Project:

Old Orchard LRD, Monaleen

Report Title

DMURS Statement of Compliance

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1.0 INTRODUCTION

OSL Butler Consulting Engineers (OSL) has prepared this Design Manual for Urban Roads and Streets (DMURS) Compliance Statement on behalf of GLR Property Ltd., for a proposed Residential Development at Old Orchard, Monaleen, Limerick, County Limerick on a circa 3.6-hectare site.

Planning permission was previously granted for a residential development on this site comprising of 113no. residential dwellings and a creche under An Coimsiún Pleanála Reference *ABP 319009-24* (Limerick City and County Council Planning Reference 23/60842) and is currently under construction. This DMURS Compliance Statement forms part of an amendment to the original permission, quoted before.

This document outlines the approach taken in the design of this development and how it follows the Guidance contained in the Design Manual for Urban Roads and Streets (DMURS). In this regard the vision for the scheme is to put well designed streets at the heart of the development. This is because well designed streets can create connected physical, social and transport networks that promote real alternatives to car journeys, namely walking, cycling or public transport. This involves striking a balance between the needs of all users.

2.0 SUBJECT SITE

The site is located to the east of Limerick City Centre, centred at grid reference E: 562059, N: 655886 (ITM) as highlighted in Figure 1 below.



Figure 1: Site Location

To summarise;

'The proposed development comprises of the modification of the Large-Scale Residential Development granted under Application Ref. 23/60842 and Appeal Ref. ABP-319009-24. The proposed modifications comprise of:

1. *The replacement of 57 no. units comprising of;*
    - *06 no. 4 bed semi-detached houses (139.2 sq.m.)*

- *15 no. 3 bed semi-detached houses / townhouses (108 sq.m.)*
- *06 no. 1 and 2 bed apartments (Block A) (54.1 sq.m. – 114.1 sq.m.)*
- *14 no. 1 and 2 bed apartments (Block B)(54.1 sq.m. – 114.1 sq.m.)*
- *16 no. 1, 2, and 3 bed apartments (Block D)(50.2 – 123.2 sq.m.)*

With 59 no. units comprising of;

- *04 no. 4 bed semi-detached houses (134.0 sq.m.)*
- *22 no. 3 bed semi-detached houses (104.4 – 108.6 sq.m.)*
- *04 no. 3 bed semi-detached houses (115.8 sq.m.)*
- *08 no. 3 bed townhouses (109.8 sq.m.)*
- *06 no. 2 bed townhouses (80.2 sq.m.)*
- *15 no. 1 and 2 bed apartments (61.6 – 71.9 sq.m.)*

2. *The provision of 5no. additional townhouse units (2 no. 3 beds and 3 no. 2 beds).*
3. *The omission of the permitted childcare facility with capacity to accommodate 58no. children and the construction of a childcare facility on a site to the west with capacity to accommodate 102no. children.*

The development will also include the provision of private, communal, and public open spaces; internal roads and pathways; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; public lighting; substations; all associated site development works; and all drainage and foul sewer infrastructure and network works including nature-based suds measures.'

The lands are bound to the north and west by the existing Ashfort neighbourhood, to the south by the existing Evanwood neighbourhood and to the east by the existing Kylemore neighbourhood.

The Vehicular and pedestrian access to the proposed site remains unchanged from that granted under Application Ref. 23/60842 and Appeal Ref. ABP-319009-24 via the School House Road which also serves the adjacent Ashfort Residential Development.

It is proposed to provide a vehicular access to the proposed creche via the Golf Links Road. No vehicular access is proposed via the Golf Links Road to serve the residential development. The Golf Links Road will serve the residential development for pedestrians and cyclists only.

3.0 DMURS OBJECTIVES

DMURS sets out design guidance and standards for constructing new and reconfigured existing urban roads and streets. It also sets out practical design measures to encourage more sustainable travel patterns in urban areas. The primary objectives of DMURS are as follows: -

- Prioritise pedestrians and cyclists in urban settings without unduly compromising vehicular movement.
- Provide good pedestrian permeability and connectivity in urban environments in order to encourage walking.
- Implement speed reduction measures to provide safe interaction between pedestrians, cyclists and motorists.
- Create attractive streetscapes through the design of roads and footpaths with careful consideration given to landscaping and selection of surface finishes.

The public areas fronting and within the proposed development have been designed by the multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out in DMURS.

4.0 DMURS DESIGN PRINCIPLES

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 masterplan design.

4.1 DESIGN PRINCIPLE 1 - CONNECTED NETWORKS:

'***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'*** – DMURS (2019)

The proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The provision of high levels of connectivity for pedestrians and cyclists is intended to promote walking and cycling by making them a more attractive option to the private car. Streets and Roads within the scheme have been sized to create a definitive hierarchy, each with its own specific character and function, achieved using colour contrasted surfacing, raised traffic platforms and other traffic calming elements such as pedestrian crossings, signing and lining.

4.2 DESIGN PRINCIPLE 2 - MULTI-FUNCTIONAL STREETS:

'***The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulated environment'*** – DMURS (2019)

The road, street and building layout has been designed to enhance the streets use for both pedestrians, cyclists and vehicles. Open space proposals have been designed to complement and enhance this hierarchy. The open spaces also allow for the provision of visitor bicycle parking which provides for alternative mobility solutions and provides multifunction spaces. Walkways are incorporated into the road network which will encourage this multi-functional use and create balance.

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 entries, etc) located at an appropriate frequency and distance.

4.3 DESIGN PRINCIPLE 3 – PEDESTRIAN FOCUS

'***The quality of the street is measured by the quality of the pedestrian environment'*** – DMURS (2019)

The design of the scheme has placed a particular focus on the pedestrian and cyclist. 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 site design incorporates well thought out pedestrian facilities such as generous footpaths, pedestrian crossings and 'Homezones' / 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 colours and textures which will contrast with each other and enhance the streetscape and pedestrian environment.

Provision is made for private cars – both access and parking – but this is secondary, and the primary focus is on the pedestrian in keeping with DMURS. Shared surfaces are an effective way of calming traffic and this has been proposed in the form of 'Homezones' / shared spaces within the entire proposed development.

4.4 DESIGN PRINCIPLE 4 – MULTI-DISCIPLINARY APPROACH

'Greater communication and co-operation between design professionals through the promotion of plan-led, multidisciplinary approach to design.' – DMURS (2019)

The proposed site layout has been undertaken by a team comprising architects, landscape architects, engineers, ecologists, transport advisors and planners.

The combined expertise of this multi-disciplinary team has been brought to bear on the design of the development, including the streetscapes therein.

The design team have worked closely with the appointed Kerry County Council application team through the Section 247 meetings to ensure that the scheme is supported by the Planning Authority. All team members are committed to delivering a high-quality development which complies with the recommendations of DMURS.

Following careful and deliberate consideration by the multi-disciplinary design team, we are pleased to commend this development as being compliant with DMURS and its vision for attractive, liveable places.

5.0 DMURS REVIEW

The following table outlines the design features that been incorporated within the proposed residential scheme with the objective of delivering a design that is in full compliance with the relevant requirements of the Design Manual for Urban Roads and Streets (DMURS,2019).

Design Element	DMURS Review
Place Function	DMURS seeks "the design of residential streets strikes the right balance between the different functions of the street, including a sense of place". Additionally, the development should incorporate "measures to ensure satisfactory standards of personal safety and traffic safety". The proposals incorporate the desires of DMURS in this context, including frequent crossing points and junctions, horizontal deflections, narrow carriageways, minimised signage and road markings, reduced visibility splays, on-street parking, tighter corner radii large hard and soft street scape. The proposals have been assessed for safety by way of a Stage 1 Road Safety Audit.
Street Layout	The site layout provides for good connection between streets, ensuring good permeability for all road users within the development and good legibility. Maximum connectivity and permeability for pedestrians and cyclists is achieved as all parts of the site are linked by footpaths and narrow / low trafficked road to enable safe cycle movements.
Traffic Congestion	DMURS recommends the use of permeable traffic-calmed networks, as "the most balanced way of addressing traffic congestion" A permeable traffic-calmed strategy has been adopted for the proposed development in the form of entry treatments and shared surface areas.
Approach to Speed	The design speed within the proposed development is 30km/h. This approach is consistent with DMURS which specifies that "where vehicle movement priorities are low, such as on local streets, lower speed limits should be applied (30km/h)". Vehicle speeds are controlled by the use of short lengths of straight road, tight radii and surface materials in the 'Homezone' / Shared surface areas.
Signage and Line Marking	DMURS notes that minimal signage is required on local streets due to their low speed and low movement function.
Lighting	LED luminaires will be utilised and positioned to ensure a uniform lighting spread is achieved and ensure dark corners are avoided. This will ensure the development is attractive and safe during hour of darkness. Lighting design shall comply with BS 5489.
Materials and Finish	DMURS states that designers should use 'contrasting materials and textures to inform pedestrians of changes to the function of space (i.e. to demarcate verges, footway, strips, cycle paths and driveways) and in particular to guide the visually impaired'. The range of proposed materials for this development is in line with the requirements of DMURS. The palette of materials and finishes selected from a tried and tested range of robust, good quality materials. Finishes are used to define vehicular surfaces from pedestrian / cycle / homezones / shared surface areas and are used throughout the scheme to calm traffic within the site.

Footways	Footway widths are a minimum of 2.0m in compliance with DMURS. High quality and slip resistant materials will be used and gradients are sufficiently shallow to make the development accessible for users of all abilities.
Pedestrian Crossings	DMURS considers pedestrian crossings to be "one of the most important aspects of street design as it is at this location that most interactions between pedestrians, cyclists and motor vehicles occur". The proposals include for pedestrian crossings within the proposed development in order to promote pedestrian activity and place the pedestrian higher than the motorist in the mobility pyramid.
Corner Radii	Corner radii of "local streets" within the development are in compliance with DMURS best practice. The use of tight radii will assist in traffic calming and also enable pedestrians to cross the road both close to their desire line and with as short a travel path as possible.
Shared Surfaces	Shared surface streets and junctions are integrated spaces where pedestrians, cyclists and vehicles share the main carriageway. In the context of the proposed development, DMURS recognises the use of shared surfaces where "movement priorities are low and there is a high place value in promoting more liveable streets such as on local streets within neighbourhood".
Carraigeway Widths	Road widths in the proposed development are 5.5m – 6m for main estate routes and links, and 4.8m for shared surface roads, cul-de-sacs and minor arms.
Carraigeway Surfaces	A mix of surface materials is proposed for the development in order to achieve colour changes where pedestrian activity within the carriageway is increased, as stated in DMURS this should assist in achieving low speeds
Junction Design	The junctions within the proposed development are designed with reduced kerb radii, raised tables and also include pedestrian crossing facilities.
Forward & Junction Visibility	Forward and junction visibility is provided in compliance with the desire of DMURS for a 30km/h speed limit. Excessive visibility is restricted at locations where further speed control is desired.
Traffic Calming	Traffic calming is achieved by incorporating tight radii bends and raised internal junctions. The change in surface level and road texture will operate as a traffic calming mechanism and alert drivers of a change in driving conditions from the public road to a reduced speed limit area.
Parking / Loading	The streetscape is kept uncluttered with off street parking provided for dwellings, dedicated on street parking for the apartment units and drop off spaces for the creche.
Multi-Disciplinary Team	In providing the required number of parking spaces adjacent to dwellings, DMURS measures have been adopted include the provision of perpendicular parking incorporated on the site zones and breaking any continuous runs of parking into smaller groups along with planting and crossing areas to break the visual continuity of the parking.
Road Safety Audit	A Stage 1 Road Safety Audit of the proposed design of the site and access arrangements has been prepared.

6.0 CONCLUSION

The scheme proposals are the outcome of an integrated design approach that's seeks to implement a sustainable community connected to a well-designed infrastructure which delivers safe, convenient and attractive streets in addition to promoting a real and viable alternate to single-user car-based journeys.

The public areas within the proposed development have been designed by the multi-disciplinary design team to accommodate pedestrian and cyclist in accordance with the appropriate principles and guidelines set out in the Design Manual for Urban Roads and Streets (DMURS) 2019.

It is our opinion that the design team considers that the proposed development is consistent with both the principles and guidance outlined in the Design Manual for Urban Roads and Streets (DMURS) 2019. The proposed site layout therefore promotes and prioritises walking and cycling. While car parking has been provided, it is the objective of this layout to positively encourage users of the area to use the many safe and attractive pedestrian and cycle routes.