

QUINTAIN DEVELOPMENTS IRELAND
LIMITED

Portmarnock South Phase 1D

Statement of Consistency with Ministerial Guidance -DMURS

Design Manual for Urban Roads and Streets (2013)

November 2021



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SECTION 1: STATEMENT

1.1 This statement of consistency confirms the following:

- The roads and streets contained within the proposed Portmarnock South Phase 1D development have been designed in accordance with the principles set out in the Design Manual for Urban Roads and Streets (DMURS).
- The roads and streets have also been designed in accordance with Section 6, Movement and Transport of the Portmarnock South Local Area Plan 2013. Fingal County Council at its meeting on the 14th May 2018 passed a resolution approving an extension of the life of the Portmarnock South Local Area Plan 2013 up to 6th July 2023.

SECTION 2: SPECIFIC CONSIDERATIONS

2.1 DMURS encourages safer and more sustainable forms of travel and prioritises pedestrians, cyclists and public transport in that order over private motor vehicles.

The design has followed the 4 core principles contained in DMURS namely

Design Principle 1:

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 street network has been designed to maximise connections to amenities and services. High levels of permeability and legibility are provided that will enable residents to move in a sustainable manner without the use of the private car as the predominant choice of travel. Pedestrian and cycle networks have been provided which follow the natural features of the land and these connect with Portmarnock DART Station, the permitted Local Centre, parks and other amenities.

Design Principle 2:

The promotion of multifunctional streets that balance the needs of all users within a self regulating environment.

The aim is to enhance the value of place while at the same time calming traffic and improving pedestrian and cyclist comfort. This has been achieved by the design of safe streets that encourage low speeds by the use of short road lengths, curved roads and horizontal deflections while at the same time providing segregated cycle and pedestrian routes which enable free movement of vulnerable users.

Design Principle 3:

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

Street design has focused on the provision of a high-quality public space with priority for the pedestrian/cyclist. The materials, finishes and street furniture will be rationally and strategically applied.

Design Principle 4:

Greater communication and cooperation between design professionals through the promotion of a plan led, multidisciplinary approach to design.

The design of Portmarnock South Phase 1D is being carried out by a full team of consultants comprising Town Planning, Architecture, Landscape Architecture, Engineering, Environmental, Conservation and Heritage Specialists.

The design team has a clear understanding of the process required to produce a collaborative and coordinated design taking into account plans and policies, spatial requirements and movement patterns.