Holy Cross College Development, Drumcondra
Design Manual for Urban Roads and Streets
(DMURS)

10/05/2021

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HOLY CROSS COLLEGE - DMURS STATEMENT OF CONSISTENCY

SYSTRA

HOLY CROSS COLLEGE LANDS DEVELOPMENT

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1. INTRODUCTION

1.1 Overview

1.1.1 SYSTRA LTD (SYSTRA) has been appointed by 'CWTC Multi Family ICAV acting on behalf of its sub-fund DBTR DR1 Fund' to prepare the DMURS Statement of Consistency to accompany this planning application for a residential mixed-use development at the Holy Cross College Lands in North Dublin City.

1.1.2 This report should be read in conjunction with the accompanying Planning Application documents.

1.2 Proposed Development

1.2.1 Development Description.

- The development will consist of the construction of a Build To Rent residential development set out in 12 no. blocks, ranging in height from 2 to 18 storeys, to accommodate 1614 no. apartments including a retail unit, a café unit, a crèche, and residential tenant amenity spaces. The development will include a single level basement under Blocks B2, B3 & C1, a single level basement under Block D2 and a podium level and single level basement under Block A1 to accommodate car parking spaces, bicycle parking, storage, services and plant areas. To facilitate the proposed development the scheme will involve the demolition of a number of existing structures on the site.

- The proposed development sits as part of a wider Site Masterplan for the entire Holy Cross College lands which includes a permitted hotel development and future proposed GAA pitches and clubhouse.

- The site contains a number of Protected Structures including The Seminary Building, Holy Cross Chapel, South Link Building, The Assembly Hall and The Ambulatory. The application proposes the renovation and extension of the Seminary Building to accommodate residential units and the renovation of the existing Holy Cross Chapel and Assembly Hall buildings for use as residential tenant amenity. The wider Holy Cross College lands also includes Protected Structures including The Red House and the Archbishop's House (no works are proposed to these Structures).

- The residential buildings are arranged around a number of proposed public open spaces and routes throughout the site with extensive landscaping and tree planting proposed. Communal amenity spaces will be located adjacent to residential buildings and at roof level throughout the scheme. To facilitate the proposed development the scheme will involve the removal of some existing trees on the site.

- The site is proposed to be accessed by vehicles, cyclists and pedestrians from a widened entrance on Clonliffe Road, at the junction with Jones's Road and through the opening up of an unused access point on Drumcondra Road Lower at the junction with Hollybank Rd. An additional cyclist and pedestrian access is proposed through an existing access point on Holy Cross Avenue. Access from the Clonliffe

Road entrance will also facilitate vehicular access to future proposed GAA pitches and clubhouse to the north of the site and to a permitted hotel on Clonliffe Road.

- The proposed application includes all site landscaping works, green roofs, boundary treatments, PV panels at roof level, ESB Substations, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

1.2.2 The access strategy for pedestrians, cyclists and vehicular traffic is shown in Figure 1 and has been designed to deliver a high level of permeability for active travel modes.

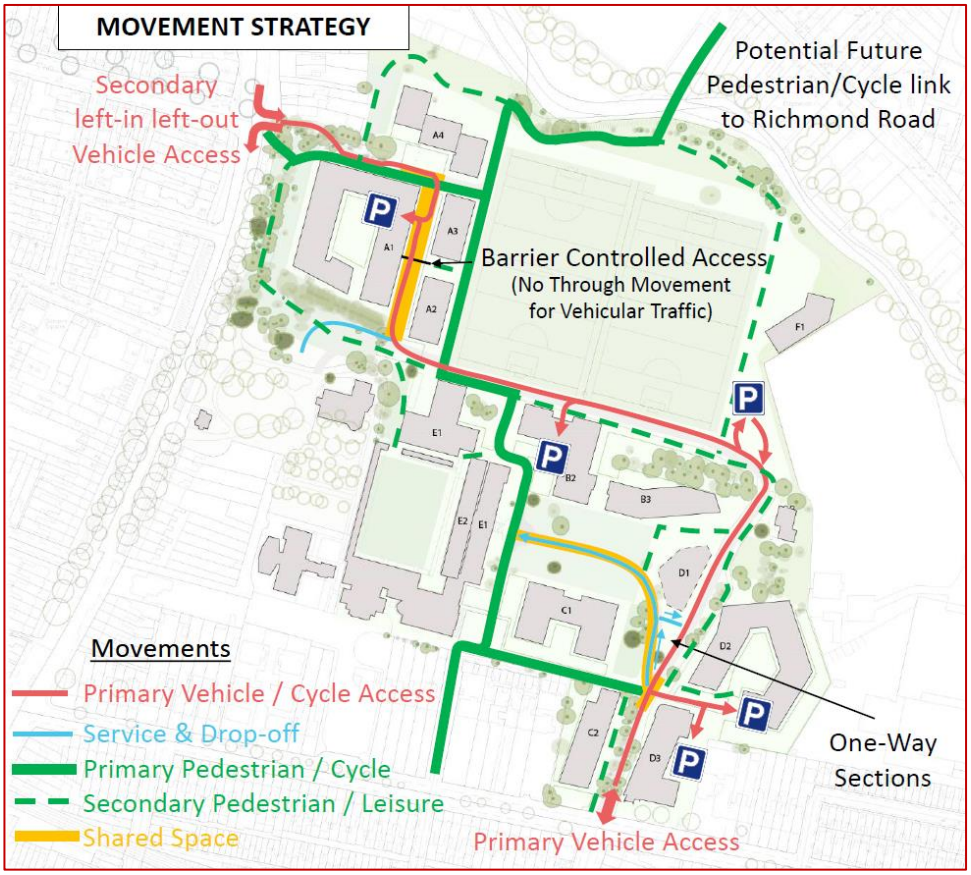

Figure 1. Movement Strategy

2. DESIGN MANUAL FOR URBAN ROADS & STREETS (DMURS), 2013

2.1 Principles

2.1.1 The primary objective of the Design Manual for Urban Roads & Streets (DMURS), published by the Department of Transport, is to set out an integrated design approach for streets in urban areas which balances the needs of all users and is influenced by the surrounding context of the street. The manual aims to promote a sustainable approach to design which promotes real alternatives to the car. To achieve this the needs of sustainable modes must be considered before that of the private car. This is outlined in the user hierarchy on page 28 of the manual and shown in Figure 2.

Figure 2. DMURS User Hierarchy

2.1.2 There are a number of street types set out in the manual based on the function served by the street. Based on these types, outlined in Table 3.1 of the manual, the streets in the proposed development are Local Streets intended to serve communities and provide access to link/ arterial streets. The total width of local streets should be 5-5.5m (i.e. 2.5-2.75m laneways). Footpath widths vary based on the expected level of pedestrian activity. For moderate levels of pedestrian activity widths of 2.5m are recommended. The manual also sets out requirements and recommendations for all other aspects of the street design. The main points relevant to the subject development are outlined in Table 1.

Table 1. DMURS – Local Street Design Standards and Recommendations

Street Element	Details
Lane Width	5-5.5m for local streets
Footpaths	2.5m for moderate pedestrian activity, 1.8m legal minimum
Verges	No verges required on local streets, but street furniture should not encroach on footpath
Corner Radii	1-3m on local streets to create compact junctions and reduced crossing times for pedestrians
Junction Design	Uncontrolled junctions between local streets (internal network) Priority junctions between local and link/arterial streets (external network)
Kerbs	0.5-0.75mm along local streets, no kerbs where shared surface junctions or streets are proposed but tactile paving or drainage channels should be used to assist visually impaired users in navigating the road.
Crossings	Local streets do not require the provision of controlled crossings, provision of dropped kerbs will suffice.
Shared Space	Shared space streets and junctions are highly desirable where movement priorities are low and there is a high place value in promoting more liveable streets such as on local streets. Shared streets should not exceed 4.8m in width and the kerbs should be flush with the carriageway.
Cycle Facilities	On lightly trafficked/low-speed roads designers are directed to create shared streets where cyclists and motorists share the carriageway, further details available from the National Cycle Manual discussed in Section 2.6.

2.2 Statement of Consistency

Design Principles	Provisions	Statement of Consistency
Integrated Street Networks	Does the development create connected centres that prioritise pedestrian movement and access to public transport?	Yes – The aim of the internal road layout and access strategy is the creation of a connected, walkable and cyclable network which facilities and encourages the sustainable and safe movement of people whilst maintaining a strong sense of place. The new north-western access point will link directly to the Drumcondra Road Lower bus stops located between Hollybank Road and Botanic Avenue. In addition, Drumcondra railway station is a short 5 minute walk.
Movement and Place	Does the development create a legible street hierarchy that is appropriate to its context? Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, creche, schools etc.)?	Yes – the street / road hierarchy for the proposed development is as follows: • Vehicular Access: Vehicles will primarily access the site via an upgraded junction directly from Clonliffe Road (at the current college entrance gate). A new secondary left-in/left-out access will also be created from Drumcondra Road Lower. • Primary Vehicular Routes: the entire internal road network will be traffic calmed with a 30kph maximum speed limit so that it will not be an attractive 'rat-run' or quicker alternative to the main external roads. A barrier system will be installed within a 'home-zone' between blocks A1 and A2/A3. • Secondary Vehicular Routes: the design of secondary routes will have a high pedestrian/cycle priority with shared surfaces/home-zones used at appropriate locations. They are also designed to tie into the pedestrian/cyclist only access points to the site.

		Vehicular traffic along these routes will be minimal. Yes – The access strategy for pedestrians and cyclists has been designed to deliver a high level of permeability for active travel modes, connecting the residential buildings with the retail areas, creche and concierge.
Permeability and Legibility	Has the street layout been well considered to maximise permeability for pedestrians and cyclists? Are the streets legible with maximum connection opportunities? Are blocks of a reasonable size and permeability, with consideration to the site constraints?	Yes – The routes through the site will be delivered as shared streets and mature tree-lined paths, interwoven with footpaths and green links, to ensure a pleasant and safe environment for walking and cycling. Yes – connection opportunities for pedestrians and cyclists have been maximised using a number of non-vehicular routes. Yes – between blocks there are a comprehensive network of paths that help to maximise permeability.
Management	Is the layout designed to self-regulate vehicle speeds and traffic congestion? Does the proposed layout minimise noise / air pollution wherever possible?	Yes – As per the DMURS guidelines for local streets, the design speed for the internal road network is lower than 30kph. Furthermore, to encourage the self-regulation of speeds, the following has been included in the design: • Reduced carriageway widths (5.5m for two-way); • Minimal Signage and road markings; • On-street parking; • Sense of enclosure provided by trees and building heights; • Reduced visibility splay; • Frequent pedestrians crossing and junctions; *and* • Minimised corner radii. Surface treatments and colouring at crossing points and on shared surfaces will further encourage reduced speeds. Yes – Due to the low level of parking provision and lack of through routes for cars, there will only be a low level of traffic in the development itself, minimising pollution. Furthermore, the existing array of mature trees, new trees and planting proposed along

		nearly all street edges will help further alleviate any air and noise pollution.
Movement, Place and Speed	Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?	Yes – as explained above the internal layout and proposed accesses are designed to regulate speed within the development. The design speed is 20-30kph, which reflect the nature of the site and the expected modal split, with just 20% travelling by private car. Yes – Both physical and psychological measures have been included in the design. Physical measures include road widths, junction and crossing design, surface treatments. Psychological measures include building heights, encroaching street furniture, trees and reduced forward visibility.
Streetscape	Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure? Have street trees and areas of planting been provided where appropriate? Have active street edges been provided where appropriate? Is a palette of high quality surface materials and finishes provided?	Yes – The building heights will provide a very strong sense of enclosure with mature trees and new street trees adding to this. Yes - street trees have been provided along the edges of most streets through the development with additional planting along the public green areas. Yes – There are own door ground floor apartments situated in all residential blocks with some ground floor commercial units. Yes – High quality street paving is proposed throughout the development. Including natural stones, granite sets, porous paving, grasscrete, feature paving and resin bound.
Pedestrian and Cyclist Environment	Are footways of appropriate width provided so as to ensure pedestrian safety? Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths? Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? Have cycle facilities been factored into the design?	Yes – All footpaths are 2.5m minimum with higher demand streets designed as 3m+ and 1.8m maintained at any pinch points. Yes – while verges are not required on local streets, where possible, an allowance has been made to separate footpaths from carriageways with landscaping and street furniture. Yes – there are uncontrolled crossing points throughout the development. In addition, new pedestrian crossing points are proposed on Clonliffe Road to provide safer crossing facilities for pedestrians accessing the development.

		Yes – Shared surface have been provided to create zones of pedestrian priority. Yes – there are a number of 'green' (pedestrian and cycle only) routes through the development. No cycle lanes have been included in the design as this reflects guidance in the National Cycle Manual which recommends a 'Hierarchy of Provision' which states traffic reduction, calming and management should be considered before the introduction of segregation. The traffic levels have been significantly reduced beyond DCC norms for this development.
Carriageway Conditions	Are vehicular carriageways sized appropriately for their function / location? Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists? Have adequate parking / loading areas been provided?	Yes – In line with DMURS guidance for local streets the carriageway width where two-way traffic flow is permitted is 5.5m. Yes – surface treatments for shared surfaces and crossing points will be tactile and coloured in order to differentiate these areas from the asphalt carriageway. This will provide clarity for drivers and pedestrians alike. Yes – for example the Arrival Gardens Junction has been designed with appropriate materials to advise drivers of the need to be alert and share the space. Yes – a small quantum of street parking has been provided with additional loading bays and set-down/pick-up areas situated close to all blocks. The provision of parking has been balanced against the need for an uncluttered quality public realm.

3. CONCLUSION

3.1.1 This statement of consistency sets out how the access, internal roads and streets, pedestrian and cycling facilities serve the proposed development; which has been designed to achieve the objectives set out in DMURS.

3.1.2 In addition, the proposed development has incorporated a series of design measures to promote sustainable modes of transport and support vulnerable road users which is in line with the core principles of DMURS.

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