

Date: 6th October 2022
Ref: 21.120.10
Re: Proposed Residential Development at Dalguise House, Monkstown, Co. Dublin
Subject: DMURS Compliance Statement and Quality Audit

To whom it concerns,

Roughan & O'Donovan [ROD] and Reddy Architecture & Urbanism [Reddy] have assisted the design team for the above development in the preparation of the planning application to ensure that the development layout conforms with the requirements and achieves the aspirations of the Design Manual for Urban Roads and Streets [DMURS]. These requirements encompass urban design and environmental considerations in addition to movement and transport concerns. In this regard, we confirm that the design was conceived and developed by a multi-disciplinary design team, and that environmental and placemaking considerations were considered at all stages of the design process.

Place

Pages 26 and 27 of DMURS identify the following considerations in ensuring a space becomes a place:

- 1) Connectivity;
- 2) Enclosure;
- 3) Active Edge;
- 4) Pedestrian Activity / Facilities.

These are addressed in turn below:

1) Connectivity

Connected green infrastructure lies at the heart of the design for the Dalguise House development. The site is primarily residential in nature, incorporating ancillary creche, café and amenity elements. The site is very well served by public transportation, with various BusConnects routes running immediately past the site entrance onto Monkstown Road, and Salthill / Monkstown DART Station situated within 5 minutes' walk. The site also offers an opportunity to increase connectivity and permeability through the wider area for pedestrians and cyclists. This will be realised by the provision of linkages through to adjoining estates and residential areas. The ultimate delivery of these connections will require the cooperation of neighbours and the local authority, and the Applicant will work diligently to ensure that these mutually beneficial links are realised.

The development design has drawn inspiration from best practice examples in Denmark and the Netherlands. The layout is designed to prioritise pedestrian and cycle movements, with cars and service vehicles facilitated where necessary. Most of the car parking is accommodated in a basement car park accessed separately from the main development. This will greatly limit the volume of traffic along the main circulation route within the development. The latter will be configured as a pedestrian priority space with insufficient width for two-way traffic movements, such that vehicles will have to yield to oncoming traffic and share respectfully with pedestrians and cyclists. A separate complementary network of green walking and cycling routes through the development is also provided. With its configuration as active travel focussed development, with a secondary network for car and service vehicle circulation, the proposed developments will foster a culture of green, connected living. The green movement corridors will encourage and enhance community, and will allow for safe circulation for people of all ages and abilities through the wider community. Green spaces within the development will be a multifunctional network of movement corridors, providing for walking, cycling, amenity functions, drainage and biodiversity.

The site also enjoys high accessibility by road, which will benefit construction traffic and service vehicles. It is accessed immediately from the R119 Monkstown Road, which is in turn linked to the N31 national primary route access to the national motorway network.

2) Enclosure

The general removal of car parking from the surface level has allowed a people-focussed development design with buildings and active travel movement corridors designed around people rather than cars. The design of buildings and the landscaped spaces between them have achieved a balance of natural light entry and a secure sense of enclosure. The design has also maximised the retention of the existing mature tree planting on site. This has allowed the creation of a new community enclosed by natural features with discrete links to the outside. These latter links will allow permeability through the site by active travel modes, while maintaining the sense of enclosure within the site.

3) Active Edge

The development is primarily residential in nature but includes a café and amenity zone around the historic Dalguise House and its walled garden. The landscaping of the residential quarters have focussed the movement axes towards this central core, which will act as a feature. The need for active edge along the road network doesn't arise, since the roads are designed as pedestrian / cycle priority spaces, and the need for activity along the edges to calm traffic is not required. The design team considers that the resulting design, which maximises retention of historic planting, will retain the pleasant private demesne character of the existing house, while accommodating a new residential population of c. 1,000 people.

4) Pedestrian Activity / Facilities

As set out above, the entire development has a pedestrian and cyclist centric focus. To complement the circulation function, amenity functions are provided throughout, including parks and water features, playground, socialising and resting areas. All green spaces and amenity facilities will be served by attractive and welcoming footpaths and cycleways, including the provision of active mode connections to the adjoining estates and residential areas.

Placemaking

Placemaking is fundamental to the success of large-scale developments and this is an important aspect of the creation of a successful community at Dalguise House. Pages 28 and 29 of DMURS describe the key design principles required to underpin the successful creation of sense of place, and the proposed development is considered against these in turn:

- 1) Connected Networks;
- 2) Multi-functional streets;
- 3) Pedestrian focus; and
- 4) Multi-disciplinary approach.

1) Connected Networks

Refer to Connectivity (point 1) above. The scheme was designed around connectivity, green infrastructure and sustainable modes of transport as a fundamental starting point.

2) Multi-functional streets

The treatment of the Dalguise House Access Avenue is inspired by its existing charming sylvan character, having regard to international best practice examples in Denmark and the Netherlands. The narrow avenue, with occasional intervisible passing bays for motorised vehicles to pass each other at slow speed, will encourage movement on foot and by bicycle, while facilitating essential access and servicing by larger mechanised vehicles. The key functions of movement, drainage, biodiversity and amenity are captured in the design of the streets while also creating a safe and attractive neighbourhood for residents.

3) Pedestrian Focus

Refer to Pedestrian Activity / Facilities (point 4) above. The proposed development has been designed around the needs of the pedestrian. All buildings directly address the pedestrian spaces, and pathways are provided to coincide with the major desire lines. 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.

Parking is primarily located underground, and separate to pedestrian priority areas. Full footpath connectivity will be provided within and around the site. As a result, the pedestrian environment will be welcoming, safe, comfortable, and attractive.

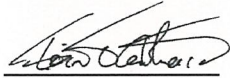
4) Multi-disciplinary approach

As highlighted at the outset of this statement, the design of the proposed development has been undertaken by a full multi-disciplinary team comprising architects, landscape architects, civil engineers, structural engineers, transport advisors, ecologists, quantity surveyors, planners and a range of specialist disciplines (e.g. lighting, noise, archaeology, etc). The combined expertise of this multi-disciplinary team has been brought to bear on the design of the development, including the streetscapes therein.

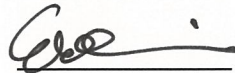
Conclusion

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. This Statement is accompanied by a suite of independent audit of pedestrian and cycle facilities undertaken by PMCE Consultants, and together this comprises the Quality Audit required by DMURS.

Yours faithfully,



Eoin Ó Catháin
Chartered Engineer
Technical Director
Roughan & O'Donovan



Eoghan O'Brien
Architect
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Reddy Architecture & Urbanism

A Quality Audit including Road Safety Audit has been submitted with the planning application.