

Statement of Compliance with DMURS

1. Introduction

1.1 Background

AECOM has been commissioned by Bluescape Ltd. to prepare a Statement of Compliance with the Design Manual for Urban Roads and Streets (DMURS 2019), to accompany a planning application to An Bord Pleanála (ABP) for a proposed Strategic Housing Development (SHD) in Glounthaune, Co. Cork.

The site currently comprises of greenfield and brownfield lands and is accessed via an existing priority junction off Killahora Road, an existing field access off 'The Terrace' local road and an existing priority junction off Johnstown Close. Please refer to Figure 1.1 below and AECOM's associated General Arrangement and Swept Path Analysis drawings. The proposed development will comprise of the construction of 289 no. residential units, crèche and 2 no. commercial units.

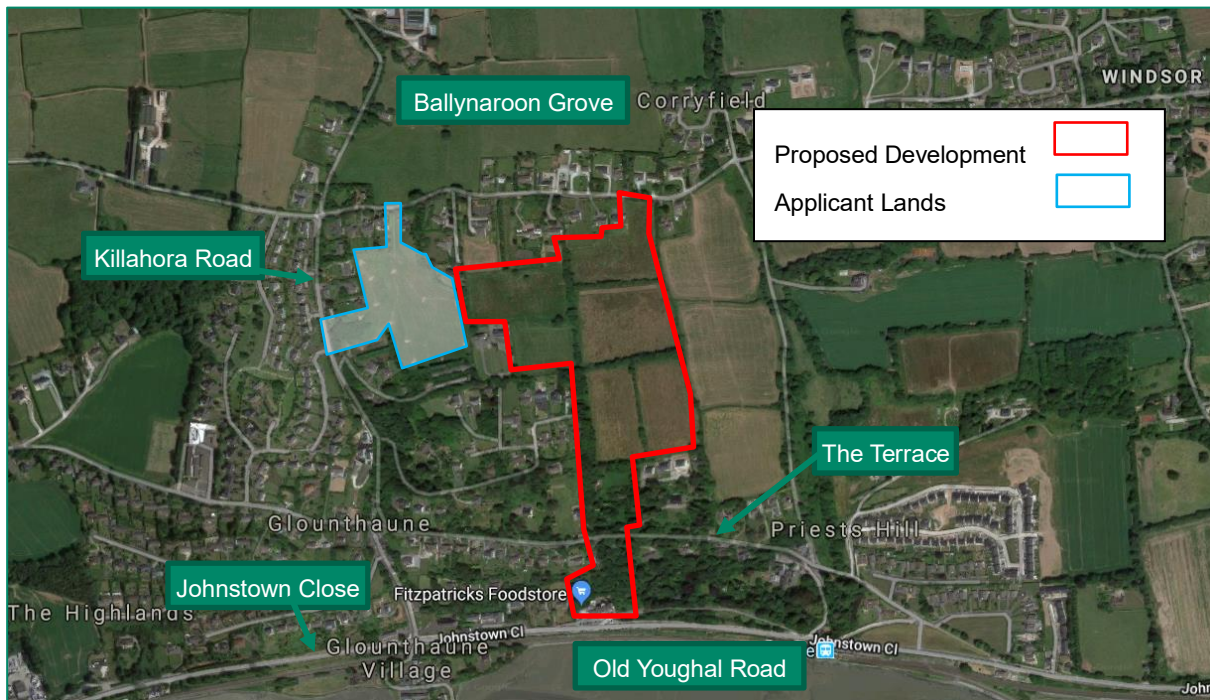


Figure 1.1 – Proposed Development Location (Source: Google Maps)

1.2 Objectives

This Statement of Compliance has been prepared as per the Strategic Housing Development (SHD) Section 5 Pre Application Consultation Request, Section 19, which requests the following:

“Please submit a statement indicating, in the prospective applicant’s opinion, the proposal is consistent with the Design Manual for Urban Roads and Streets (Department of Transport, Tourism and Sport & Department of Environment, Community and Local Government, 2013).”

It is AECOM’s opinion that the proposed development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2013. The scheme proposals are the outcome of an integrated approach that seeks to implement a sustainable community connected by well-designed streets which deliver safe, convenient and attractive networks in addition to promoting a real and viable alternative to car based journeys.

The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The implementation of self-regulating streets actively manages movement by offering real modal and route choices in a low speed, high quality residential environment.

The main objective of this report is to examine the design principles of the proposed development with reference to the two core principles presented within DMURS, as outlined below:

1. **Street Networks:** To support the creation of integrated street networks which promote either levels of permeability and legibility for all users and in particular more sustainable forms of transport.
2. **Street Design:** The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.

2. Street Networks

Specific attributes of the street network which contribute to achieving the DMURS objective include:

- The proposed development achieves filtered permeability, primarily for walking and cycling at 4 no. locations, the northern boundary of the site at the existing agricultural gate, the western boundary, the crossing at ‘The Terrace’ local road and the southern boundary off Youghal Road.
- The potential dominance of on-street car parking is actively managed through the provision of landscaped buffers and the specification of continuous rows of maintained grass areas and trees.
- On-street activity is promoted internally along the residential streets through the adoption of “own door” dwellings.
- Well designed and frequently provided pedestrian crossing facilities are provided along key desire lines throughout the scheme. All courtesy crossings are provided with dropped kerbs thereby allowing pedestrians to informally assert a degree of priority.
- It is proposed to provide a zebra crossing across ‘The Terrace’ local road to ensure safe movement of pedestrians and cyclists through the site.
- A variety of materials and finishes will be specified in the shared areas to indicate that the carriageway is an extension of the pedestrian domain.

3. Street Design

The internal layout design has been informed by Chapter 4 of the DMURS guidelines. The following measures are examples of where compliance with the recommended street design guidelines has been demonstrated:

3.1 Streetscape

- Pedestrian crossings are proposed which comprise of tactile paving and dropped kerbs to facilitate pedestrian movements throughout the site.
- Car parking provision is proposed off street.

- DMURS also gives guidance on the types of materials and finishes to be used in order to provide a sense of calm for traffic and improve legibility for vulnerable road users. All carriageways, footpaths and tactile paving are proposed to be of visually contrasting colour.
- As per Section 4.2.4 of DMURS, signing and lining has been provided appropriately at the required locations throughout the development. However, the proposed development has been designed to have a self-regulating approach to increase the road safety as opposed to relying on mandatory and warning signs.

3.2 Pedestrian and Cyclist Environment

The following measures are examples of where compliance with the DMURS pedestrian focus has been demonstrated:

- As per Figure 4.34 of DMURS, the internal footpaths have been proposed at a minimum width of 1.8m, which is the space required to allow two buggies or wheelchairs to pass each other or travel side by side.
- There are a number of pedestrian crossings proposed throughout the site, which comprise of tactile paving and flushed kerbs to facilitate pedestrian movements crossing the carriageways at the junctions.
- Raised tables are proposed in a number of locations to let vehicular and pedestrian / cycling traffic know that they are entering an area of conflict and must proceed with caution.
- The proposed corner radii at the junctions comply with DMURS (Section 4.3.3) to 4.0 – 6.0m in order to reduce vehicular speeds and reduce pedestrian crossing distances.

3.3 Carriageway Conditions

- The proposed residential developments internal hierarchy of local streets incorporates 6.0m wide carriageways on the main access routes (e.g. leading to/from the site access nodes with external link streets) and central north/south spine; 4.8m for the homezones and 5.0m – 5.5m wide carriageway for the remainder of the development.
- Both horizontal and vertical deflection are used to increase driver caution and calm traffic.
- Internal footpaths have been provided at a minimum width of 1.8m, which is the space required to allow two wheelchairs to pass each other; Proposed internal footpaths are no less than 1.8m throughout the development.
- Car parking is of the required dimensions i.e. 2.4m x 4.8m for a standard parking space. The standard length of the parallel parking spaces is 6m.
- Internally within the development carriageway kerb heights will be specified as 75-80mm in accordance with the objectives of DMURS.
- A swept path analysis have been undertaken to demonstrate that the proposed development can cater for a 10.2m refuse vehicle to safely access and egress the site and manoeuvre within the development. AECOM drawings no. 60592432-ACM-00-00-DR-CE-10-0101 to 60592432-ACM-00-00-DR-CE-10-0104 illustrate the swept path analysis.

4. Conclusion

As detailed above the proposed development has been examined and complies with the design principles and objectives set out in DMURS (2019) for Street Networks and Street Design.