of the proposed roads hierarchy is shown overleaf on Figure 3 and on Waterman Moylan drawing No. 18-014-P002 and P003.

Traffic calming measures such as shared surfaces, raised tables, raised crossings, on-street parking, and the strategic control of traffic flow via right-of way and/or stop signage have been provided throughout the proposed development to further encourage low traffic speeds. These are shown on Waterman Moylan drawing No's 18-014-P006 to P009.

Pedestrian crossing points are located at various locations within the development such that unimpeded pedestrian movement along desire lines is facilitated. Footpaths are generally 1.8m wide which allows sufficient space for two people to pass comfortably. Figure 4.34 in Chapter 4.3.1 of DMURS identifies a 1.8m wide footpath as being suitable for areas of low pedestrian activity which would be considered appropriate for the proposed development.

Figure 3 – Roads Hierarchy

3. Key Design Principles

DMURS sets out four core design principles which designers must have regard in the design of roads and streets. These four core principals are set out below together with a commentary setting out how these design principals have been incorporated into the design of the proposed residential development.

3.1 Design Principal 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. (DMURS Chapter 2.2.3 and Chapter 3)

As described above the proposed development has been designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The provision of the high levels of connectivity for pedestrians and cyclists are intended to promote walking and cycling by making them a more attractive option to the private car.

The road hierarchy which includes the provision of shared surfaces / homezones, local estate roads, link roads and an arterial route, along with the implementation of strategic open space areas with pedestrian and cycle facilities, creates distinctive character areas within the scheme. This is further enhanced by the landscaping features and the provision of primary and secondary desire lines to encourage permeability for pedestrians and cyclists.

The proposed development is well connected to the surrounding primary roads network with access to Rathmullan Road via the proposed 4 arm signalised junction at the site entrance. The M1 motorway is easily accessible via Marley's Lane and Donore Road.

For pedestrians and cyclists, the community facilities (i.e. St Oliver's Community College, Drogheda Leisure Park, Drogheda Boys FC & St John's Primary School) can be access via links to the existing footpaths along Rathmullan Road to the east. These facilities are located c 950m (12 min walk) to the east of the site. Pedestrian links have also been facilitated between the site and the River Boyne boardwalk / parapet to the north by the provision of a new 2m footpath as part of the Rathmullan Road upgrade works.

A new separated cycle track (2.0m wide) and footpath (2.0m wide) has also been provided along the extents of the re-aligned arterial road along the site frontage to the south of the signalised junction.

3.2 Design Principal 2 – Multi-Functional Streets

The promotion of multi-functional, place based streets that balance the needs of all users within a self-regulating environment. (DMURS Chapter 2.2.3 and Chapter 4)

The road, street and housing layout has been designed to include a hierarchical street pattern enhancing the streets use for both pedestrians and vehicles. Open space proposals have been designed to complement and enhance this hierarchy. Cycle paths and walkways are incorporated into the road network with numerous cross site directions which will encourage this multi-functional use and create balance. The hierarchical internal road network creates a calm and composed environment by virtue of the number, layout and composition of dwellings and the

design will contribute a positive urban response to the local context, place making and identity of the area and in the process promote the multi-functional, place based street.

3.3 Design Principal 3 – Pedestrian Focus

The quality of the street is measured by the quality of the pedestrian environment. (DMURS Chapter 2.2.3 and Chapter 4)

The design of the scheme has placed a particular focus on the pedestrian. Connectivity throughout the scheme is heavily weighted towards the pedestrian and away from the private car.

The streetscape has been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians sense of safety and well being.

The street design incorporates well thought out pedestrian facilities such as appropriate footpaths, pedestrian crossings and homezone / shared surface areas.

High quality materials and finishes are proposed throughout the scheme, both in the buildings and hard and soft landscaping. These will have a positive impact on the local context and streetscape while complementing the historical use of similar materials and make a clear reference to the heritage of the area. The selected materials will provide a collection and palette of colours and textures which will contrast with each other and enhance the streetscape and pedestrian environment while respecting the existing architectural vocabulary locally and at the same time giving it a modern interpretation.

3.4 Design Principal 4 – Multidisciplinary Approach

Greater communication and co-operation between design professionals through promotion plan led multidisciplinary approach to design. (DMURS Chapter 2.2.3 and Chapter 5)

The design of the proposed scheme has been developed through the design team working closely together. The proposed development design is led by NDBA Architects working together with Waterman Moylan Consulting Engineers, Hughes Planning and Development Consultants and Cunnane Stratton Reynolds Land Planning and Design

The developer and promoter of the scheme, Trailford Ltd., is committed to delivering a high quality development which complies with the recommendations of DMURS.

UK and Ireland Office Locations