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TECHNICAL NOTE 180208/001

Project: Residential Development, Cornelscourt	Produced by: BK/HG
Title: DMURS Compliance Statement	Checked by: BK
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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) 2019. 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. 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.
- 1.1.2 This report outlines DMURS objectives and principles as well as 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 DMURS OBJECTIVES

2.1.1 DMURS seeks to balance the needs of all users, creating well designed streets at the heart of sustainable communities. It states that:

"Well designed streets can create connected physical, social and transport networks that promote real alternatives to car journeys, namely walking, cycling or public transport".

2.1.2 DMURS also seeks to create streets which are attractive places and encourage designs appropriate to context, character and location that can be used safely and enjoyably by the public.

3.0 DMURS PRINCIPLES

3.1.1 At the heart of DMURS is a place-based, integrated approach to road and street design with the following four overarching design principles to be applied to the design of all urban roads and streets. These four principles are as follows:

1. 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;
2. To promote multi-functional, place-based streets that balance the needs of all users within a self-regulating environment;
3. The quality of the street is measured by the quality of the pedestrian environment;
4. Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.



4.0 DESIGN PARAMETERS

4.1.1 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 those noted below (also refer to DBFL Drawing 180208-DBFL-XX-XX-DR-C-2006 Pedestrian and Cycle Linkage Plan).

- a) Prioritising pedestrians and cyclists within the development layout which:
- Provides pedestrian access to the podium area of the development from two locations along Old Bray Road (i.e. direct, dedicated, attractive and safe linkage to a range of local amenities and local service destinations in Cornelscourt Village).
 - A pedestrian crossing is provided at the key pedestrian desire line on approach to the podium area (at the point where vehicles approach the podium area) allowing pedestrian to informally assert a degree of priority.
 - At the northern corner of the site, provision is made for cycle access from the adjacent bicycle parking area at basement level to the existing cycle track located along the N11. Pedestrian access is also facilitated at this location from the development to the proposed footpath along the N11 (this proposed footpath aligns with objectives in the Bus Connects Emerging Preferred Route for Bray to the City Centre).
 - Dedicated cycle access to bicycle parking areas at basement level is also provided at two locations along the eastern side of the basement (accessed from Old Bray Road via the shared surface which runs from the podium area, along the southern site boundary before turning north towards the cycle access points at the eastern side of the basement).
 - As a secondary means of accessing bicycle parking at basement level, wheeled channels adjacent to stairs from podium level are also provided.
 - The cycle access points noted above are completely separate from the vehicle access ramp to the basement.



- Provision is also made for a potential future cycle / pedestrian link 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.
 - Appropriate clear unobstructed visibility splays, as per DMURS requirements are provided / safeguarded at all internal nodes and at the two site access junctions to the external road network.
 - Provides vehicular access route to the basement carpark without the need to access the shared surface podium area.
 - Utilizes contrasting materials and finishes to indicate the changing function of the shared surface central podium area, with landscaping to facilitate a one-way clockwise vehicle movement through the area to minimize conflict.

5.0 CONCLUSION

5.1.1 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) (Version 1.1, 2019). This report outlined the specific design features that have been incorporated within the proposed development that had the objective of delivering a design that is in full compliance with DMURS.

