

VERSION 1.00

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DMURS COMPLIANCE STATEMENT

61 No. Apartments, 25 No. Houses and 25 Duplex Houses
Residential Development, Annacotty, Co. Limerick

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1.0 INTRODUCTION

It is BDB Consulting opinion that the proposed residential development meets with 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 design approach between architectural and engineering design. This approach seeks to implement a community connected by well-designed streets which deliver attractive, convenient and safe access in addition to promoting modal shift and viable alternatives to car based journeys.

The following section outlines the specific design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that complies with DMURS.

2.0 SENSE OF PLACE WITHIN THE STREET

There are four characteristics representing the basic measures that should be established in order to comply with DMURS. 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.

- Connectivity
- Enclosure
- Active Edge
- Pedestrian Priority

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.” [Design Manual for Urban Roads and Streets]

In order of importance, DMURS prioritises pedestrians, cyclists, public transport and private cars. Pedestrian connectivity is provided throughout the development with links to the existing public roads to the East, South and North of the development. There will also be two pedestrian/cycle only access paths to the public area north and east of the site which will ultimately link through the to the L1165 and R445 Road. All pedestrian access link to existing footpath networks and proposed developments provide a connection to this footpath.

The proposed development has been carefully 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 to the local shops and schools. The development is, however, well connected to the surrounding road network.

It is considered that the proposed development is 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 toward the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.” [Design Manual for Urban Roads and Streets]

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 assists in providing a sense of enclosure.

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.” [Design Manual for Urban Roads and Streets]

Each unit fronts directly onto the surrounding roads and streets, with entrances to each unit directly from the street, which will ensure that there is plenty of activity as residents come and go. Several landscaped open areas are proposed with pedestrian walkways which will further enhance activity and enliven the streets/roads.

2.4 PEDESTRAIN 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 make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.” [Design Manual for Urban Roads and Streets]

As outlined above, the proposed development has been designed to provide walking routes. The units all front directly onto the roads and streets, which will create activity and provide surveillance to enhance pedestrians feeling of safety and wellbeing.

The proposed development has been designed to reduce traffic speeds. The Development will be a 30kph Slow Zone in line with the recent Department of Tourism and Transport advice note TSAN-2016-02.

The primary pedestrian routes through the site are 2.0 m or wider which allows sufficient space for two people to pass comfortably. DMURS identifies a 1.8 m wide footpath as being suitable for areas of low to medium pedestrian activity which would be considered appropriate for the proposed development. (please refer to DMURS figure 4.34).

3.0 FOR ROADS AND STREETS

DMURS sets out four core design principles which designers must consider 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 development.

3.1 CONNECTED NETWORKS

“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.” [Design Manual for Urban Roads and Streets]

As described above, the proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The provision of the high levels of connectivity for pedestrians intended to promote walking by making them a more attractive option than the private car. Appropriate clear unobstructed visibility splays, as per DMURS requirements are provided at all internal nodes and at the site access junctions to the external road network.

3.2 MULTI-FUNCTIONAL STREETS

“Design Principle 2: The promotion of multi-functional, placebased streets that balance the needs of all users within a self-regulating environment.” [Design Manual for Urban Roads and Streets]

The adopted design approach sets out an 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 design of the scheme proposals has actively sought to ensure there are no long straight sections of carriageway with the provision of strategically placed traffic calming features (i.e. junctions, raised tables, raised entries and horizontal deflections) located at an appropriate frequency and distance.

The provision of on-street car parking includes both parallel and perpendicular parking bays along either one or both sides of the internal streets.

Well designed and frequently provided pedestrian crossing facilities will be provided along key travel desire lines throughout the scheme in addition to those located at street nodes. All courtesy crossings will be provided with either dropped kerbs or a raised flat top treatment thereby allowing pedestrians to informally assert a degree of priority.

All street signage and road markings will be in accordance with the Department of Transport Traffic Signs Manual.

3.3 PEDESTRIAN FOCUS

“Design Principle 3: The quality of the street is measured by the quality of the pedestrian environment.”
[Design Manual for Urban Roads and Streets]

As noted above, 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 generous footpaths, pedestrian crossings and shared spaces.

High quality materials and finishes are proposed throughout the scheme, both in the buildings and hard and soft landscaping. The selected materials will provide a collection and palette of colors and textures which will contrast with each other and enhance the streetscape and pedestrian environment.

3.3 MULTIDISCIPLINARY APPROACH

“Design Principle 4: Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.” [Design Manual for Urban Roads and Streets]

The project was created thanks to the close cooperation of engineers, architects, planners and developer. Each project member contributed their knowledge to the project and helped to create the design.