



DMURS Compliance Report

Project:
Development at
Gowan House, Carriglea
Business Park, Naas
Road, Dublin 12

DOCUMENT CONTROL

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Prepared by:

BMCE

52-54 Lower Sandwith Street
Dublin 2
D02WR26

Prepared for:

Malclose Ltd.

No 28 The Drive
Graigarvern Lodge
Ballybrittas
Co. Laois



BARRETT MAHONY
CONSULTING ENGINEERS
CIVIL & STRUCTURAL
www.bmce.ie



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1. INTRODUCTION

1.1 PROJECT DESCRIPTION

Malclose Limited intend to apply to Dublin City Council for a 7-year permission for a large-scale residential development principally comprising student accommodation at this 0.962 Ha site at Gowan House, Carriglea Business Park, Naas Road, Dublin 12, D12 RCC4.

Works to upgrade of the access road to the west of the site on an area measuring c. 0.081 Ha are also proposed comprising new surfacing to the carriageway, the provision of inbound and outbound bicycle lanes from the development entrance to the Naas Road, the provision of a controlled pedestrian crossing on the access road at the Naas Road junction, and the provision of a further uncontrolled pedestrian and bicycle crossing linking the subject site with the approved Concorde SHD development (ABP Ref: TA29S.312218) to the west.

On the Naas Road, works are proposed on an area measuring c. 0.086 Ha comprising the realignment and widening of the existing pedestrian footpath along the westbound carriageway of the Naas Road and the provision of linkages from the realigned footpath to the development site, and the provision of new controlled pedestrian crossings across the eastbound and westbound carriageways of the Naas Road and the provision of a new uncontrolled crossing of the Luas tracks.

The development site area and roadworks areas will provide a total application site area of c. 1.13 Ha.

The proposed development will principally consist of: the demolition of the existing two-storey office/warehouse building and outbuilding (5,172 sq m); and the construction of a development in two blocks (Block 1 (eastern block) is part 2 No. storeys to part 15 No. storeys over lower ground floor and basement levels with roof plant over and Block 2 (western block) is part 9 No. storeys to part 11 No. storeys over basement with roof plant over) principally comprising 941 No. Student Accommodation bedspaces (871 No. standard rooms, 47 No. accessible studio rooms and 23 No. studios) with associated facilities, which will be utilised for short-term lets during student holiday periods. The 871 No. standard rooms are provided in 123 No. clusters ranging in size from 3 No. bedspaces to 8 No. bedspaces, and all clusters are served by a communal living/kitchen/dining room.

The development also provides: ancillary internal and external communal student amenity spaces and support facilities; cultural and community floor space (1,422 sq m internal and 131 sq m external) principally comprising a digital hub and co-working space with ancillary cafe; a retail unit (250 sq m); public open space; the daylighting of the culverted River Camac through the site; an elevated walkway above the River Camac at ground floor level; a pedestrian bridge link at first floor level between Blocks 1 and 2; vehicular access at the south-western corner; the provision of 7 No. car-parking spaces, 2 No. motorcycle parking spaces and 2 No. set down areas; bicycle stores at ground and lower ground floor levels; visitor cycle parking spaces; bin stores; substations; hard and soft landscaping; green and blue roofs; new telecommunications infrastructure at roof level of Block 1 including antennas and microwave link dishes, 18 No. antennas and 6 No. transmission dishes, together with all associated equipment; boundary treatments; plant; lift overruns; and all associated works above and below ground.

The gross floor area of the development is c. 33,140 sq m comprising c. 30,386 sq m above lower ground and basement level.



Figure 1.1-1: Site Location Bluebell, Dublin 12



Figure 1-2: Site Layout Plan

1.2 SCOPE OF THIS REPORT

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, updated in 2019, provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets.

DMURS states that: *“Well designed streets can create connected physical, social and transport networks that promote real alternatives to car journeys, namely walking, cycling or public transport”*. It also seeks to create attractive places and encourage designs appropriate to context, character and location that can be used safely and enjoyably by the public.

This statement outlines the four core DMURS principles and provides specific commentary on the design features that have been incorporated within the proposed residential scheme to demonstrate the design is in full compliance with DMURS.

2. KEY DESIGN PRINCIPLES

It is a requirement of the regulations that the proposed housing development be compliant with the requirements of the Design Manual for Urban Roads and Streets. The four key principles of design aim to guide a more place-based/integrated approach to road and street design. Designers must have regard to the four core principles presented below:

- Design Principle 1: Connected Networks
- Design Principle 2: Multifunctional Streets
- Design Principle 3: Pedestrian Focus
- Design Principle 4: Multidisciplinary Approach

2.1 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.”

The envisioned road and path networks within the overall development will connect the site with nearby recreational, retail, and educational services in the area. Presently, there is one existing entrance to the site located at the southwest corner and accessed from the Carriglea Industrial Estate Road which in turn is reached from the Naas Road through a signalized junction. It is proposed that pedestrians accessing or leaving the site will be permitted to enter or exit directly onto the Naas Road footpath to the northwest, providing good connectivity to the surrounding areas. Connectivity will also be provided through the adjacent Carriglea Residential Development, facilitating pedestrians travelling southeast towards Drimnagh Castle.

The cyclists will be able to enter the site from the southwest corner from Carriglea industrial estate road. Similar to the pedestrian, the cyclists will be able to travel southeast toward Drimnagh Castle through Carriglea residential developments. Refer to *Figure 2-1* for more details.

Public transport links (bus routes 13, 68 and 69, bus routes 18, 27, 56a, 77a, 123 and 151 off the Long Mile Road) in addition to the Bluebell Luas stop are available within 5 minutes' walk of the

entrance. The development strategy maximizes connectivity with the local environment through the provision of permeable and legible street networks, with a particular focus on adherence to the hierarchy of road users and sustainable means of travel. As noted, the development proposals make provision for linkages to adjacent lands to the west and east. This represents good planning practice and allows for the integration of adjacent lands to the subject lands, thereby ensuring that wider permeability can be provided over time.

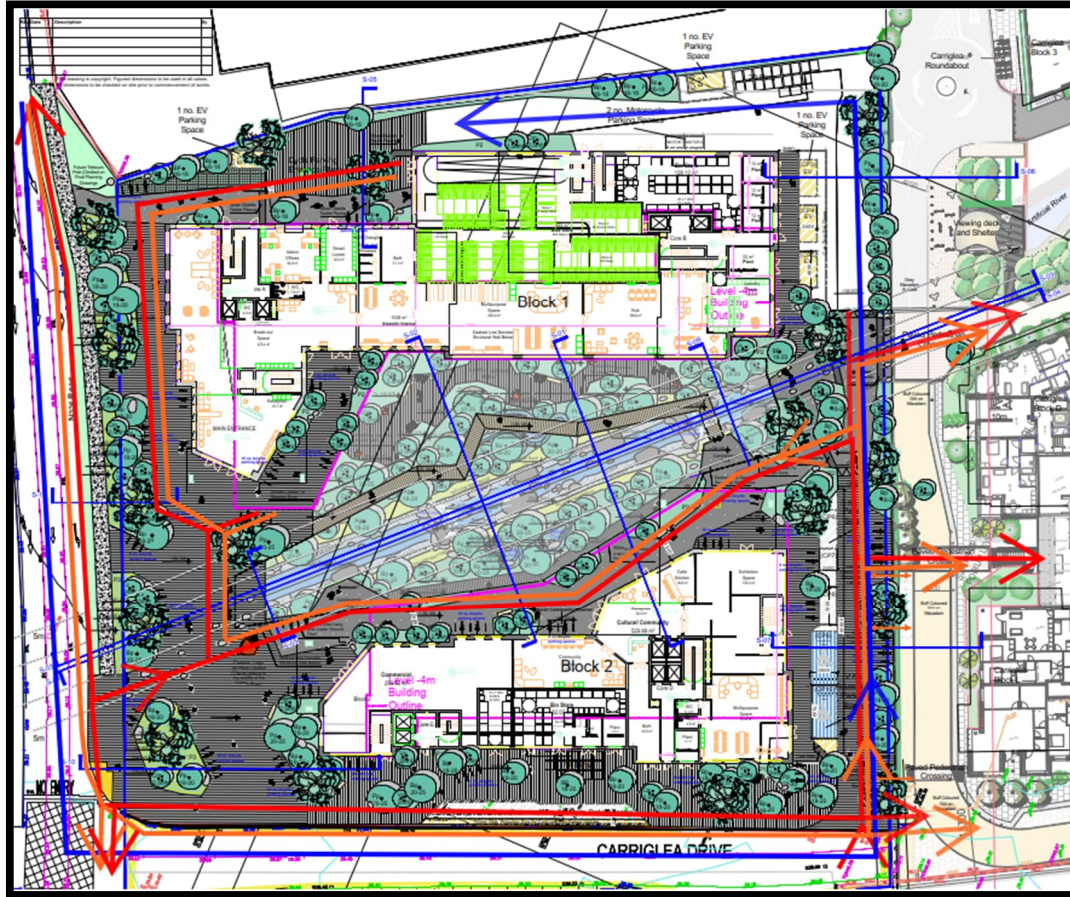


Figure 2-1: Movement with the development

LEGEND

- ▬ Pedestrian Path
- ▬ Cyclists Path
- ▬ Vehicular Path

2.2 DESIGN PRINCIPLE 2: MULTI-FUNCTIONAL STREETS

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

The layout of the development offers route choice and flexibility for managing movement within the development. The layout serves to emphasize the low-speed residential nature of the development, providing safe means of travel for more vulnerable road users such as cyclists and pedestrians.

The road levels in the development have been designed to minimize surface gradients to reduce the need for revving engines and associated noise and emissions. Standard local street widths of 5.5m within the development are proposed in compliance with Section 4.4.9 of DMURS.

Self-regulating shared surfaces are included in the development which serve to create a sense of place while balancing the needs of all users. These shared surface homezones will be distinguished from standard local streets using contrasting surfacing materials to create a distinct change in environment from standard local streets, further enhancing the sense of place in these areas.

2.3 DESIGN PRINCIPLE 3: PEDESTRIAN FOCUS

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

As noted in Section 2.2 above, the development layout facilitates the creation of a low-speed residential environment. With respect to the hierarchy of road users outlined in DMURS, the development places a strong focus on creating a vibrant and sustainable pedestrian environment, prioritizing pedestrians while balancing the needs of all road users. It is important to note that the carparking spaces within the development are very limited, thus the car movement will be limited supporting the DMURS design principle.

Footpaths in the development are designed as a minimum 1.8m wide typically, which meets the minimum requirement outlined in Section 4.3.1 of DMURS. Pedestrian crossing points along with associated tactile paving in accordance with the Traffic Management Guidelines are provided at anticipated pedestrian desire lines, while pedestrian priority raised table crossings have been provided. Residential shared space homezones with contrasting surface finishes are proposed to encourage lower vehicular speeds and create a more attractive, high quality space for pedestrians.

The public green areas are designed as landscape spaces that offer the opportunity for meeting, walking and formal and informal play. Desire lines through the landscape spaces are reflected in the path layout and integrate with the general street layout to provide a high level of pedestrian permeability. Proposed pedestrian routes provide for connection to the adjoining lands to fully integrate the landscape scheme with the surrounding landscape.

2.4 DESIGN PRINCIPLE 4: MULTI-DISCIPLINE APPROACH

“Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.”

The design of the layouts involved close collaboration and coordination between the Architect, Civil Engineer, Landscape Architect and Mechanical & Electrical Engineer. The interaction between the Landscape Architect and the Civil Engineer was of particular importance to design a layout that created attractive spaces for pedestrians and cyclists whilst complying with the key roads design principles for vehicular and non-motorized users.

In addition to this interaction, the Architect and Mechanical & Electrical Engineer provided designs to incorporate lighting and building access to the scheme, which has been integrated into the strategy of the landscaping and desire lines for access and egress to buildings by non-motorized users and reflects the overall multidisciplinary approach taken to the overall development design.

3. CONCLUSION

The design proposals reflect a robust integrated design approach that seeks to deliver safe, convenient and attractive street networks which promote a sustainable community environment. It is Barrett Mahony Consulting Engineers opinion that the proposed residential development is fully consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2019.

Barrett Mahony Consulting Engineers

Dublin:

Sandwith House,
52-54 Lower Sandwith Street,
Dublin 2,
D02 WR26, Ireland.
Tel: +353 1 677 3200

London:

12 Mill Street,
London, SE1 2AY,
United Kingdom
Tel: +44 203 750 3530.

Sofia:

19 Yakubitsa Street,
Lozenets,
Sofia 1164,
Bulgaria
Tel: +359 2 494 9772

WWW.BMCE.IE