

TECHNICAL NOTE

MHL Project Number:	MHL_23104TT_DMURS Statement
Project Title:	Prussia Street Student Accommodation
Author:	Ken Manley BE CEng
Date:	04/03/2024
Subject:	DMURS Statement of Consistency
Applicant	Lyonshall Ltd
Application Ref:	N/A



Consistency with the Design Manual for Urban Roads and Streets (Department of Transport, Tourism and Sport & Department of Environment, Community and Local Government, 2013).

• Introduction

The stated strategy on which DMURS was developed is to minimise overall travel demand, reduce carbon emissions and reliance on fossil fuels. Central to this is the alignment of spatial planning and transport policy to contain suburban sprawl, linking employment to transport and encouraging modal shift to more sustainable modes of travel. DMURS outlines that “to support these objectives, street layouts in cities, towns and villages will be interconnected to encourage walking and cycling and offer easy access to public transport. Compact, denser, more interconnected layouts, particularly where served by good quality bus or rail services, will help to consolidate cities, towns and villages making them viable for reliable public transport.”

DMURS compliance will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will 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. This proposed development seeks to embrace the objectives set out in DMURS by implementing a design that will be fully reliant on sustainable transport solutions. The site is to accommodate the delivery of a car parking free student accommodation development which is ideally located adjacent to Technology University Dublin (TUD) and on central bus routes within the City with links to Trinity College and University College Dublin.

The application will accommodate improvements proposed as part of the Blanchardstown to City Centre Bus Corridor Scheme on Prussia Street which includes public realm enhancements for both pedestrians and cyclists. Within the development the provision of 373 secure bicycle parking spaces coupled with 75 visitor bicycle spaces will encourage sustainable transport modes and active travel. All of these improvements will serve to improve sustainable connectivity to the site, aligning with DMURS objectives.

• Creating a Sense of Place

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 in the sections below together with a commentary setting out how the proposed student accommodation development complies with each of these characteristics.

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 finally private cars. The proposed development has been designed with careful consideration for pedestrians and

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cyclists as well as facilitating ease of access for service vehicles.

The site is very well located in terms of connectivity to pedestrian and cycle facilities and is located within a 5minute walking distance to TUD. As indicated frequent bus services on North Circular Road provide door to door access to Trinity College and UCD.

The city footpath network connects the development to all local services and amenities. The development accesses directly onto the R805 footpaths and northbound cycle lane. Ramped access will be provided to the Entrance Plaza. Appropriate tactile paving is to be employed as necessary to accommodate wheelchair access and guide the visually impaired people safely through the development.

A number of proposed and potential pedestrian links are also identified in the site layout and in the Mobility Management Plan. An extensive cycle network is available to cyclists in the vicinity of the site. This cycle network provides excellent connectivity to the city centre and also to the nearby third level institutes. Significant cycle parking is provided, in accordance with guidance documents.

Existing public bus stops are located as shown in Figure 4.1.

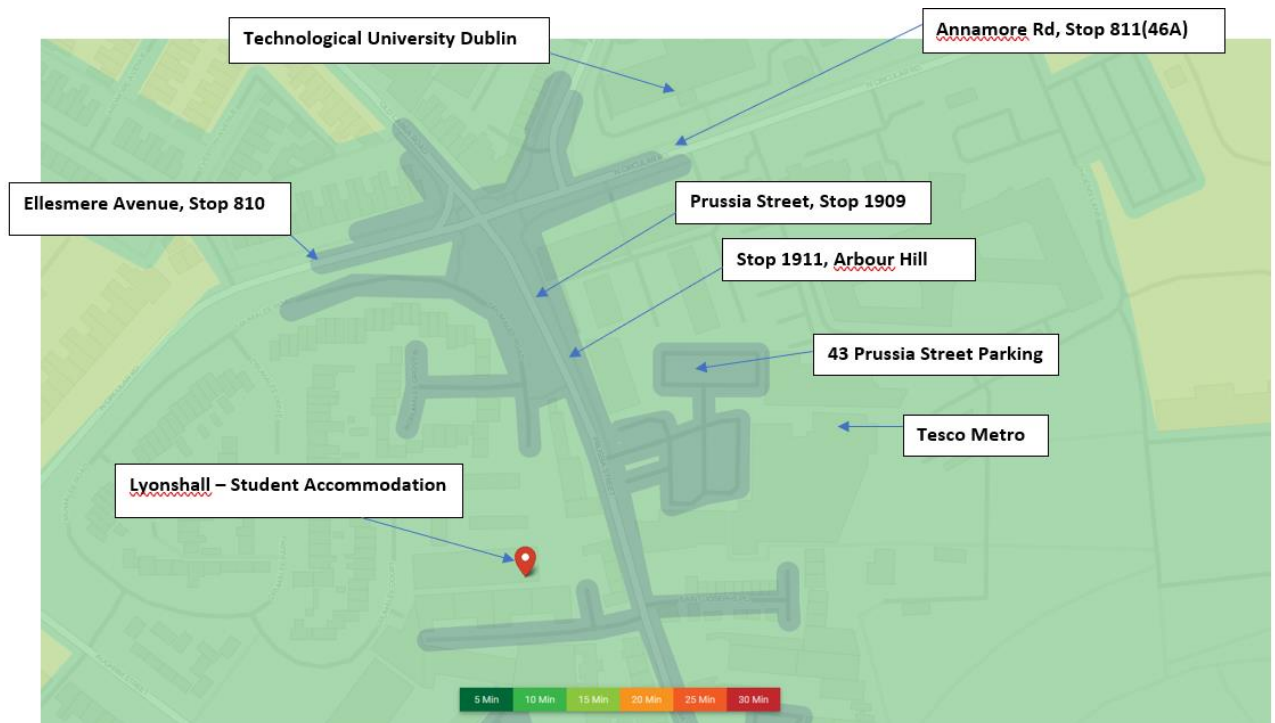


Figure 1 Site's proximity to nearby bus stops on 39A and 46A Bus routes.

The following bus routes served by nearby bus stops are:

- 39A – Trinity College – City Centre

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- 46A – Dun Laoghaire
- 39A - University College Dublin (UCD)

The frequency of service on these routes is every 10 minutes.

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.”

Whilst the provision of bus set down area serves to increase the road space in the area, this will be offset by roadside landscape elements and the multistorey street-side building form presenting a strong vertical element an effective sense of enclosure and improving the roads “optic width”.

The proposed development has been designed so that apartment blocks are overlooking the adjoining R608 and internal open spaces, with sympathetic landscaping, shared surfaces, cycle parking helping to deliver a sustainable environment.

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.”

The development includes the provision of a café fronting onto Prussia Street which in addition to enhancing the food and beverage offering in the general area will provide an element of passive surveillance within the scheme, specifically the entrance plaza.

4. Pedestrian Activities/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 presents residents with extensive sustainable travel options. The site is particularly well located to benefit from existing and planned future sustainable travel infrastructure including BusConnects.

A comprehensive Mobility Management Plan has been developed for the site, outlining the

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available travel options for residents.

- **KEY DESIGN PRINCIPLES**

DMURS sets out four core design principles which designers must have regard 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 residential development.

Design Principle 1: Pedestrian Activity/Facilities

"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 previously the proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The availability of high levels of connectivity for pedestrians and cyclists will promote walking and cycling by making them an attractive travel mode.

The proposed development is well connected to the adjoining third level institutes, the city centre and local amenities, with access to adjoining cycle and pedestrian linkages. Its location alongside a number of regular city bus route services makes it very accessible to city wide amenities and services.

Design Principle 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 provision of a wide footpath network will present a high-quality pedestrian connection to adjoining facilities. The future BusConnects cycle, pedestrian and Bus Corridor plans for Prussia Street will deliver a highly integrated street environment whilst calming traffic and improving pedestrian and cyclist comfort. The scheme proposes that only local access from the junction of Aughrim Street/Prussia Street will be possible implying a significant drop in traffic flow fronting the site is expected.

Design Principle 3: Pedestrian Focus

"The quality of the street is measured by the quality of the pedestrian environment."

The design of the scheme has placed a focus on cycle and pedestrian modes with ramped access to the development. There are excellent pedestrian links to the public road network, public transport services and amenities. The apartment complex form and aspect presents a sense of enclosure with good passive surveillance in order to enhance pedestrians' sense of safety and well-being within this area. A Stage 1/2 Road Safety Audit has also been prepared as part of the application.

Design Principle 4: Multi-disciplinary Approach

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"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 a comprehensive design team covering all relevant disciplines. The proposed development design is led by O'Mahony Pike Architects and Harry Walsh Planning Consultants. All team members are committed to delivering a high-quality development which complies with the recommendations of DMURS.