

DMURS Compliance Statement

53No Unit Housing Development, At
Rockbrae House, Bray, Co. Wicklow

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1.0 Introduction

McMahon Associates have prepared this DMURS Compliance Statement for the proposed development of 53No. residential units at Rockbrae House, Bray, Co.Wicklow. The proposed development site is shown in Figure 1.



Figure 1 – Site Location

The masterplan for the proposed development has been designed by Wicklow County Council and is independent of this DMURS Compliance Statement. The drawings reviewed as part of this Statement are summarised below.

Table 1: Designers Drawing List

Drawing Name	Drawing Number
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Existing Site Plan	ROC – P - 01
Site Layout	ROC – P - 02

2.0 Integrated Street Networks

The Design Manual for Urban Road and Streets (DMURS) sets out the principles, approaches and standards required to achieve good design and placemaking. At its essence, is the desire for an integrated design approach whereby the design is influenced by the type of place the street is located and balances the need of all users.

The roads within the proposed development are classified as *Local* and has been designed as such. The development connects directly to Vevay Road/R761 classified as *Arterial*.

A target of DMURS is maximising the connections within a site to allow the street network to evolve to meet local accessibility needs of all users. The proposed development is legibly linked to the existing road network and provides significant opportunities for residents to walk, cycle and use sustainable transport to access services locally and nationally.

3.0 Street Design

3.1 Movement, Place and Speed

A Balanced Approach to Speed

The design speed of the proposed development is 30km/h, which is consistent with DMURS guidance, which states “where vehicle movement priorities are low, such as on *Local* streets, lower speed limits should be applied (30km/h)”.

Self-Regulating Streets

The proposed development has utilised tight corner radii and short lengths of straights where possible to ensure the road layout itself controls speed within the development. The implementation of raised tables on the longer straight stretch of road will reduce speeds within the development, and on approach to the junction with Aevay Road.

3.2 Streetscape

Building Height and Street Width

The proposed heights of Building A and Building B provides a strong sense of surveillance for the surrounding footways and communal amenity spaces, promoting the overlooked streets and enhancing the amenity of the site. The narrow 5m wide streets with 2m footways also create a sense of safety for pedestrians.

Active Street Edges

As the proposed development is residential, the need for Active Street Edges, whereby pedestrian movements, typically between retail and commercial frontages, contribute to traffic calming, is reduced. While vehicle parking will be provided to the front/side of the apartment buildings, the sense of enclosure will be maintained by the provision of existing and proposed trees and a high level of passive surveillance maintained within the development, with 50% of the units overlooking the communal amenity greenspace.

Signage and Line Marking

As discussed above, the street layout is self-regulating and therefore reduces the reliance on, line marking and road signs. In accordance with DMURS, the *less is more* approach has been implemented to reinforce lower design speeds. As a result, no yield signs are proposed at the internal road junctions, with only a yield line and triangular yield marking at the internal junctions. A stop line and stop sign is proposed at the main access junction with Aevay Road. As DMURS places an emphasis on the values of place, the impact of visual clutter from road signs has therefore been reduced.

Street Furniture and Lighting

As the proposed development is residential, street furniture is minimal. Street lighting will be provided to ensure the development remains safe, with lighting columns placed not to interfere with pedestrian movements.

Materials and Finishes

In accordance with DMURS, the proposed development has introduced a range of contrasting materials such as asphalt, block paving, verges, tree pits and tactile paving to inform pedestrians in changes to the road function, assist visually impaired users and control vehicle speeds.

Planting

Trees are proposed within the development to enhance the sense of enclosure along with retaining existing trees. Consideration has been given to the location of the proposed trees so as not to restrict pedestrian movements or surveillance.

3.3 Pedestrian and Cyclist Environment

Footways, Verges and Strips

The footways within the proposed development are 2.0m wide and therefore above the minimum required with DMURS and are in keeping with the low level of pedestrian movements expected with *Local* streets.

The 5m wide streets, tight corner radii, pedestrian crossing raised tables and the sense of enclosure from the surrounding buildings will give the sense of pedestrian friendly areas.

Verges have been excluded from the design to maintain the sense of enclosure of the development. Furthermore, as there is limited street furniture associated with the development (discussed above) the need for verges and strips to accommodate street furniture is limited.

Pedestrian Crossings

Uncontrolled crossings have been provided at key locations along the pedestrian desire lines within the site and connect to the existing pedestrian facilities along Aevay Road, ensuring the movement of pedestrians through the development is safe and comfortable.

Corner Radii

Corner radii have been provided in accordance with DMURS to ensure vehicles speeds are minimised, while also allowing occasional larger vehicles (e.g. Refuse Vehicles) to safely access the site. The corner radii leading to the turning head has been increased sufficiently to allow for refuse and fire truck access to the turning head.

Shared Surfaces

No shared surfaces have been provided within the development, with traffic calming provided in other ways as listed.

Cycle Facilities

Given the low flow and low speed nature of the development, cyclists and vehicles will be able to safely share the carriageway.

3.4 Carriageway Conditions

Carriageway Widths

The carriageway widths for the roads within the development are 5m, which is in keeping with DMURS guidance for *Local* streets.

Carriageway Surfaces

The carriageway roads will be asphalt, with raised tables providing traffic calming and indicating an uncontrolled pedestrian friendly crossing point.

Junction Design

The junction design for the development with reduced corner radii, promotes low vehicles speeds. Pedestrian crossing facilities have been provided at junctions, with dropped kerbs and tactile paving.

Forward Visibility and Visibility Splays

At the junction of Aevay Road, the existing vehicular entrance to the site will become a pedestrian entrance and a new vehicular entrance will be established adjacent to the existing entrance. The visibility splays have been kept clear of obstructions. Visibility of 49m along Aevay Road is in keeping with DMURS requirements for a design speed of 50km/h for a bus route.

Alignment and Curvature

No horizontal road curvatures have been included in the design.

For the vertical alignment of the road, the main access road is predominately 1:36 with the first 10m of the entrance at 1:40. The side roads are all in accordance with DMURS with gradients ranging from 1:150 to the steeper gradient of 1:40.

Horizontal and Vertical Deflections

A vertical deflection in the form of raised table at 1:15 gradient has been provided to control vehicles speeds within the development and provide at grade crossing for pedestrians, as per DMURS guidance.

Kerbs

Dropped kerbs will be provided at all pedestrian crossing point to make the development easier to negotiate for pedestrians and the mobility impaired.

On Street Parking and Loading

On street perpendicular parking spaces has been provided in small groups spread around the development to minimise the visual impact. 29No parking spaces have been provided in total with 3No. spaces (10%) as EV charging and 1No. space (5%) as accessible space.

4.0 Conclusion

The objective of DMURS is to have the road network contribute to a more valued places to live and provide options for sustainable travel such as walking and cycling.

Based on this assessment, it is considered that the proposed development complies with DMURS and satisfies the overall objectives of DMURS.