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TECHNICAL NOTE 162073/002

Subject:	DMURS Design Statement	**Produced by:**	DG
Project:	Strategic Housing Development at Fortunestown Lane, Saggart, Co. Dublin	**Checked by:**	DMW
Job No:	162073	**Date:**	30th September 2019

1.0 INTRODUCTION

1.1.1 It is DBFL's opinion that the proposed apartment 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 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 outlies 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 Strategy Development

2.1.1 The adopted strategy maximises connectivity between key local destinations through the provision of a high degree of permeability and legibility for all network users particularly for sustainable forms of travel. 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.

2.1.2 ***Arterial*** links including the N9, N82 and N81 are located to the north, east and south of the subject site respectively. ***Link*** streets bordering the site to the south such as Fortunestown Lane and Garter Lane to the west of the site provide the connections between the proposed development and both the above ***Arterial*** links and with

neighbourhood centres. In contrast, the road linkage to the development is via a proposed ***local*** street ("Green Link") that provides access within / across the proposed new development and between the ***Link*** streets bordering the site. The movement function of the proposed ***local*** street has sought to respect the different levels of motorised traffic whilst optimising access to/from public transport and catering for higher number of pedestrians and cyclists. In parallel the adopted design philosophy has sought to consider the context / place status of the ***local*** street in terms of level of connectivity provided, quality of the proposed design, level of pedestrian / cyclists activity and vulnerable users requirements whilst identifying appropriate 'transition' solutions between different street types.

2.1.3 The vehicular link to the subject site is via the "Green Link" ***local*** street to the north which includes pedestrian and cycle facilities. The provision of a "Plaza" area between Blocks "B" and "C", provides a dedicated pedestrian / bicycle connection to Saggart LUAS Stop and maximises permeability along key travel desire lines thereby delivering convenient, attractive and safe linkages for pedestrians and cyclists.

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) A strong sense of street enclosure is achieved utilising the adopted building height to street width ratios internally; in parallel with the specification of trees along the "Green Link".

b) To reduce the visual impact of parking, on-street parking is provided with maximum four parallel spaces with landscape features provided between car parking areas.

c) On-street activity is promoted along the "Green Link" with the provision of on-street parking and access to the apartment blocks.

d) The proposed design has sought to specify minimal signage and line markings along the ***local*** street with such treatments used sensitively and predominately at key nodes and 'transition' areas with adjoining ***Link*** Streets.

e) Footpaths no less than 1.8m (generally 2.0m or wider) are provided with connections / tie-in to existing external pedestrian networks.

f) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided / safeguarded at vehicular access points to the basement car parks.

g) Courtesy crossings are provided with either dropped kerbs or a raised flat top treatment thereby allowing pedestrians to informally assert a degree of priority.

h) At the more heavily trafficked ***Arterial*** / ***Link*** nodes formal signalised crossings are provided for the benefit of both pedestrians and cyclists. Such crossings are provided with a single straight direct movement to minimise crossing distance and enhance pedestrian / cyclist convenience and comfort levels.

i) All informal pedestrian crossing facilities are at least 2.0m wide, whilst all controlled pedestrian crossings are at least 2.4m wide.

j) All toucan crossings are 4.0m wide or more.

k) The developments principle ***Local*** streets connecting the new residential area with the external ***Link*** streets incorporate dedicated bicycle infrastructure with both at-grade bicycle lanes (1.75m wide) and segregated tracks (2.0m wide) designed in accordance with the National Cycle Manual (NCM). Along the remaining lightly trafficked internal ***Link*** streets cyclists will share the carriageway with other street users as per the NCM guidance for such situations.

l) At each of the at-grade flat top pedestrian crossing / traffic calming table treatments, different surface material treatments are proposed to alert and subsequently influence driver behaviour and vehicle speeds.

m) Vertical deflections in the form of raised tables have been strategically placed across the ***Local*** street network to promote lower design speeds and enable pedestrians to cross the street at-grade. These features have been located at (i) equal priority junctions, (ii) on straights where there is more than 70m between nodes, (iii) at entrance treatments to reinforce a change between

design speeds, (iv) at pedestrian crossings; and (v) outside focal / civic points (e.g. connection to/from LUAS interchange). The maximum height of these raised flat top treatments is designed to be 75mm with a minimum flat top width of 2.0m.

n) The provision of on-street carparking includes parallel parking bays along either one or both sides of the "Green Link" ***local*** streets. In accordance with DMURS the parallel bays are dimensioned 6.0m long by 2.4m wide.