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## TECHNICAL NOTE 190004/02

<b>Subject:</b> DMURS Design Statement	<b>Produced by:</b> SB
<b>Project:</b> White Pines Central Residential Development, Stocking Avenue, Dublin 16	<b>Checked by:</b> BK
<b>Job No.:</b> 190004	<b>Date:</b> May 2021

### 1.0 INTRODUCTION

- 1.1.1 It is DBFL's opinion that the proposed residential scheme is consistent with both the principles and guidance outlined within the *Design Manual for Urban Roads and Streets* (DMURS) 2013. The scheme proposals are the outcome of an integrated design approach that seeks to implement a sustainable community connected by well-designed streets which deliver safe, convenient and attractive networks.
- 1.1.2 Section 2.0 of this Technical Note outlines the specific design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that is compliant with DMURS.

### 2.0 DESIGN ATTRIBUTES

#### 2.1 Development Strategy

- 2.1.1 The proposed residential scheme delivers mode and route choices along direct, attractive and safe linkages to a range of amenities and local service destinations. The site is also ideally located to benefit from sustainable travel options which include the bus route and cycle facilities on Stocking Avenue. Also refer to DFBL Drawings 190004-DBFL-TR-SP-DR-C-1001 (Existing Transportation Linkages) and 190004-DBFL-TR-SP-DR-C-1002 (Proposed Transportation Linkages).

- 2.1.2 The proposed residential scheme incorporates a hierarchy of streets as noted below:
- An existing **Local** road (Stocking Avenue) is located along the northern boundary of the proposed scheme.
  - An existing **Local** street network is located to the south of the proposed scheme within a development recently completed by Ardstone (“White Pines South”).
  - The internal road network within the proposed scheme has been designed as **Local** streets which provide access within / across the proposed new residential community and to the **Local** road and **Local** street network noted above.
  - The adopted design philosophy has sought to consider the context / status of the proposed residential **Local** streets in terms of level of pedestrian activity and vulnerable users’ requirements.
- 2.1.3 The primary access route for motorised vehicles to the “White Pines Central” is via the existing roundabout on Stocking Avenue and the road network constructed to serve “Stocking South” under Application Reg. Ref. SD10A/0041.
- 2.1.4 A secondary site access point is also proposed in the eastern corner of the site. This access is principally intended to facilitate pedestrian and cyclist permeability between the proposed scheme and Stocking Avenue. This access point is designed as a 6.0m wide shared surface and can also serve as an alternative access and egress point for Emergency Services and residents should the primary access route for motorised vehicles become blocked (e.g. road traffic accident).
- 2.1.5 The proposed schemes layout facilitates high levels of cycle and pedestrian connectivity. Existing cycle tracks are located immediately adjacent to the site’s northern boundary (along Stocking Avenue). Pedestrian connectivity is facilitated by way of additional pedestrian access points to Stocking Avenue and pedestrian linkages to the south and west (into Ardstone’s recently completed development “White Pines South”).



## 2.2 Design Parameters

2.2.1 The implementation of self-regulating streets actively manages movement by offering real modal and route choices in a low speed / high quality residential environment. Specific attributes of the schemes design which contribute to achieving this DMURS objective include;

- a) On-street activity is promoted internally along the residential streets e.g. through the adoption of 'own-door' dwellings along the proposed scheme's primary south to north entrance route.
- b) The proposed design has sought to specify minimal signage and line markings along the internal **Local** streets with such treatments used sensitively throughout and predominately at key nodes and 'transition' areas with the adjoining **Local** Streets.
- c) Footpaths (minimum 2.0m wide) are provided throughout the scheme and with connections / tie-in to existing external pedestrian networks.
- d) Well designed and frequently provided pedestrian crossing facilities are provided along key travel desire lines throughout the scheme in addition to those located at street nodes. All courtesy crossings are provided with either dropped kerbs thereby allowing pedestrians to informally assert a degree of priority (refer to DBFL's Roads Layout Plan 190004-DBFL-RD-SP-DR-C-1001).
- e) All informal pedestrian crossing facilities are at least 2.0m wide.
- f) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided / safeguarded at all internal nodes
- g) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii at **Local** street nodes have been specified as 4.5m as per DMURS guidance.



- h) Along lightly trafficked internal **Local** streets, cyclists will share the carriageway with other street users as per the NCM guidance for such situations. These **Local** streets connect to the **Local** streets network within "White Pines South" which connects to Stocking Avenue (existing **Local** road) where dedicated cycle infrastructure is located.
- i) Where perpendicular car parking is proposed additional vehicle manoeuvring requirements are accommodated within the carriageway design width (i.e. 6.0m aisle width).
- j) Internally within the proposed scheme, carriageway kerb heights have been specified as 80mm in accordance with the objectives of DMURS.

