

## TECHNICAL NOTE

MHL Project Number:	20068TT
Project Title:	Proposed Mixed Use Development, Blackpool, Cork City
Author:	David Murphy B.Eng (Hons), M.A., MIEI
Date:	22/06/2021
Subject:	DMURS Statement of Compliance/ Consistency
Application Ref:	ABP-308573-20 Redforge Road
MHL Document Ref:	MHL-20068TT-RED-DOC05-SDC



Please submit a statement indicating, in the prospective applicant's opinion, the proposal is consistent 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 improve the public road space abounding the site and facilitating the delivery of local CMATS objectives. The site is to accommodate the delivery of improved bus and pedestrian services by the promotion of shared surface infrastructure in the area. The application proposes improvements to the nearby Redforge Road abounding the site, to accommodate a large pedestrian area and develop improvements to the road corridor, aimed at delivering an appealing new streetscape. This carriageway proposal follows discussions with Cork City Council in relation to planned CMATS projects, including the intended Suburban Rail route and Cycle Network which are to pass the site. 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 residential development complies with each of these characteristics.

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### 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 cyclists as well as facilitating ease of access for vehicular traffic.

The site is well located in terms of connectivity to pedestrian and cycle facilities and directly adjacent to the Blackpool Retail Park and within easy walking distance (300m) from the centre of Blackpool and Blackpool Shopping Centre, and a 10minute cycle from the city centre.

The city footpath network connects the development to all local services and amenities. The development accesses directly onto the adjoining Redforge footpaths. Stepped and ramped access is provided to the building. Appropriate tactile paving is to be employed as necessary. This is 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. The existing on street cycle network available to cyclists in the vicinity of the site is to be upgraded as part of the CMATS, Cork Cycle Network Plan. This cycle network will provide excellent to the city centre and also to the nearby local Blackpool areas. Significant cycle parking is to be provided, in accordance with guidance documents. It is a medium-long term goal of CMATS to provide a primary cycle route along the entire length of the N20, connecting the northern environs of the city with the city centre, presenting further improved connectivity to local and wider services.

The site is well served with public transport provisions in the area. A number of city bus routes pass the site and stop at the bus stop at the site boundary. These services include the 215No. city route and 248No. intercity route. The 215No. is a high frequency service and provides connectivity to the city centre, Blarney and Mahon. The planned Cork City (Suburban Rail Transit) route, as identified in CMATS, is planned to also pass the site and will link the site to the Monard, Blarney, City Centre, Dunkettle Park & Ride, Little Island, Carrigtwohill, Middleton and Cobh. As part of the application, it is proposed to provide improvements by developing a pedestrian crossing to the existing bus stop near the applicant's site and improve the bus set down area and to facilitate the regular bus services traversing the route.

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Vehicular access to the site is accommodated by means of a roadside set down area along the Redforge Road. This set down space will accommodate private vehicle and taxi drop-offs.

### 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 residential units are overlooking the adjoining Redforge Road and internal courtyard, with sympathetic landscaping, shared surfaces, cycle parking helping to deliver a sustainable environment.

### 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 has been designed so that the apartments front onto the Redforge Road, with steps and ramps accessing directly onto the nearside footpath. The pedestrian open areas within the development will enhance activity and enliven the environment. The development of a street-side building will serve to instil a street environment. The lack of parking will force all residents to commute by sustainable travel modes, further improving the local urban environment.

### 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

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existing and planned future sustainable travel infrastructure. The apartments are to provide no vehicular parking, requiring all residents to commute by sustainable travel modes. A comprehensive Mobility Management Plan has been developed for the site, outlining the 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 Blackpool Retail Park and Blackpool Shopping Centre, 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 will present a high-quality pedestrian connection to adjoining facilities. The proposal to set back of the apartment building line to accommodate future CMATS cycle, pedestrian and Suburban Rail plans will deliver a highly integrated street environment whilst calming traffic and improving pedestrian and cyclist comfort.

#### 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 stepped and ramped access to the development. There are excellent pedestrian links to the public road network, public transport services and amenities. The apartment building 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.

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### Design Principle 4: Multi-disciplinary Approach

"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 the design team working closely together. The proposed development design is led by Butler Cammoranesi Architects working together with Cathal O'Meara Landscape Architects, JODA and MHP Planning Consultants. All team members are committed to delivering a high-quality development which complies with the recommendations of DMURS.

Your Sincerely,

A handwritten signature in black ink that reads 'David Murphy'. The signature is written in a cursive style and is positioned above a horizontal line.

**David Murphy,**

*B.Eng. (Hons), MA, MIEI*