

Proposed Strategic Housing Development at St. Joseph's House and Adjoining Properties

Client: Homeland Silverpines Limited

DMURS Compatibility Statement



STRATEGIC HOUSING DEVELOPMENT AT ST. JOSEPH'S HOUSE AND ADJOINING PROPERTIES

Description:

DMURS Compliance Statement

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1 STATEMENT ON DMURS COMPATIBILITY

1.1 Introduction

1.1.1 The overall development proposed consists of 463 residential units. In addition, it is proposed that a creche and café are also included to meet with local needs. A Traffic and Transportation Assessment (TTA) of the proposed development is contained in a separate report and MMP (Mobility Management Plan). 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.

1.1.2 The proposed St. Joseph's and Adjoining Properties SHD layout is illustrated in Figure 1.1.



Figure 1.1 Proposed St. Joseph's and Adjoining Properties SHD Layout (Source: O'Mahony Pike Architects)



2 APPLICATION OF DMURS PRINCIPLES

2.1 Introduction

- 2.1.1 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.
- 2.1.2 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 lands and the adjoining road network.
- 2.1.3 The proposed development also provides direct linkage to the existing 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*.

2.2 Design Approach – User Hierarchy

- 2.2.1 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 2.1, has significantly informed the design approach, which places the needs of pedestrians and cyclists at the highest order of priority amongst road users.

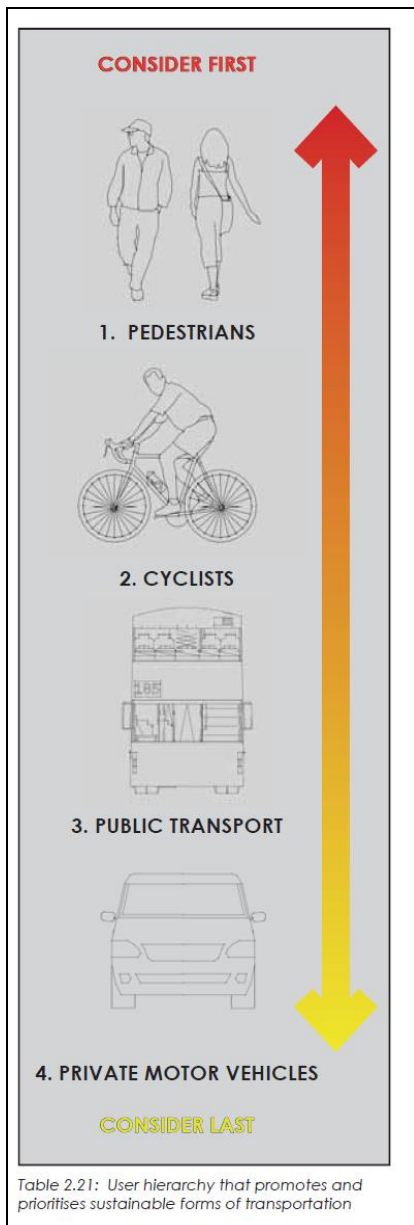


Figure 2.1: User Priorities (Source: DMURS Table 2.21)

2.2.2 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.

2.3 National Cycle Manual

2.3.1 The design approach also sought to ensure that the overall designs was consistent with the principles as set out in the *National Cycle Manual* and to ensure that appropriate and sufficient cycle parking and facilities was also included in the overall development.



3 APPLICATION OF DESIGN PRINCIPLES TO THE PROPOSED SCHEME

3.1 Permeability, Sustainable Transport and DMURS Compliance

- 3.1.1 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 excellent connectivity to the wider area to ensure that many local trips can be made using these sustainable travel modes.
- 3.1.2 The proposed development at St. Joseph's and Adjoining Properties, by virtue of its location and permeability of the design, therefore, fully accords with CDP policies, and allows for direct access to a wide range of high-capacity public transport facilities that currently serve the area. This will improve accessibility for adjacent residents also by reducing the walk time to existing public transport facilities. The increased use of existing public transport facilities also ensures that existing PT services are better supported. This also supports wider sustainability objectives by increasing use of existing sustainable travel modes.
- 3.1.3 The proposed development also includes extensive pedestrian friendly and green areas throughout the site to facilitate greater comfort and ease of movement for pedestrians.
- 3.1.4 The internal design speeds will be very low by virtue of the internal layout and the main access junction has been designed in accordance with Ch.4.3.3 of DMURS with a maximum junction radius of 6 metres. 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.
- 3.1.5 Detailed designs will be undertaken in accordance with DMURS. A *Stage 1 Road Safety Audit* will be undertaken as part of the planning application. *Stage 2 - Detailed Design Stage and Stage 3 - Post Construction Road Safety Audits* will also be undertaken to ensure that road safety remains part of the overall design and delivery process up to scheme completion.
- 3.1.6 The overall proposed development therefore will accord with best practice as set out in DMURS in terms of permeability and sustainability.

3.2 Passive Surveillance

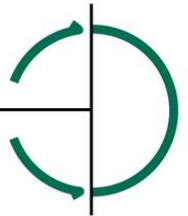
- 3.2.1 A fundamental feature of the proposed development is the overlooking of residential properties onto all key pedestrian and cycle routes (green routes) and open spaces.

3.3 Access to Public Transport

- 3.3.1 The DLR CDP 2016 – 2022, under Policy RES3 in Section 2.1.3.3, supports higher density residential development within 500 metres of Bus Priority Routes and 1 kilometre of Luas, Quality Bus Corridors (QBCs) and Towns or District Centres:

“Where a site is located within circa 1 kilometre pedestrian catchment of a rail station, Luas line, BRT, Priority 1 Quality Bus Corridor and/or 500 metres of a Bus Priority Route, and/or 1 kilometre of a Town or District Centre, higher densities at a minimum of 50 units per hectare will be encouraged.”

- 3.3.2 With regard to the proximity of the proposed development to public transport there are regular bus services on the R113 Leopardstown Road, N31 Brewery Road and N11 Stillorgan Road. The N11, which is 900m to the northeast of the subject site, is a primary arterial Core Bus Corridor (CBC) route connecting the suburbs of south Dublin with the city centre. Leopardstown Road is also designated as a Bus Priority Route in the CDP.



- 3.3.3 In terms of rail connectivity, both the Sandyford and Central Park Luas Stops are just over 500m from the site, and approximately 10 minutes walking distance. The Sandyford Luas stop can be accessed via the Greenway to the immediate northeast of the subject site.
- 3.3.4 Walking times from the proposed development are shown graphically in Figure 3.1. This includes the Sandyford and Central Park Luas stops, and the closest bus stops to the site.

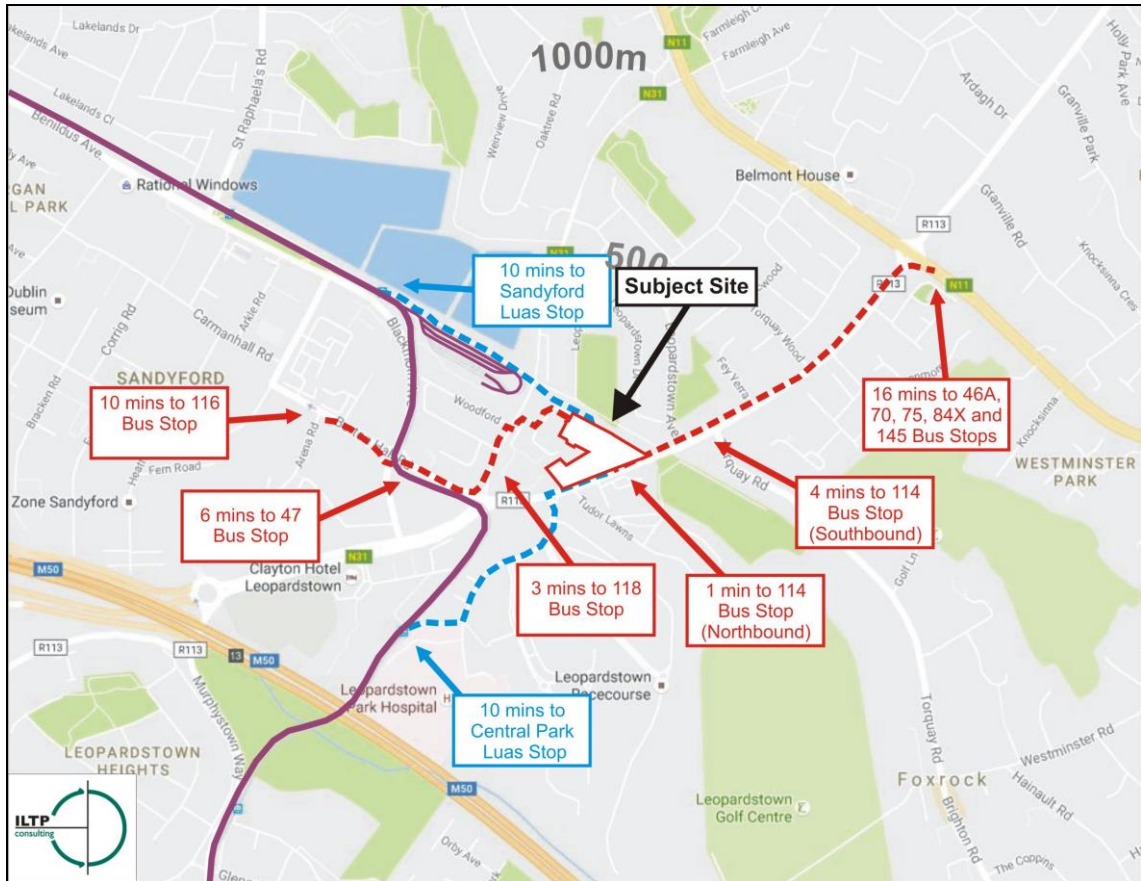


Figure 3.1: Walking Times to nearby Bus and Luas Stops

- 3.3.5 Radial distances from both the subject site and Sandyford and Central Park Luas Stations are shown graphically in Figure 3.2. Public Transport services, including bus stops, within 500m and 1000m of the site are also shown.

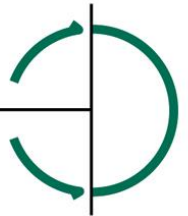


Figure 3.2: Radial Distances from Subject Site and from Sandyford and Central Park Luas Stations

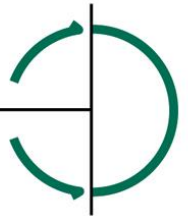
3.3.6 In addition, Central Park, itself is a core employment hub and district centre, just over 500m from the proposed development.

3.4 Wider Connectivity Sustainable Travel

3.4.1 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 by having full regard for the DMURS principles.

3.5 DMURS Compliance Summary

3.5.1 The proposed St. Joseph's and Adjoining Properties 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 and street hierarchy that minimises car traffic movements in residential areas and prioritises pedestrian and cycle linkages to the wider area and to public transport. The overall development also included for future linkages to adjacent residential development areas.



3.5.2 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 Leopardstown and the wider area.

3.6 National Cycle Manual Compliance

3.6.1 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.

3.6.2 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.
- Inclusion of shared Home Zones within 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 can afford direct linkages to both existing and future development lands 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.

3.6.3 The proposed cycle infrastructure set out in accordance with the *National Cycle Manual* are also to be subject to the full Road Safety Audit process. The audit process emphasises safety and accessibility for all road users and for vulnerable road users, including cyclists and cyclists in particular.

3.7 Planned Cycle Linkages

3.7.1 There are existing cycleways in the area at present including a Greenway to the north of the site, which provided excellent connectivity to the existing Sandyford LUAS stop. Major improvements are 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 3.3.

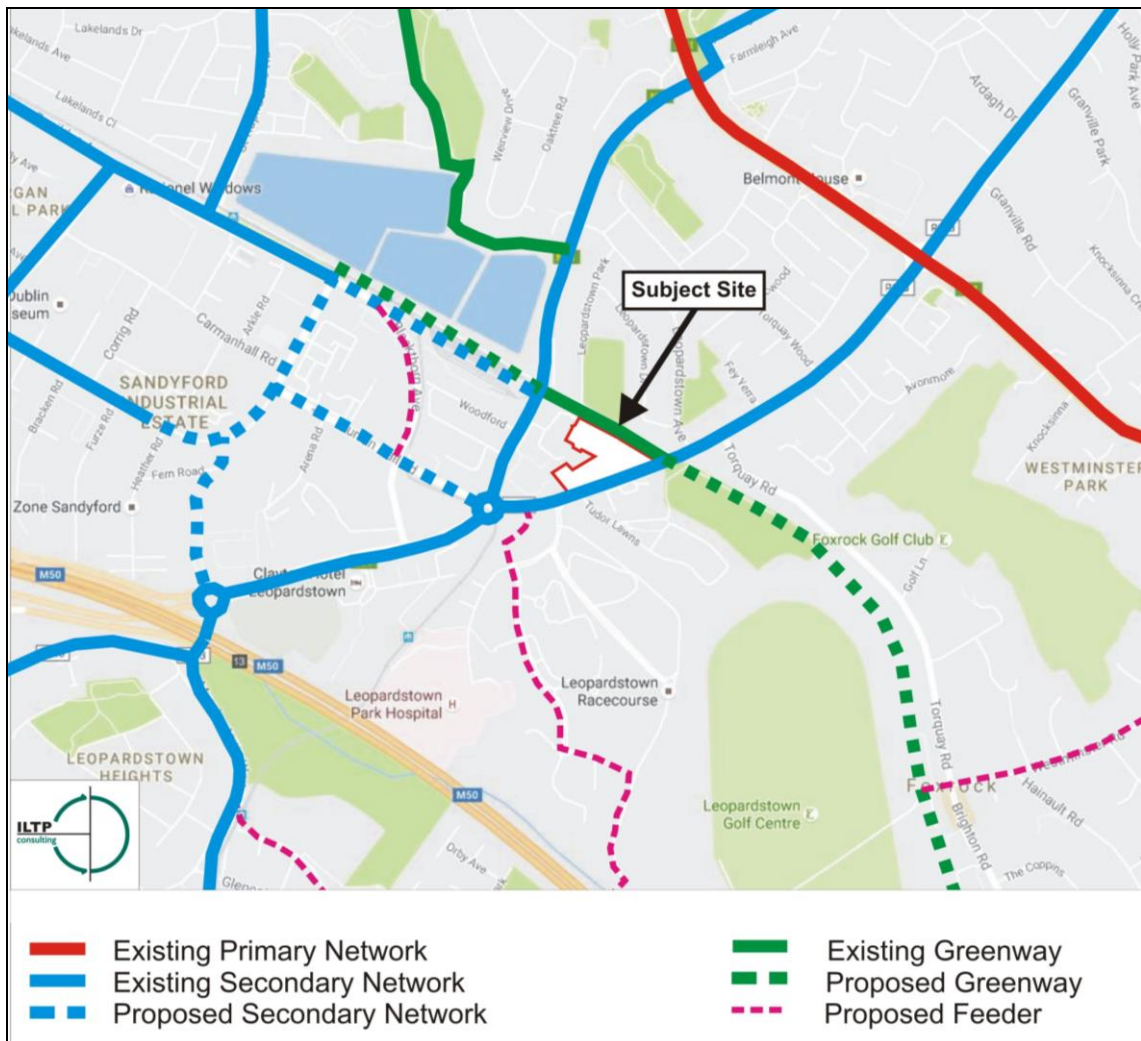
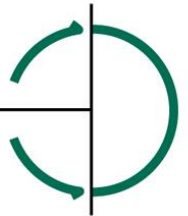


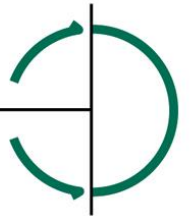
Figure 3.3: Proposed Cycle Network in vicinity of Subject Site (Source: *Cycle Network for the Greater Dublin Area*)

3.7.2 The proposed development includes for the provision of a continuous cycle route along Leopardstown Road for the entire site frontage, which is linked with the existing Greenway to the north of the proposed development. Two cycle connections are provided for the proposed development to the existing Greenway. In addition, permeability for pedestrian and cycles is provided throughout the development which further promotes walk and cycle modes. The development of these and other planned cycle routes for the area will over time further promote sustainable travel patterns to and from the proposed development.

3.8 Car and Bicycle Parking

3.8.1 In respect to car parking, it is proposed that a car parking to apartment ratio of 0.46:1 is proposed. This is appropriate given the location of the development near excellent public transport services and having regard to the Government Residential Density Guidelines. Additional visitor and disabled parking are also provided. In addition, it is proposed to include provision for a car sharing scheme such as Go-Car within the development.

3.8.2 A combination of short and long-term cycle parking, totalling 968 no. spaces, is also proposed. These cycle parking spaces will accommodate both residents and visitors to the development.



3.8.3 The proposed development is fully supported by National, Regional and Local Plan policies and has evolved in a manner so that it fully supports the principles for sustainable transport as set out in *Smarter Travel*.

3.9 Additional Pedestrian / Cyclist Accesses

3.9.1 The proposed residential development adjoins a greenway, which will be beneficial in enhancing permeability. A link between the proposed development and greenway are proposed as well as a number of other links. These links will allow direct access for residents to the greenway, which would further increase the use of the greenway and would also reduce walk and cycle distance to the LUAS station.

3.9.2 The internal layout is also permeable for pedestrian and cyclists and integrated into the landscape plans. This will also allow for non-residents to travel through the proposed development further increasing overall permeability and increasing passive surveillance. Pedestrian and cycle access points are shown in Figure 3.4.

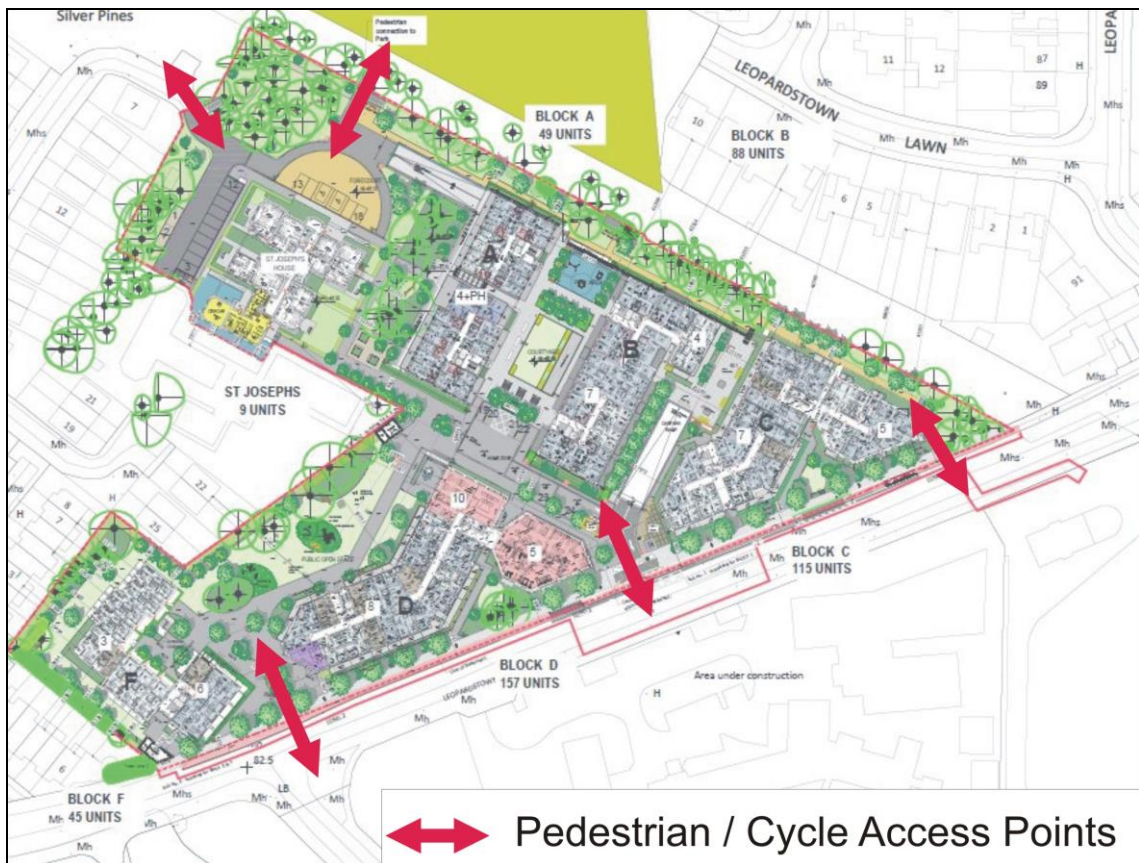


Figure 3.4: Pedestrian and Cycle Access Points



3.10 Complimentary Mobility Management Measures

- 3.10.1 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 make provision for future public transport upgrades.
- 3.10.2 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.
- 3.10.3 The MMP will set out the complimentary measures that will support the DMURS design philosophy that underpins the overall design of the development

3.11 Quality Audit

- 3.11.1 A Quality Audit, which included an Access Audit & Walking Audit, was undertaken to assess if appropriate consideration has been given to all relevant aspects of the proposed development in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- 3.12 The Quality Audit specifically examined the accessibility of the external environment of the development. The examination was carried out with the sole purpose of identifying any features of the scheme that could be improved or modified in order to improve the accessibility of the relevant aspects of the scheme.
- 3.13 Any problems identified were noted in the report, together with suggestions for improvement. Implementation of suggested improvements were agreed between the design team and auditors. The completed Quality Audit feedback form, signed by both the lead auditor and design team leader, is included as part of the Quality Audit report.

3.14 Summary

- 3.14.1 The above DMURS compatibility statements set out the rationale, consideration and justification of the design proposals relating to high quality access and linkages through the lands within the applicant's ownership to potential future development on adjacent lands and also adheres to the principles of the design as set out in the *Design Manual for Urban Roads and Streets* (DMURS) and *National Cycle Manual*.
- 3.14.2 The above compatibility statement also sets out the overall approach for establishing the proposed user hierarchy to ensure highest priority is given to pedestrians and cyclists, followed by public transport, and lastly the private car.