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TECHNICAL NOTE 180208/001

Project: Residential Development, Cornelscourt	Produced by: SB
Title: DMURS Compliance Statement	Checked by: BK
Job No: 180208	Date: 1 st OCTOBER 2019

1.0 INTRODUCTION

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) 2013. The scheme proposals are the outcome of an integrated urban design and landscaping strategy to create a safe environment for pedestrians and cyclists accessing the site. DBFL along with the rest of the design team have interrogated the DMURS principles to ensure the final layout provides a high quality urban development in proximity to Old Bray Road and Cornelscourt Village.

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.

1.1 DESIGN PARAMETERS

The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. Specific attributes of the schemes design which contribute to achieving this DMURS objective include;

- a) Prioritising pedestrians and cyclists through the development which:
- Provides pedestrian and cycle access to the development from Old Bray Road (i.e. direct, attractive and safe linkage to a range of local amenities and local service destinations)
 - A dedicated cycle / pedestrian access route (completely separate from the vehicle access ramp to the basement) is provided along the site's north-western boundary which facilitates the following:
 - Cycle access from Old Bray Road to basement bicycle parking areas.
 - Cycle access from the basement to the existing cycle track located along the N11.
 - Pedestrian access from the podium to the proposed footpath along the N11 (this proposed footpath along the N11 aligns with objectives in the Bus Connects Emerging Preferred Route for Bray to the City Centre).
 - A cycle / pedestrian link is also proposed at the eastern corner of the site (linking the proposed development to the existing park at the northern end of Willow Grove).
- b) Provision of a safe vehicular access onto Old Bray Road which:
- Includes line marking in accordance with the Department of Transport's Traffic Signs Manual which provides a more formalised access when compared to the existing access arrangements for the AIB carpark.
 - Complies with minimum visibility splays as required by DMURS.
 - Provides vehicular access route to the basement carpark and to the podium area.
 - Provides a layby / set down area adjacent to site entrance.

