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1st July 2022

200060-ltr-002

Planning Department  
Dublin City Council  
Wood Quay  
Dublin 8  
D08 RF3F

**RE: Proposed Residential Development at Chadwick's, Santry Avenue, Dublin 9.**  
**DMURS Statement of Consistency**

Dear Sir / Madam

DBFL Consulting Engineers have been commissioned to provide a range of engineering support services in regard to a proposed Strategic Housing Development (SHD) at Chadwick's, Santry Avenue, Dublin 9.

Currently the subject brownfield site accommodates a Builder's Merchant. The site has an approximate area of 1.5 hectares and currently benefits from a direct vehicle access point off the R104 Santry Avenue which runs along the entire northern boundary of the development site. The existing structures on the site will be demolished as part of the planning proposals. The proposed development will consist of 350no. apartments across four residential apartment blocks over a single basement facility (accommodating bicycle and car parking, storage areas and plant), 4 no. retail / commercial units, a medical suite / GP Practice unit, and a community use unit in addition to amenity facilities and all associated infrastructural works.

Whilst the scale of the scheme proposals will not result in the implementation of any new urban streets, the emerging design has nevertheless sought to incorporate and promote the key design principals of the ***Design Manual for Urban Roads and Streets*** (DMURS), as published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government (2013 and updated in 2019). DMURS provides guidance relating to the design of urban roads and streets outlining a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets and urban public realm areas.

DMURS promotes and encourages four Key Design Principles which are:

- **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.
- **Multi-functions streets:** The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.
- **Modal Hierarchy with Pedestrian focus:** The quality of the street is measured by the quality of the pedestrian environment.
- **Multidisciplinary approach:** Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

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## CONNECTED AND SECURE STREETS

The internal public realm / street network is connected to the external network along its entire northern and eastern boundary which ensures ease of access, connectivity, continuity, and integration with all external transport networks, including pedestrians, cyclists and public transport and motorised vehicles. This is enhanced with the help of various design elements adopted such as

- the provision of a vehicle access (leading to/from the basement) at close proximity to the road junction with Swords Road which will prevent large numbers of traffic within the development.
- The provision of appropriate visibility splays at the site access points in response to DMURS requirements for the adopted design speed at this section of the R104 Santry Avenue and Swords Road corridor.
- Maximising the benefits afforded by the proximity of neighbouring bus interchanges (on both side of the Swords Rd and Santry Avenue) and focusing the main pedestrian entrance to/from the residential development around the existing pedestrian crossing facility along Swords Rd and subsequently delivering convenient and safe routes along key travel desire lines between the proposed development and both (i) local interchange opportunities, and (ii) external walk and cycle networks.
- The delivery of secure environments with excellent passive surveillance being accommodated for internally into the central open space areas and externally also all boundaries including notably along the entire frontage on Swords Rd.

## MULTI-FUNCTIONS STREETS

The internal public realm / street, the developments interface with the Swords Rd corridor and Santry Avenue and the vehicle access points have been designed to ensure safe and comfortable co-existence of different street users. Where necessary priorities have been established and assigned with respective design solutions such as wide footpaths, various high quality surface treatments, connectivity to / from pedestrian and cyclist crossings, appropriate kerbed radii, visibility, road markings, shared access routes and segregated pedestrian orientated internal / frontage courtyard / plaza spaces.

## MODAL HIERARCHY WITH PEDESTRIAN FOCUS

The internal public realm / street areas have been designed to ensure convenient, safe, secure, comfortable and accessible movements for pedestrians as a priority. This was enhanced and ensured with the help of such integrated design features as continuous and integrated network of clutter free dedicated high quality pedestrian areas of appropriate width and gradients integrated with the external networks.

## CONNECTED AND SECURE STREETS

- Internal Streets – The schemes internal streets have been designed to respect the intended function as a LOCAL access link.
- Internal Street Carriageway Widths – the 6m widths of the internal East-West street (which already benefits from planning permission) and the short North-South street conforms with DMURS recommendations of 5.0m-5.5m.
- The utilisation of kerb radius at the internal junctions of 6m conforms with DMURS recommendations of 4.5m-6m for local streets with occasional larger vehicles.

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- All car parking bays incorporating 5.0m\*2.5m perpendicular bays and 6.0m\*2.5m parallel bays conforms with DMURS recommendations.
- The width of carriageway at perpendicular bays conforms with DMURS 6.0m recommendations for 2.5m wide bays.
- The design of on-street car parking has been broken with landscape buffers to ensure that parking does not dominate the street scape and the opportunities are provided for street trees to provide a valuable level of street enclosure.
- All internal junctions benefit from the provision of clear unobstructed sightly lines to opposing vehicles in respect of the adopted internal 30kph design speed.
- The external junctions benefit from the provision of clear unobstructed sightly lines in respect if the adopted internal 50kph design speed.

### MULTIDISCIPLINARY APPROACH

In accordance with design philosophy of DMURS, the proposed SHD development has been prepared by an integrated multi-disciplinary design team including the following key partners and coordinated by Armstrong Fenton Associates (Planning Consultants and Project Managers);

- Davy & Smith Architects,
- DBFL Consulting Engineers (Consulting Civil, Structural and Transportation Engineers),
- Dermot Foley (Landscape Architects)

It is the design team's opinion that the proposed development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS), as amended May 2019. The scheme proposals are the outcome of an integrated approach that incorporate street / public realm design, urban design and landscaping to create safer, more attractive environment for vulnerable road users, maximise connectivity to public transport and successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place.

If you have any queries regarding the above, please do not hesitate to contact me to discuss further.

Yours sincerely

Thomas Jennings  
Director - Transportation  
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