



DBFL Consulting Engineers

WATERFORD OFFICE: Unit 2, The Chandlery, 1-2 O'Connell Street, Waterford.

DUBLIN OFFICE: Ormond House, Upper Ormond Quay, Dublin 7

PHONE: +353 51 309 500 **FAX :** +353 51 844 913

EMAIL : info@dbfl.ie **SITE :** www.dbfl.ie

TECHNICAL NOTE 180078/003

Subject: DMURS Design Statement

Produced by: BK

Project: Residential Development at Citywest Shopping Centre, Fortunestown, Dublin 24

Checked by: -

Job No.: 180078

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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 Strategy Development

- 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 (e.g. retail and entertainment facilities at Citywest Shopping Centre, Fortunestown Luas stop, bus stops on Citywest Road and Citywest Playground to the south of the site). Also refer to DFBL Drawing 180078-2000.
- 2.1.2 The proposed residential scheme incorporates a hierarchy of streets as noted below:
- Existing **Arterial** links are located along the northern and eastern boundaries of the proposed scheme (Fortunestown Lane and Citywest Road).

- An existing **Local** street is located along the western side of the site (Citywest Drive which is accessed off Fortunestown Lane)
- The internal road network serving the northern and southern portions of the site have been designed as **Local** streets which provide access within / across the proposed new residential community and to the existing **Local** street and **Arterial** links noted above.
- The adopted design philosophy has also sought to consider the context / place / status of the proposed residential **Local** street in terms of level of pedestrian activity and vulnerable users' requirements.

2.1.3 The primary access point for motorised vehicles to the northern and southern portions of the site are located off Citywest Drive (along the western side of the proposed scheme).

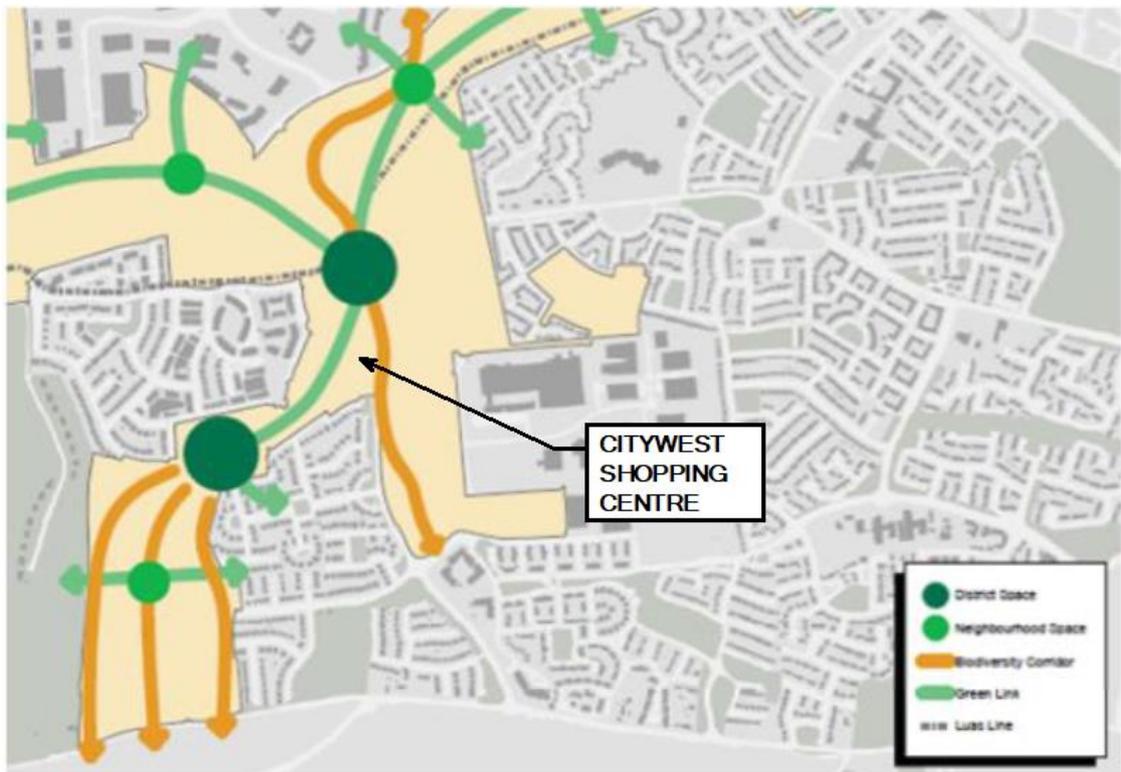
2.1.4 A secondary site access point is also proposed in the south-eastern corner of the site. This access is principally intended to facilitate pedestrian and cyclist permeability between the proposed scheme and Citywest Road (via the existing service access road to the rear of Citywest Shopping Centre). This access point can also serve as an alternative access and egress point for Emergency Services (and residents in the southern portion of the scheme) should the primary vehicle access become blocked e.g. road traffic accident on Citywest Drive.



2.1.5 The proposed scheme's layout facilitates high levels of cycle and pedestrian connectivity by delivery of the green link identified in Figure 5.4 of the Fortunestown LAP (see extract below). This green link takes the form of either a 2.5m wide cycle track adjacent to an existing footpath or a min. 3.0m wide shared surface (refer to DBFL Drawing 180078-2000).

This green link facilitates pedestrian and cycle connectivity as noted below:

- From the southern portion of the scheme to Verschoyle Drive, Carrigmore Green and the playground to the south of the site.
- From the northern portion of the scheme to Fortunestown Lane (which in turn facilitate access to Fortunestown Luas stop).
- Connectivity between the northern and southern portions of the site along Citywest Drive and the western side of Citywest Shopping Centre.

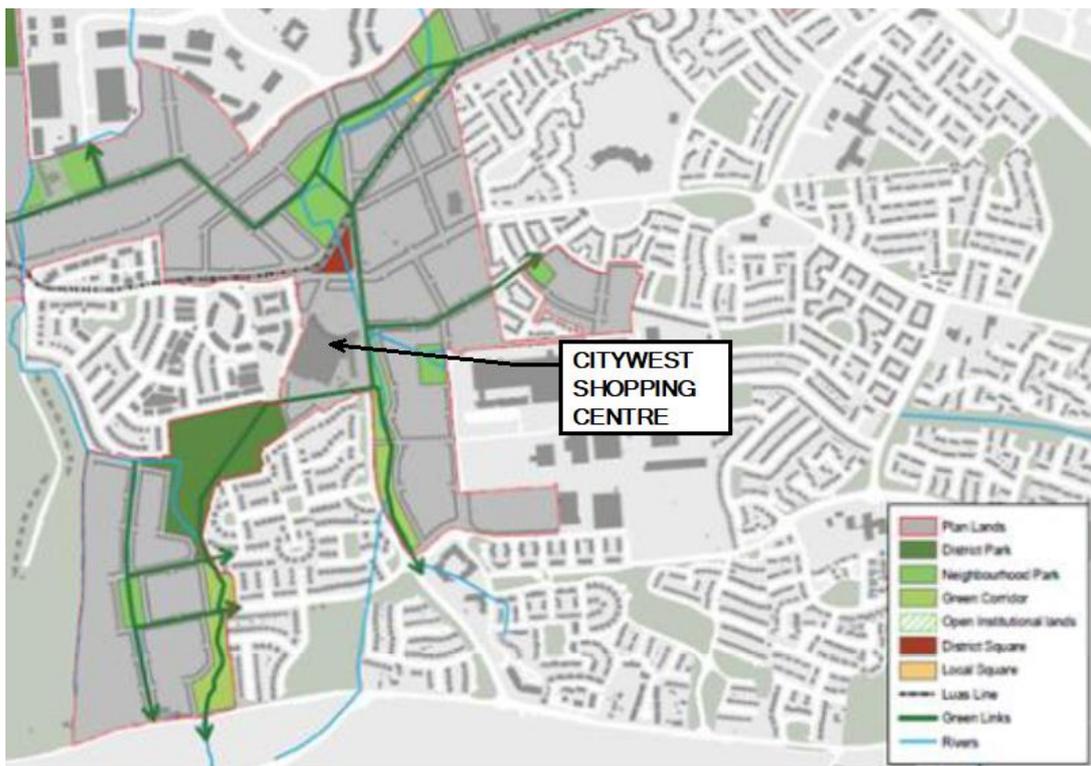


Fortunestown LAP (Figure 5.4)



The proposed scheme also facilitates the delivery of the green link identified in Figure 5.5 of the Fortunestown LAP (see extract below). This green link takes the form of a 2.5m wide cycle track adjacent to a 2.0m wide footpath or a 3.0m wide shared surface (refer to DBFL Drawing 180078-2000).

This green link is aligned with the site's southern boundary (from the green area / playground located between Carrimore Green and Verschoyle Green to Citywest Road (within the extent of the applicant's ownership)).



Fortunestown LAP (Figure 5.5)

Provision of the green links noted above optimise access to / from public transport and cycle routes as well as prioritising the movement of higher numbers of pedestrians.



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) The proposed design has sought to specify minimal signage and line markings along the internal **Local** streets with treatments such as strategically placed vertical deflections (in the form of raised tables) and contrasting surface materials (to alert and subsequently influence driver behaviour and vehicle speeds) used at key nodes and 'transition' areas with the adjoining **Local** street (Citywest Drive).
- b) Footpaths (2.0m wide) are provided throughout the scheme and with connections / tie-in to existing external pedestrian networks.
- c) Pedestrian crossing facilities are provided along key pedestrian desire lines throughout the scheme. Proposed pedestrian facilities are located to maximise integration with existing pedestrian facilities and enhance access to key local amenities such as Citywest Shopping Centre and Fortunestown Luas stop. All courtesy crossings are provided with either dropped kerbs or a raised flat top treatment thereby allowing pedestrians to informally assert a degree of priority.
- d) All pedestrian crossing facilities within proposed **Local** street are at least 2.0m wide.
- e) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided / safeguarded at all internal nodes
- f) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii at (i) **Local** street nodes have been specified as 4.5m and (ii) basement access / egress have been specified as 3.0m as per DMURS guidance.



- g) Where perpendicular car parking is proposed additional vehicle manoeuvring requirements are accommodated within the carriageway design width (i.e. 6.0m aisle width). To reinforce the appearance of a narrow carriageway, perpendicular car parking spaces are to be finished in a material that is clearly distinguishable from the main carriageway. A brick band can also be incorporated along the edge of the carriageway to narrow its appearance.

