

Ballymore RCP Development  
Services Limited



## Royal Canal Park Phase IV

### DMURS

### Statement of Consistency with Ministerial Guidance

Design Manual for Urban Roads and Streets (2013)

November 2019





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## SECTION 1: STATEMENT

1.1 This statement of consistency confirms the following:

- The roads and streets contained within the proposed Ormond Residential Development have been designed in accordance with the principles set out in the Design Manual for Urban Roads and Streets (DMURS).
- The roads and streets have also been designed in accordance with the Dublin City Development Plan (2016–2022) and the Local Area Plan for Ashtown-Pelletstown (2014-2023).

## SECTION 2: SPECIFIC CONSIDERATIONS

2.1 DMURS encourages safer and more sustainable forms of travel and prioritises pedestrians, cyclists and public transport in that order over private motor vehicles.

The design has followed the 4 core principles contained in DMURS namely

### **Design Principle 1:**

***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.***

The access road and internal road network has been designed to maximise connections to amenities and services. High levels of permeability and legibility are provided that will enable residents to move in a sustainable manner without the use of the private car as the predominant choice of travel. Pedestrian and cycle networks have been provided which follow the natural features of the land and these connect with the Broombridge Luas Stop, existing bus routes on the Ratoath Road, the proposed Royal Canal Greenway, the proposed Pelletstown Train Station, parks and other amenities.

### **Design Principle 2:**

***The promotion of multifunctional streets that balance the needs of all users within a self regulating environment.***

The aim is to enhance the value of place while at the same time calming traffic and improving pedestrian and cyclist comfort. This has been primarily achieved by creating 4 no. plazas to the north, south, east and west which are pedestrian only areas with no car access permitted. This will provide segregated cycle and pedestrian routes which enable free movement of vulnerable users.

### **Design Principle 3:**

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

Street design has focused on the provision of a high quality public space with priority for the pedestrian/cyclist. The materials, finishes and street furniture will be rationally and strategically applied.

### **Design Principle 4:**

***Greater communication and cooperation between design professionals through the promotion of a plan led, multidisciplinary approach to design.***

The design of this development is being carried out by a full team of consultants comprising Town Planning, Architecture, Landscape Architecture, Engineering, and Environmental.

The design team has a clear understanding of the process required to produce a collaborative and coordinated design taking into account plans and policies, spatial requirements and movement patterns.