

DESIGN MANUAL FOR URBAN ROADS AND STREETS (DMURS) COMPLIANCE

1.0 INTRODUCTION

The scheme proposals are the outcome of an integrated design approach that seeks to implement a sustainable community connected to well-designed streets which deliver safe, convenient, and attractive networks in addition to promoting a real and viable alternative to car based journeys.

CST Group considers that the proposed development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2013. The public areas fronting and within the proposed development have been designed by the multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out the Design Manual for Urban Roads and Streets.

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 PROPOSALS

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 mixed use environment. Specific attributes of the schemes' design which contribute to achieving this DMURS objective include;

- a) Prioritising pedestrians and cyclists through the development, and limiting vehicle speeds through the use of a ramps and tight kerb radii on the carpark access cross over at Carmanhall Road.
- b) Facilitation of the high quality 'boulevard' link from Carmanhall Road through to Blackthorn Drive. This pedestrian link ensures direct routing to Luas public transport services.
- c) Provision of linkage adjacent previously completed Rockbrook development together with integration with street level linkage to the proposed Tivway Scheme immediately east of the development as well as high quality linkages through the central plaza are for the new apartment blocks to promote the importance of place. These linkages increase the number of walkable and cyclist routes between destinations both internally and externally to the scheme.
- d) Provision of three short term parallel parking bays on Carmanhall Road incorporating a buffer zone between the carriageway and the parallel parking bays.
- e) Provision of street trees and landscaping as part of an integrated street design adjacent to Carmanhall Road whilst ensuring sufficient visibility for traffic using the car park access ramp.
- f) Provision of visibility splays applicable to the low speed 30kph zone / low traffic volumes at the car park access and egress on Carmanhall Road.
- g) Provision of separate cycle access at street level separate from cars at the Blackthorn Drive entrance.