

## **DMURS Compliance Statement for Student Accommodation Development at Ardee Point, Newmarket, Dublin 8.**

### **Introduction**

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, in 2013, 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 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.

**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.

### **Description of Proposed Student Accommodation Development at Newmarket, Dublin 8**

The development will consist of: the demolition of two existing industrial warehouses, brick ruins, the remnants of a brick structure at the north eastern corner of the subject site and along the northern boundary and the walls at ground floor level onto Newmarket and Ardee Street; and the construction of a part-two to part-eight storey mixed-use development in three blocks, comprising a co-working shared space with associated café/bar; and 368 No. student accommodation bedspaces with associated facilities, which will be utilised for short-terms lets during student holiday periods.

The Newmarket/Ardee Street block (Block A) proposes a part-two to part-six storey building comprising ancillary student accommodation space including tv lounge, cinema room, games space, events space, gym and common room, elements of which is contained within a double-height partially glazed amenity space over the existing underground vaults, with parts of the vaults incorporated into the amenity space; ancillary management spaces; and a bin and bicycle store all at ground floor level, with 146 No. bedspaces.

The Brabazon Row block (Block B) comprises a part-six to part-eight storey building providing community and study space; ancillary accommodation including plant rooms, sub-station, switch-room, generator all at ground floor level with 120 No. bedspaces.

The St. Luke's Avenue block (Block C) proposes a part-six to part-eight storey building providing a co-working space at ground floor level with 102 No. bedspaces.

The development also proposes the conservation of and works to the existing brick tower located towards the north-western corner of the site; the retention of the façade of the building fronting Newmarket (No. 29 Newmarket) directly adjoining and to the west of the Protected Structure; signage; cycle parking; a service lay-by; hard and soft landscaping and external amenity spaces including courtyards.

## **DMURS Compliance**

The internal layout for paths and walkways at the proposed Student Accommodation & Co-Working space at Ardee Point was designed in compliance with DMURS principles and requirements.

Key design elements ensuring this compliance are the following:-

### **Connected networks**

Due to the size of the development, there are no internal streets or access for vehicles within the development. As a result, all internal networks have been developed as footpaths, walkways and hard and soft landscaped areas.

This internal network of walkways is connected to the external network of footpaths at the perimeter of the site in a number of locations. On the northern elevation, a pedestrian access to the footpath on St Luke's Avenue is provided through the buildings. On the southern elevation, the main entrance is located through which students are encouraged to access the development. This location will have Local

Authority carparking located directly outside the access and a widened footpath to connect with the wider network of Newmarket Square.

On Ardee Street, it is proposed to have a dedicated bike access for the development which will allow students to enter and either store their bicycles indoors or in the Courtyard. Two zones within the courtyard adjacent to the bicycle store have been identified for future bicycle parking spaces, should there be adequate demand. To allow for the potential future installation of these additional bicycle parking spaces, these areas will be developed without permanent planting or built furniture so that they can be easily modified and Sheffield stands will be provided at these locations.

The internal network of paths and walkways within the development allow access through the internal courtyard and is the access for the students to each building or to exit the development from a different way that they entered. Extensive landscaping comprising of hard and soft landscaping will also encourage students and visitors to the development to walk and sit throughout the courtyard.

### **Multi-functions street**

While there are no dedicated vehicular streets within the development, the internal spaces are all shared surfaces of hard and soft landscaping which encourage multiple uses and functions. The landscaping has been developed to encourage and facilitate pedestrian routes and seating throughout the external spaces.

### **Pedestrian focus**

As there is no access internally within the development to vehicles, the development is entirely pedestrian focused. Footpaths and walkways have been provided on the desire lines between the access locations to buildings and the access and egress locations for students to leave the buildings onto the surrounding footpath and road network. In addition, all footpaths and walkways have been designed to be Part M compliant in terms of gradient with ramps designed as part of the landscaping to allow access to all parts of the courtyard.

### **Multidisciplinary approach**

The design of the locations for access and egress onto the surrounding footpath and road network along with the internal footpath and walkway network was as the result of a multidisciplinary approach to the design.

The design of the layouts involved the Architect, Structural Engineer, Civil Engineer, Landscape Architect and Mechanical & Electrical Engineer. In particular, the interaction between the Landscape Architect and the Civil Engineer was of particular

importance to design a SuDS drainage system for distribution of rainwater to ground around the site which would be discrete and would not interfere with the hard landscaping proposed for pedestrian use and the drainage systems below ground.

In addition to this interaction, the Architect and Mechanical & Electrical Engineer provided designs to incorporate lighting and building access to the scheme that was integrated into the strategy of the landscaping, bike parking and desire lines for access and egress.

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