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TECHNICAL NOTE 190011/001

Subject: DMURS Design Statement

Produced by: NCG

Project: Parkside 4, Parkside, Dublin 13

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1.0 INTRODUCTION

- 1.1.1 It is DBFL's opinion that the proposed residential development is consistent with both the principles and guidance outlined within the *Design Manual for Urban Roads and Streets* (DMURS). 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 in addition to promoting a real and viable alternative to car-based journeys.
- 1.1.2 The following section outlines the specific design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that is in full compliance with DMURS.

2.0 DESIGN ATTRIBUTES

2.1 Development Strategy

- 2.1.1 The development strategy maximises connectivity between the existing constructed development and the proposed residential scheme. A high degree of permeability and legibility is provided between the proposed residential blocks and the wider area for vulnerable road users. Accordingly, the proposed residential scheme delivers greater mode and route choices along direct, attractive and safe linkages to a range of amenities and local service destinations.

2.2 Design Parameters

2.2.1 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. Specific attributes of the schemes design which contribute to achieving this DMURS objective include;

- a) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided at the scheme access point.
- b) Pedestrian and cyclist crossing facilities are provided along key travel desire lines on Parkside Boulevard.
- c) Existing uncontrolled pedestrian crossing on Parkside Boulevard to be upgraded to a Toucan crossing to provide a safe crossing point for vulnerable road users and a traffic calming effect to vehicular traffic on Parkside Boulevard.
- d) A raised flat top entry treatment is provided at the entrance to the basement car park thereby allowing pedestrians and cyclists to informally assert a degree of priority.
- e) Pedestrian access is provided to the parkland to the north and east of the development.
- f) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii at the proposed entrance have been generally specified as 3m as per DMURS guidance.
- g) The provision of on-street parallel car parking is provided in accordance with DMURS and are a minimum of 6m long x 2.4 m wide.
- h) A large volume of cycle parking facilities has been provided to encourage the use of more sustainable modes of travel.

A pedestrian crossing facility can be provided across Balgriffin Park road in conjunction with the local authority when developments are progressed on each side of Balgriffin Park road. This will provide connectivity to the development currently under construction on the east side of Balgriffin Park road and along the Mayne River.

