

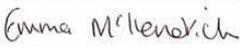
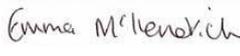
Cúirt Na Coiribe - Student Residential Development, Galway

DMURS Statement of Compliance

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1. Introduction

1.1 Background

AECOM has been commissioned by Exeter Ireland Property III Limited to prepare a Statement of Compliance with the Design Manual for Urban Roads and Streets (DMURS 2013), to accompany a planning application to An Bord Pleanála (ABP) for a proposed development at Cúirt Na Coiribe Student Accommodation Complex, Dun Na Coiribe Road, off Headford Rd, Galway (Figure 1.1).

The site currently comprises an existing 405 No. student accommodation bedspaces and ancillary floorspace including a restaurant to be retained (172 sq m) in two buildings ranging in height from two to six storeys with a gross floor space of c. 11,128 sq m (plus basement carparking measuring 3,661 sq m).

There are currently two number vehicular access points to the site;-

- The first (south-western) is via a priority controlled junction which provides access to Scotty's Restaurant and associated parking area, and also an existing ESB Substation at the rear of the site;
- The second (north-eastern) is again a priority controlled junction which provides access to both the basement car park and the surface car park to the rear of the reception building.

The proposed development will consist of: the demolition of the two storey building (582 sq m) at the entrance to the scheme towards the eastern boundary of the site and the removal of the fifth storey (attic) level (1,123 sq m) of the main building; and the provision of horizontal and vertical additions to and extensions of the main existing building providing 920 No. bedspaces (an additional 515 No. student accommodation bedspaces) in 868 No. bedrooms; ancillary student accommodation spaces at basement and ground floor level measuring 1,688 sq m and including gym/fitness studio, games room, library/study spaces, multi-functional spaces, café/restaurant, and student lounge spaces; all provided in a single building in 9 No. linked blocks ranging in height from 2 No. to 6 No. storeys (gross floor space of 24,521 sq m plus basement car-parking and plant (2,615 sq m)). The scheme comprises a total floor area above ground of 22,180 sq m over a basement of 4,956 sq m.

The scheme also proposes 59 No. car-parking spaces (43 No. basement and 16 No. surface spaces); 656 No. cycle parking spaces; 5 No. motorcycle parking spaces; external student amenity spaces; hard and soft landscaping; boundary treatments; plant; diversion of services and all associated works above and below ground.

1.2 Objectives

This Statement of Compliance has been prepared as per the Strategic Housing Development (SHD) Section 5 Pre-Application Consultation Request, Section 19, which requests the following:

"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)."

It is AECOM'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) 2019. The scheme proposals are the outcome of an integrated approach that incorporate road design, urban design and landscaping to create lower traffic speeds and thereby facilitate a safer, more attractive environment for pedestrians and cyclists.

The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The implementation of self-regulating streets actively manages movement by offering real modal and route choices in a low speed, high quality residential environment.

The main objective of this report is to examine the design principles of the proposed development with reference to the two core principles presented within DMURS, as outlined below:

1. **Street Networks:** To support the creation of integrated street networks which promote either levels of permeability and legibility for all users and in particular more sustainable forms of transport.
2. **Street Design:** The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.

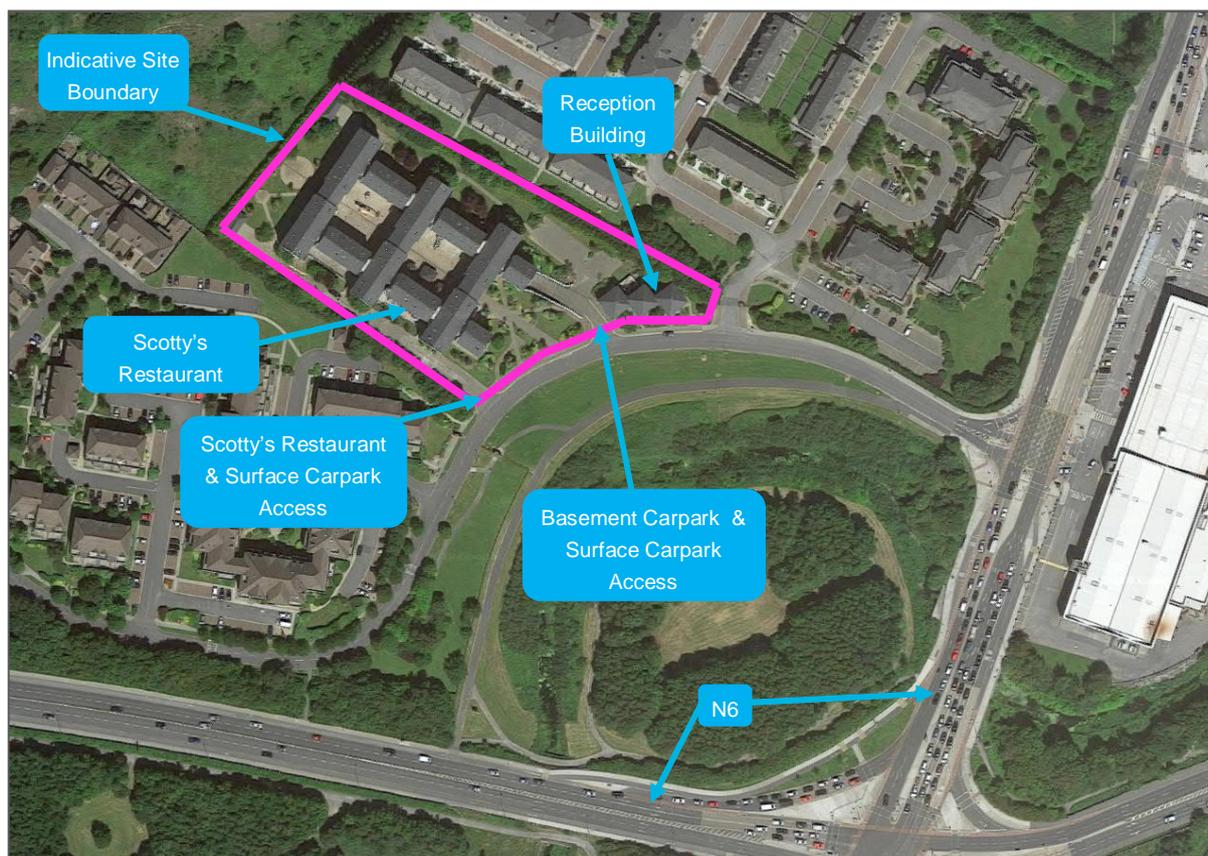


Figure 1.1 – Site Location (Source: Google Maps)

2. Street Networks

Specific attributes of the street network which contribute to achieving the DMURS objective include:

- The proposed development achieves filtered permeability, primarily for walking and cycling at several locations along the at the south-eastern boundary of the site with the Dun na Coiribe access road (Figure 2.1).
- The internal pedestrian routes within the site were derived from the location of the existing/proposed apartment blocks and associated facilities. This has led to the creation of pedestrian routes that lead to/from and around the complex and ties into the existing/proposed pedestrian footways along the Dun na Coiribe access road. Figure 2.2 below indicates the pedestrian routes within and around the subject site.
- The potential dominance of on-street car parking is actively managed through the provision of dedicated short-duration parking and a set-down/delivery area at surface level (located internally within the site), and residential parking within the basement car park. In addition, the provision of landscaped buffers and trees along the frontage of and internally within the site and will actively discourage inappropriate parking practices.
- Well-designed pedestrian crossing facilities are provided along the key travel desire line along the Dun na Coiribe access road (Figure 2.1). These crossings are provided with dropped kerbs and tactile paving thereby allowing pedestrians to informally assert a degree of priority.
- The designed open spaces within the internal courtyard and around the perimeter of the site have been developed on the basis of linkages and connectivity throughout the scheme; pre-empting desire lines has been critical. People places are successful places and it is envisaged that these spaces will be actively used and enjoyed by future residents which will bring about a great sense of ownership and overall pride. Further details of these open spaces can be found on the Landscape Architects drawings which detail routes through the open spaces within the site.
- The potential dominance of on-street car parking is actively managed through the provision of a dedicated parking area within the basement, of which access to will be controlled by the management company. In addition, the provision of landscaped buffers along the frontage of the site coupled with the narrow width of

the internal access road will actively discourage inappropriate parking practices, and also serve to break up continuous bays of parking.

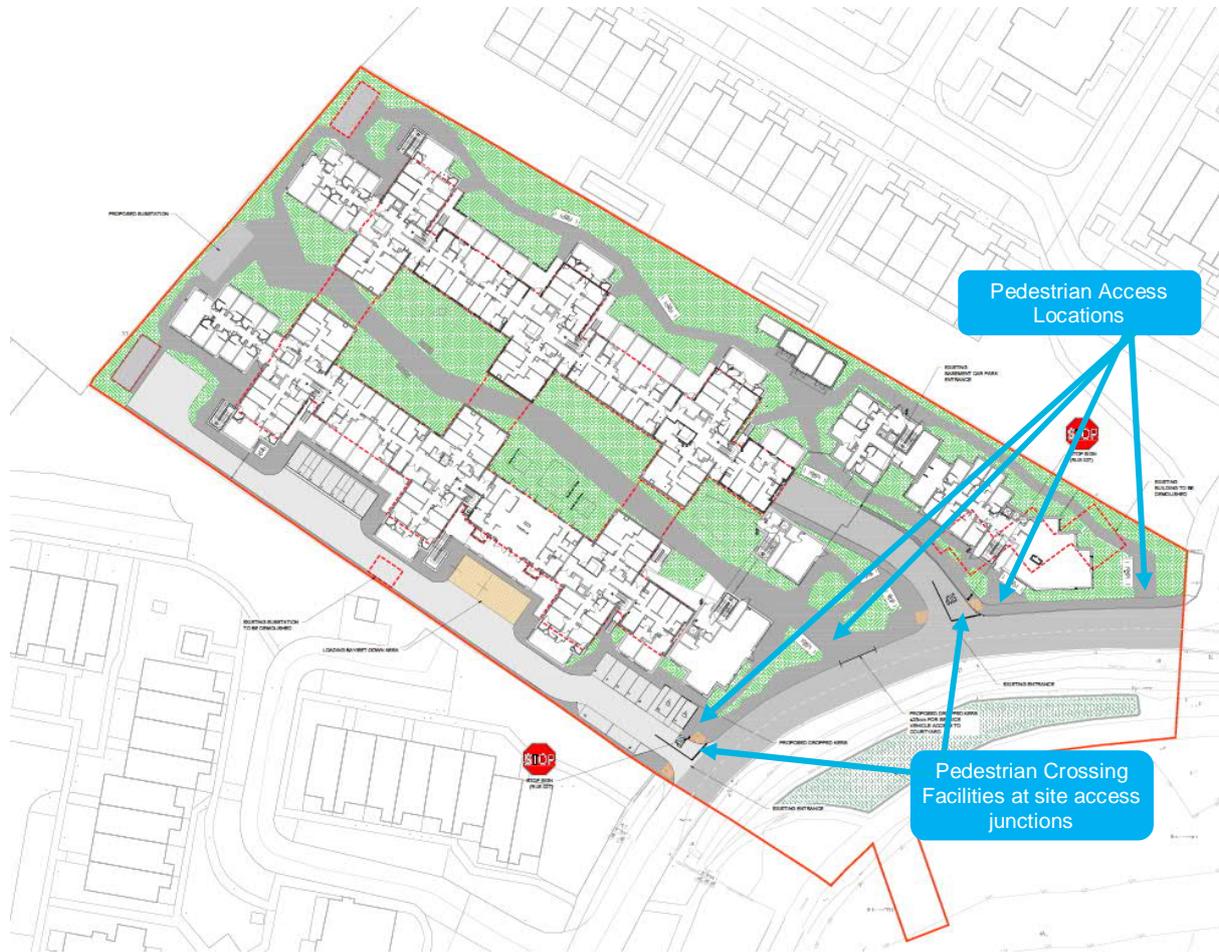


Figure 2.1 Proposed Site Layout with Pedestrian Connections/Facilities



Figure 2.2 Internal & External Pedestrian Routes & Permeability to External Road Network

3. Street Design

The internal layout design has been informed by Chapter 4 of the DMURS guidelines. The following measures are examples of where compliance with the recommended street design guidelines has been demonstrated:

3.1 Self regulating Streets

The implementation of a self-regulating shared pedestrian/vehicle route within the site actively manages movement by offering real modal and route choices in a low speed, high quality residential environment. The design of the scheme proposals has actively sought to ensure there are no long straight sections of carriageway with the provision of strategically placed traffic calming features (i.e. pinch-points and horizontal deflections) located at an appropriate frequency and distance.

3.2 Streetscape

3.2.1 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 toward the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.’

To promote a sense of enclosure within the site, the proposed development has been designed to ensure the residential units overlook the adjacent access roads, and open space areas within the site.

The provision of landscaping is a vital component of the site layout, adding a sense of enclosure to the streetscape, and accordingly help to encourage vehicles to travel at lower speeds.

3.2.2 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 proposed residential units along the southwestern and north eastern boundaries of the site fronts onto and overlooks the route leading to Scotty's Restaurant and Dun na Coiribe, respectively, thereby creating a more active site boundary whilst also creating a focal point for the development.

3.2.3 Pedestrian Activity/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 make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.'

As previously outlined, the proposed development has been designed to provide pedestrian permeability throughout the site and onto Dun na Coiribe. The residential units overlook the pedestrian routes throughout the site and along Dun na Coiribe thereby providing surveillance and active edges (Figure 2.2).

In addition, the following measures are examples of where compliance with the DMURS pedestrian focus has been demonstrated:

- As per Figure 4.34 of DMURS, the internal footpaths have been proposed at a minimum width of 1.8m, which is the space required to allow two buggies or wheelchairs to pass each other or travel side by side.
- There are pedestrian crossings proposed at the site access junctions with Dun na Coiribe, which comprise of tactile paving and dropped kerbs to facilitate pedestrian movements crossing the carriageway at the junctions.
- The proposed corner radii at the junctions comply with DMURS (Section 4.3.3) to 3.0 – 6.0m in order to reduce vehicular speeds and reduce pedestrian crossing distances.
- As illustrated within the Landscape Architecture Plan, the central courtyard area and the area to the north of the site haven been given over to attractive landscaped amenity areas designated for passive recreation, finished with amenity lawns, planting and loop paths.
- Providing an active space encourages use by residents of external amenity spaces and helps make connections and friendships. Generous seating elements encourages residents to gather and facilitates passive supervision. Providing all-weather elements such as the canopy at the rear of Scotty's Restaurant shelters encourages people to gather even on a foggy drizzly day and meet their friends.
- AECOM Drawing PR354607-ACM-XX-XX-AZ-TR-07-001 as included within the Traffic & Transport Assessment provides details of the pedestrian/cycle permeability from the site to the wider surrounding Galway area. This drawing indicates the catchment areas, and existing amenities within these areas such as Parks and Third Level Education campuses, based on walking distances (<1km, 1-2km, 2-3km, 3-4km and 4-5km) using existing pedestrian facilities.
- AECOM Drawing PR354607-ACM-XX-XX-AZ-TR-07-002 as included within the Traffic & Transport Assessment provides details of the pedestrian/cycle permeability from the site to the areas within the immediate vicinity of the site. This drawing indicates the catchment areas, and existing amenities/facilities within the surrounding area such as Shops, Healthcare facilities, Banks, Parks and Third Level Education campuses, based on walking distances (<0.5km, 0.5-1km and 1-1.5km, 2) using existing pedestrian facilities. Existing pedestrian and cycle facilities are also shown and their connectivity to the subject site.

3.2.4 Cyclists

'The National Cycle Manual (2011) (NCM) promote cycling as a sustainable form of transport and seek to rebalance design priorities to promote a safer and more comfortable environment for cyclists. To achieve these goals, the NCM recognises the importance of slowing vehicular traffic within cities, towns and villages, and advocates many of the measures contained within this Manual, such as narrower vehicular carriageways and tighter corner radii.'

DMURS goes on to state: *'On lightly-trafficked/low-speed streets, designers are generally directed to create Shared Streets where cyclists and motor vehicles share the carriageway'*

As previously outlined, the proposed corner radii at the junctions comply with DMURS (Section 4.3.3) to 4.0 –6.0m in order to reduce vehicular speeds.

The proposals include the provision of a total of 80 short term and 576 long term bicycle parking spaces (656 in total) on-site within the subject Cúirt na Coiribe development. It is proposed within the Mobility Management Plan to monitor the usage of the cycle parking following the opening of the proposed development. Should demand meet the proposed level of cycle parking, additional cycle parking can be provided for the development. Cycle parking usage will also be monitored on an annual basis with additional cycle parking provided where necessary.

3.2.5 Carriageway Conditions

The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The subject development proposes a hierarchy of streets which include:-

- a 6.0m wide carriageway leading to/from the basement car park,
- A Local Street which ranges in width from 3.65m-5.1m providing access to Scotty's Restaurant and surface level short duration parking. This route will be shared by pedestrians and vehicles which is considered acceptable along this quiet street, operating as a cul-de-sac, with its associated low volume of vehicular traffic.

A swept path analysis has been undertaken to demonstrate that the proposed development can cater for a 10.2m refuse vehicle to safely access and egress the site and manoeuvre within the development. In addition a swept path analysis has also been undertaken to demonstrate a Fire Tender accessing both the internal court yard area, the basement car park and the access road leading to/from Scotty's restaurant. AECOM drawing no. PR354607-ACM-00-XX-DR-CE-10-0101 illustrates the swept path analysis.

3.2.6 Traffic Calming

DMURS recommends self-regulating streets in order to impact upon driver behaviour. Within the development, the use of narrow streets (3.65m -5.1m for the access to/from Scotty's Restaurant & 6m for the access to the basement car park) is used in combination of on street parking within the development and also the use of landscaping.

The design of the scheme proposals has actively sought to ensure that no excessively long straight sections of roads are provided with the strategic placement of different traffic calming features (e.g. tight bends, horizontal deflections, vehicle pinch points etc) are provided at the appropriate frequency/distance (e.g. guidance outlined with the Traffic Management Guidelines) to actively reinforce by design the adopted 30kph vehicle design speeds.

3.2.7 Landscaping

Section 4.2.2 & 4.2.7 of DMURS recommends providing softer landscaping areas in order to provide a sense of "place function" within the development. The site therefore provides a significant amount of landscaping, including trees which will contribute to creating a sense of enclosure and thereby encourage lower vehicle speeds. A selection of trees are proposed in the landscape plans prepared by TBS Landscape Architects.

Landscaped buffers have been incorporated where possible, to allow planting to add to the streets enclosure and contribute to the sense of security for pedestrians and cyclists. We believe the strategic placement and specification of planting across the scheme proposals perform a number of important roles including that of influencing vehicle driver behaviour by both narrowing the perceived width of carriageways and providing a sense of enclosure thereby acting as a traffic calming feature.

3.2.8 Materials and Finishes

DMURS also gives guidance on the types of materials and finishes to be used in order to provide a sense of calm for traffic and improve legibility for vulnerable road users. All carriageways, footpaths and tactile paving will be of visually contrasting colour. The road markings will be flush so as to permit refuse vehicles and fire tenders manoeuvring within the development infrequently.

3.2.8.1 Signing and Lining:

As per Section 4.2.4 of DMURS, signing and lining has been provided appropriately at the required locations throughout the development. However, the proposed development has been designed to have a self-regulating approach to increase the road safety as opposed to relying on mandatory and warning signs.

The lighting design will be fully in compliance with DMURS Specification Section 4.2.5, BS 5489 and a level P Classification in accordance IS EN 13201-2:2015.