TECHNICAL NOTE	
MHL Project Number:	24091TT-Doc04-DMURS Statement
Project Title:	Barry's Field Development, Carrigaline Road, Douglas, Cork
Author:	Bryan Hill ME MIEI
Date:	17/01/2025
Subject:	DMURS Statement of Consistency
Applicant	Barry's Field Ltd.
Application Ref:	N/A

Consistency with the Design Manual for Urban Roads and Streets (Department of Transport, Tourism and Sport & Department of Environment, Community and Local Government, 2013).

- **Introduction**

The stated strategy on which DMURS was developed is to minimise overall travel demand, reduce carbon emissions and reliance on fossil fuels. Central to this is the alignment of spatial planning and transport policy to contain suburban sprawl, linking employment to transport and encouraging modal shift to more sustainable modes of travel. DMURS outlines that "to support these objectives, street layouts in cities, towns and villages will be interconnected to encourage walking and cycling and offer easy access to public transport. Compact, denser, more interconnected layouts, particularly where served by good quality bus or rail services, will help to consolidate cities, towns and villages making them viable for reliable public transport."

DMURS compliance will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places.

The implementation of DMURS is intended to enhance how we go about our business; enhance how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel. This proposed development seeks to embrace the objectives set out in DMURS by implementing a design that will improve the public road space abounding the site and facilitating the delivery of local CMATS objectives. The application proposes to deliver improved pedestrian connectivity through a core location in Douglas village, with a number of new links through the site connecting the Carrigaline Road to the Churchyard Lane and Church Street. This will serve better connections for pedestrians walking between the village core and St Luke's National School, the Community Centre, Douglas Village Community Park and Playground and the adjoining churches (St Luke's and St Columba's). The site is ideally located to benefit from the existing city bus service. Cycling and pedestrian facilities are also available in the vicinity of the site. The application proposes to provide only 26no. car parking spaces and 274no. bicycle stand spaces which will encourage sustainable transport modes and active travel. All of these improvements will serve to improve sustainable connectivity to the site, aligning with DMURS objectives.

- **Creating a Sense of Place**

Four characteristics represent the basic measures that should be established in order to create people-friendly streets that facilitate more sustainable neighbourhoods. Each of these characteristics are set out in the sections below together with a commentary setting out how the proposed residential development complies with each of these characteristics.

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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."

In order of importance, DMURS prioritises pedestrians, cyclists, public transport, and finally private cars. The proposed development has been designed with careful consideration for pedestrians and cyclists as well as facilitating ease of access for vehicular traffic.

The site is very well located in terms of connectivity to pedestrian and cycle facilities and is located just 80m from Douglas village centre, within easy walking distance of several of all available bus services, footpaths, cycle facilities and amenities and local services.

The wider village footpath network connects the development to all local services and amenities. The development accesses directly onto the Carrigaline Road and Churchyard Lane footpaths. A number of new pedestrian crossings are to be provided in order to ensure that connectivity to the wider network is provided to pedestrians, including two new raised crossings on Churchyard Lane. Appropriate tactile paving is to be employed as necessary. This is to accommodate wheelchair access and guide visually impaired people safely through the development.

The proposed pedestrian links are also identified in the site layout and in the Mobility Management Plan. The wider city cycle networks provides connectivity to the city centre and also to the nearby third level institutes. Significant cycle parking is provided, in accordance with guidance documents. It is a medium-long term goal of CMATS to provide a primary cycle route along the Douglas Road to the city, presenting further improved connectivity from the development.

BusConnects expands on the CMATS objectives with the most recent design iteration, the Preferred Route (Nov 2023). This project will deliver bus priority and segregated cycle tracks along Douglas Road. The proposed bus and cycle facilities are to proceed through Douglas Village via East Douglas Street. It is proposed to restrict traffic to local access only on East Douglas Street with the introduction of two bus gates. This project will deliver excellent cycle connectivity to the site, to a city wide cycle network.

The site is currently well served with public transport provisions in the area. Existing public bus stops are located to the north east of the applicant's site along East Douglas Street and Church Street. The development is approximately 100m from these bus stops which serve the 207, 216, 219, 220 and 223 routes. These bus routes link Douglas village to the City Centre, the City northside, as well as Carrigaline, Bishopstown (UCC, CIT and CUMH) and Ballincollig.

Vehicular access to the site is accommodated by means of a vehicular/pedestrian access onto the Carrigaline Road.

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 towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure." The applicant seeks to maintain the roadside trees and ditch line where possible, whilst also enhancing tree coverage with supplemental planting. The multistorey street-side buildings form presenting a strong vertical element an effective sense of enclosure and improving the roads "optic width", particularly along Carrigaline Road.

The proposed development has been designed so that apartment blocks are overlooking the adjoining Carrigaline Road and Churchyard Lane internal open spaces, with sympathetic landscaping, shared surfaces, cycle parking helping to deliver a sustainable environment.

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."

The development has been designed so that the apartments, the proposed café and offices front onto the Carrigaline Road, with a ramped vehicle access road accessing the site car park. The open spaces within the development will enhance activity and enliven the environment by providing improved connectivity to future residents and also to existing village residents. The development of a street-side building will serve to instil a street environment and enhance the public realm and attract footfall. The provision of minimal parking will force all residents to commute by sustainable travel modes, further improving the local urban environment.

4. Pedestrian Activities/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 makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity."

As outlined in the items above, the proposed development presents residents with extensive sustainable travel options. The site is particularly well located to benefit from existing and planned future sustainable travel infrastructure including BusConnects. The apartments are to provide just 26no. vehicular parking spaces (including disabled / car rental and EV parking spaces), requiring most residents to commute by sustainable travel modes. A comprehensive Mobility Management Plan has been developed for the site, outlining the available travel options for residents.

- **KEY DESIGN PRINCIPLES**

DMURS sets out four core design principles which designers must have regard 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 residential development.

Design Principle 1: Pedestrian Activity/Facilities

"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."

As described previously the proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The availability of high levels of connectivity for pedestrians and cyclists will promote walking and cycling by making them an attractive travel mode.

The proposed development is well connected to the adjoining village centre and local amenities, with access to adjoining cycle and pedestrian linkages. Its location alongside a number of regular city bus route services makes it very accessible to city wide amenities and services.

Design Principle 2: Multi-Functional Street

"The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment."

The provision of a wide footpath network will present a high-quality pedestrian connection to adjoining facilities. The proposal to provide thru pedestrian routes and improved pedestrian crossing on adjoining public roads will ensure that the scheme is to the benefit of the wider village.

Design Principle 3: Pedestrian Focus

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

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The design of the scheme has placed a focus on cycle and pedestrian modes with ramped access to the development. There are excellent pedestrian links to the public road network, public transport services and amenities. The apartment complex form and aspect presents a sense of enclosure with good passive surveillance in order to enhance pedestrians' sense of safety and well-being within this area. A Stage 1/2 Road Safety Audit has also been prepared as part of the application.

Design Principle 4: Multi-disciplinary Approach

"Greater communication and co-operation between design professionals through promotion plan-led multidisciplinary approach to design."

The design of the proposed scheme has been developed through the design team working closely together. The proposed development design is led by CSR Landscape Architects, O'Mahony Pike Architects and McCutcheon Halley Planning Consultants. All team members are committed to delivering a high-quality development which complies with the recommendations of DMURS.

Your Sincerely

Bryan Hill

Bryan Hill ME MIEI