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TECHNICAL NOTE 190081/003

Subject: DMURS Design Statement

Produced by: ASM

Project: Strategic Housing Development at Southgate,
Drogheda, Co. Meath

Checked by: DMW

Job No: 190081

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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.
- 1.1.2 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.

2.0 DESIGN ATTRIBUTES

2.1 Strategy Development

- 2.1.1 The development 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 M1 and N2 are located to the west of the subject site. **Link** streets adjacent to the site, include Dublin Road to the west, and Colpe Road to the south of the site respectively, which provide connections between the proposed

development and the above **Arterial** links, and with local centres and community infrastructure such as schools, sports clubs and shopping areas.

2.1.3 The layout has been designed to deliver a short **local** street (entrance street and Homezone) that provide access to the proposed development and link the development and link streets adjacent to the site.

2.1.4 The layout promotes sustainable travel with the provision of pedestrian and bicycle facilities along the southern and eastern boundaries with connections to the existing pedestrian and bicycle paths

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 scheme is characterised by a Homezone with limited parking, which promotes pedestrian and cyclist movements and reinforces 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;
- b) Pedestrian and cyclist dominance with limited parking at surface level and parking generally confined to a basement car park.
- c) The proposed design has sought to specify minimal signage and line markings with such treatments used sensitively throughout.
- d) Footpaths of generally 1.8m width are provided throughout the scheme and with connections / tie-in to existing external pedestrian networks.
- e) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided / safeguarded at all internal nodes and at the site access junctions to the external road network.
- f) Well designed 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 tactile paving, flush at Homezone level or a raised flat top treatment thereby allowing pedestrians to informally assert a degree of priority.

- g) All pedestrian crossing facilities are at least 1.8m wide
- h) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii at **Local** node have been generally been specified as 2m.
- i) Contrasting materials are specified in the '**Homezone**', (shared area), to indicate that the carriageway is an extension of the pedestrian domain.
- j) Internally within the development carriageway kerb heights have been specified as 75-80mm in accordance with the objectives of DMURS.
- k) The proposed developments internal hierarchy of **Local** streets include a 5.5m wide carriageways and proposed '**Homezone**' **Local** street is 4.8m wide with a 1.2m wide utility corridor.
- l) The main access route will be formed using standard macadam / asphalt finishes, however for '**Homezone**' **Local** streets, a colour contrast is to be achieved by way of a textured / colour surface to reinforce the lower design speed in these areas. Refer to Figure 1 below.

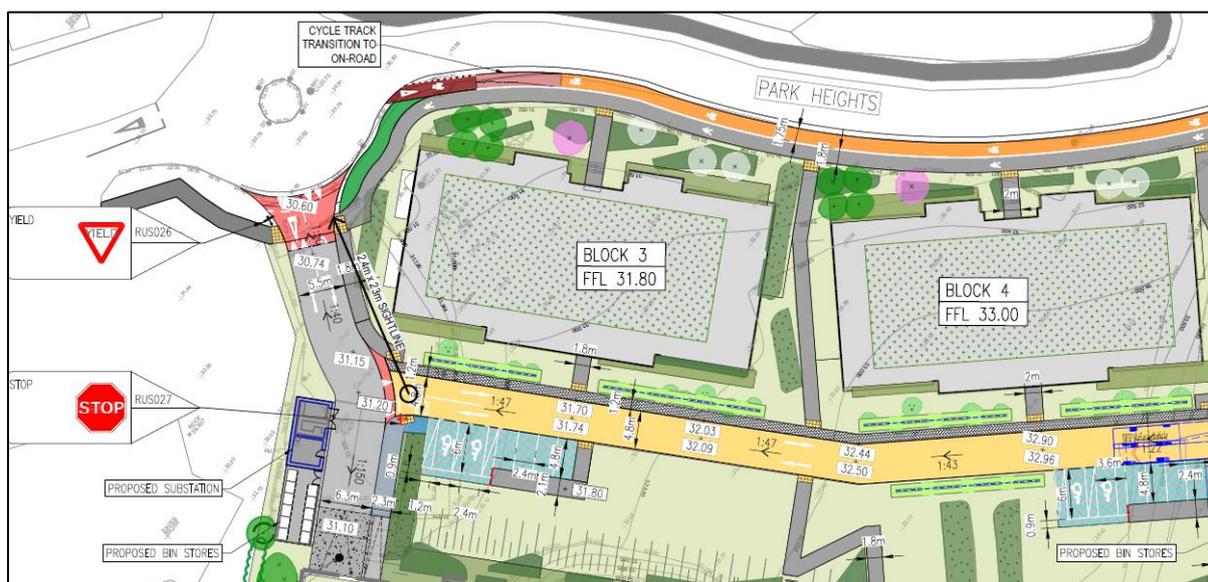


Figure 1: Extract of Road Layout Plan Showing Contrasting Materials in Homezone

- m) Similarly, 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. Refer to *Figure 2* below.

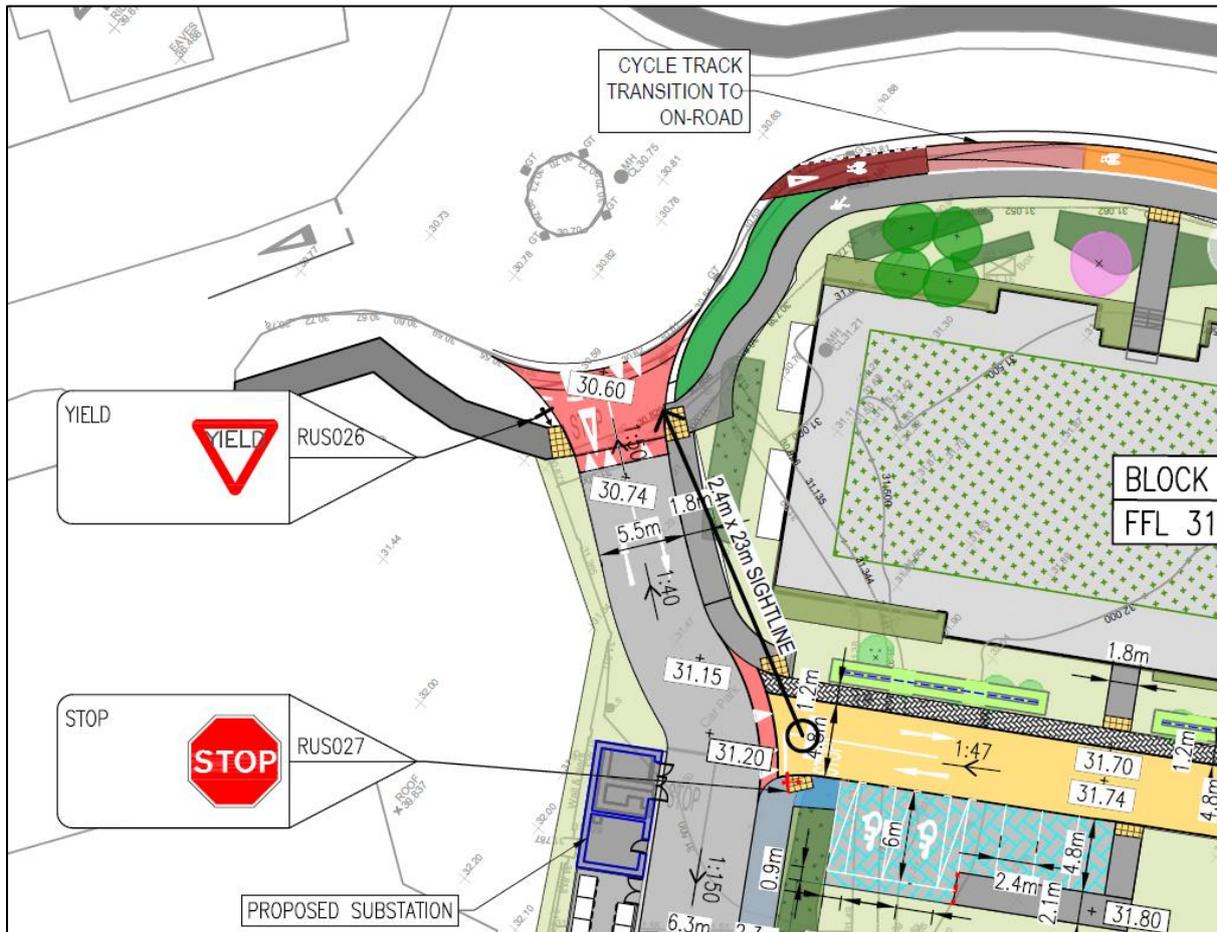


Figure 2: Extract of Road Layout Plan Showing Flat Top Pedestrian Crossing

- n) The provision of on-street car parking includes perpendicular parking bays along either side of the internal *local* street (Homezone). In accordance with DMURS the perpendicular parking spaces are a generally 4.8m long (not including overhang) x 2.4m wide.

