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## TECHNICAL NOTE 190230/01

<b>Subject:</b>	DMURS Design Statement	<b>Produced by:</b>	SB
<b>Project:</b>	White Pines East Residential Development, Dublin 16	<b>Checked by:</b>	BK
<b>Job No.:</b>	190230	<b>Date:</b>	1 <sup>st</sup> Feb 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 DBFL Drawings 190230-DBFL-TR-SP-DR-C-1001 (Existing Transportation Linkages) and 190230-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 southern boundary of the proposed scheme.
  - In contrast, the internal road network has been designed as **Local** streets which provide access within / across the proposed new residential community and to the **Local** road noted above
  - The **Local** streets network within the proposed development is also linked to existing **Local** streets located within Ardstone's recently completed development to the west of the site ("*White Pines North*").
  - 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 point for vehicles is located along Stocking Avenue (along the site's southern boundary). A secondary access point for vehicles is also facilitated adjacent to the site's north-west corner aligning with SDCC's LAP road linkage objectives (linking back into Ardstone's recently complete development located to the west of the subject site). This access point can also serve as an alternative access and egress point for Emergency Services. The site's road layout also facilitates a potential road linkage to lands east of the site (should they be developed in the future).
- 2.1.4 The proposed schemes layout facilitates high levels of cycle and pedestrian connectivity. Existing cycle tracks are located immediately adjacent to the site's southern boundary (along Stocking Avenue). Pedestrian connectivity is facilitated by way of additional pedestrian access points to Stocking Avenue, linkages to the west and north-west (into Ardstone's recently completed development to the west of the site and associated trail along the site boundary with the M50) and linkage to the existing laneway which runs north-east of the site / parallel to the M50 motorway. The site's layout also enables future pedestrian connectivity to lands east of the site (should they be developed in the future).
- 2.1.5 A new uncontrolled pedestrian crossing is also proposed adjacent to primary access point for vehicles on Stocking Avenue which will facilitate pedestrian linkage to Ardstone's developments south of Stocking Avenue (particularly "*White Pines Central*" which is currently subject to a separate planning application).



## 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 by way of 'own door' duplex units along the site's western boundary which address the primary south to north vehicle access 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** road.
- c) Footpaths (minimum 1.8m wide in accordance with DMURS) 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 190230-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 also been specified as 6.0m.



- 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 Stocking Avenue (existing **Local** road) which incorporates dedicated cycle infrastructure.
- 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.

