

DMURS Statement

Proposed Residential Development at Seamount, Malahide, Co.
Dublin

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This document has been prepared and checked in accordance with Waterman Group’s IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007)

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Comments

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1. Introduction

This statement has been prepared by the design team to accompany a planning application for the development of 142 No. residential units and a 186.6sqm Crèche (30 Children) north of Seamount Road, Malahide, Co. Dublin.

The purpose of this statement lies within achieving better street design in urban areas that will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and 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. The strategic design of the Seamount site is intended to deliver a high-quality development which complies with the recommendations of DMURS.

The planning application is to be submitted direct to An Bord Pleanála under the Planning and Development (Strategic Housing Development) Regulations 2017. It is a requirement of the regulations that the proposed housing development is compliant with the requirements of the Design Manual for Urban Roads and Streets (DMURS).

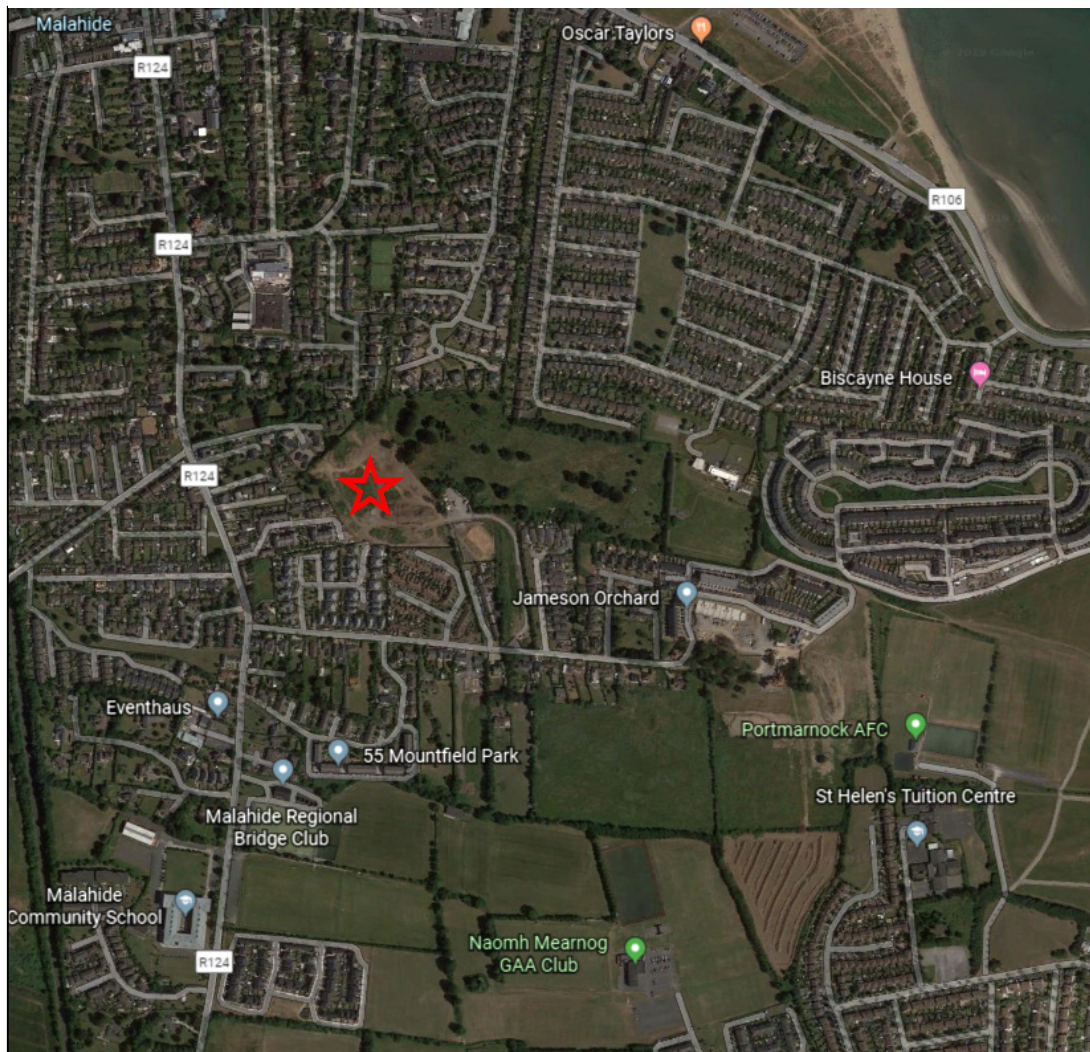
2. Existing Road Network

Seamount Road is a single carriageway road, which is subject to a speed limit of 50kph and is approximately 650m in length running from Jameson Orchard residential development to a signalized junction with R124 The Hill. The Seamount Road has a cross section of 6.0m wide with footpaths running along both sides for the majority of its length.

Seamount Abbey is a road that links the subject site to Seamount Road. It is approximately 220m in length from the proposed site entrance to a priority-controlled junction with Seamount Road and runs through the southwest neighboring development. It has a cross section of 6.0m wide with footpaths provided along both sides of its entirety.

At the western end of Seamount Road is a signalized junction with R124 The Hill. The Hill is part of the R124 Regional Road in Fingal. It is a single carriageway road, which is subject to a speed limit of 50kph with a cross section of 6.0m wide and footpaths running along both sides of its carriageway.

Figure 1: Existing Road Network



3. Creating a Sense of Space

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 below together with a commentary setting out how the proposed residential development complies with each of these characteristics:

3.1 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 private cars. The proposed development has been designed with pedestrians and cyclists taking precedence over other modes of transport. Pedestrian and cyclist connectivity are provided throughout the development with links to the existing public roads to the west of the development.

The development provides sufficient priority access for pedestrians and cyclists. Two pedestrian links will be provided in conjunction with vehicular access to the proposed development, one through Seamount Abbey and the other directly onto Seamount Road. There will also be two pedestrian / cycle only access paths to the public area north of the site which will ultimately link through the public park to the R106 Road c. 600m north of the site. The R106 links Malahide to Baldoyle via portmarnock along the coast. All pedestrian accesses link to existing footpath networks (i.e. alongside Seamount Abbey, Seamount Road and Old Golf Links Road). Our proposed developments provide a connection to this footpath.

The site is not directly served by public transport services, though the closest bus services are approx. 0.45km west of the site access at The Hill, which is served by buses 42 and 142 and leads to / from Dublin City centre.

There is one cul-de-sac in the subject development which provides pedestrian throughway with an dedicated footpath. The use of vehicular cul-de-sacs is to ensure filtered permeability. (refer DMURS sect. 3.4.1).

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 and cycling 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 fully compliant with the connectivity objectives of DMURS.

3.2 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 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. This is particularly important in respect of the passive supervision of the proposed public park.

3.3 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. ”

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.

3.4 Pedestrian 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 makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity. ”

As outlined in the items above, the proposed development has been designed to provide excellent pedestrian and cycle connectivity. 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. In this regard, long straight sections of road which encourage higher traffic speeds have, where possible, been avoided. Where straight lengths of street longer than 70m occur, we propose speed reducing measures in the form of kerb build outs, chicanes, on-street parking bays, pedestrian friendly raised crossings / tables along strong pedestrian desire lines. The raised pedestrian crossings should comply to section 4.4.7 (DMURS) which states that the entry slope should be 1:20 (1:15 for lower speeds) and minimum length of 2 m (to allow pedestrians to cross). The height of the crossing should be limited to 75 mm. Further speed reducing measures such as on-street parking will comply to section 4.4.9 (DMURS).

The primary pedestrian routes through the site are 2.0 m wide 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. (Refer DMURS figure 4.34)

4. Key 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 design of the proposed development.

4.1 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. ”

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 and cyclists are intended to promote walking and cycling by making them a more attractive option than the private car.

Furthermore, for pedestrians and cyclists the bus routes and the commuter train can be accessed to the west of the development (heading west on Seamount Road towards bus stop at The Hill). Malahide Train station is located c. 1.5 km north of the site within the town centre.

Seamount development is well connected to all regional roadways. Both the R124 and the R106 is in close proximity to the subject development.

4.2 Multi-Functional Street

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

The proposed development includes a varying mix of residential units. The road, street and housing layout has been designed to include a hierarchical street pattern enhancing the streets use for both pedestrians and vehicles. Open space proposals have been designed to complement and enhance this hierarchy. Cycle paths and walkways are incorporated into the road network with numerous cross site directions which will encourage this multi-functional use and create balance. The hierarchical internal road network creates a calm and composed environment by virtue of the number, layout and composition of dwellings and the design will contribute a positive urban response to the local context, place making and identity of the area and in the process promote the multi-functional, place based street.

The subject development has ensured that the specified corner radii (refer sect 4.3.3 in DMURS) is reached. Where low vehicular activity takes place, a radius of 1 m – 3 m is ensured.

4.3 Pedestrian Focus

“ The quality of the street is measured by the quality of the pedestrian environment. ”

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 home-zone / shared spaces.

High quality materials and finishes are proposed throughout the scheme, both in the buildings and hard and soft landscaping. These will have a positive impact on the local context and streetscape while complementing the historical use of similar materials and make a clear reference to the heritage of the area. 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 while respecting the existing architectural vocabulary locally and at the same time giving it a modern interpretation.

4.4 Multidisciplinary 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 “Reddy Architecture + Urbanism” working together with Waterman Moylan Consulting Engineers, The Big Space Landscape Architects, Stephen Little and Associates Town Planning and Development Consultants.

The developer and promoter of the scheme, Ballymore Property Developments Ltd, is committed to delivering a high-quality development which complies with the recommendations of DMURS.

5. Summary

Active edges are recommended in DMURS to enliven the edges 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 roads throughout the development have regular junctions and raised pedestrian crossings in accordance with this recommendation.

Roads through the development have been designed at the best possible gentle horizontal curvature, which at some location within the vicinity of the subject site was not fully possible; but designed to the best possible manner to recommendations set out in DMURS Section 4.4.6.

Suitable sightlines are provided throughout the development, ensuring that localised planting does not obscure visibility as cars make turning manoeuvres, improving the pedestrian safety at crossing points.

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 the Design Manual for Urban Roads and Streets. In particular the vehicular access and public footways within the remit of the development have incorporated the relevant DMURS requirements and guidelines as set out above.

UK and Ireland Office Locations

