

Site at Whitestown Way, Tallaght

DMURS Design Statement

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Contents

1	Introduction.....	4
2	DMURS Code Design Principles.....	5
3	Design Attributes.....	6
3.1	Development Strategy.....	6
3.2	Linkages.....	6
3.3	Design Parameters.....	6
Appendix A :	Existing Transport Linkages Map.....	9
Appendix B :	Future Transport Linkages Map.....	10

1 Introduction

This technical note aims to outline that the proposed residential development is consistent with both the principles and guidance outlined in 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.

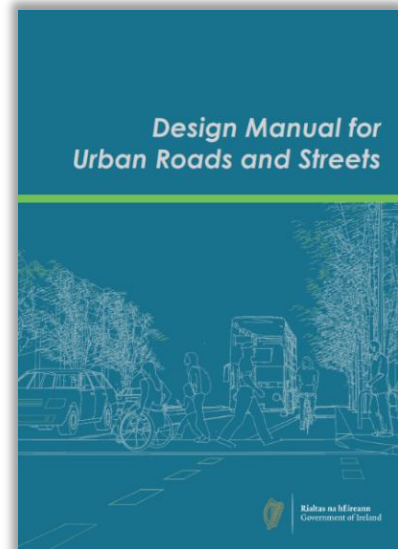
The following section outlines the specific design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that is in full compliance with DMURS.

2 DMURS Code Design Principles

DMURS sets out the principles, approaches and standards to be applied to the design of all urban roads and streets (i.e. streets with a speed limit of 60km/h or less). At the heart of DMURS is a place-based, integrated approach to road and street design.

This means a collaborative multi-disciplinary approach to the design process, adhering to the following four core principles:

- **Design Principle 1:** To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular, more sustainable forms of transport.
- **Design Principle 2:** The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.
- **Design Principle 3:** The quality of the street is measured by the quality of the pedestrian environment.
- **Design Principle 4:** Greater communication and co-operation between design professionals through the promotion of a plan-led, multi-disciplinary approach to design.



3 Design Attributes

3.1 Development Strategy

The adopted strategy maximises connectivity between key local destinations and the proposed development through the provision of a high degree of permeability and legibility for all network users, particularly for sustainable forms of travel and is informed by the Tallaght Town Centre LAP. Accordingly, the proposed mixed-use scheme delivers greater mode and route choices along direct, attractive and safe linkages to a range of amenities and local transport services.

A **Link** street will provide access between the proposed development and Whitestown Way, with provision for a future connection through to Whitestown Road farther west. Whitestown Way provides direct access to the N81 National Road. The subject development is therefore provided with excellent local and regional connections to surrounding neighbourhood centres, areas of employment, education and recreation.

Vehicular access to the development will be provided via a new junction from Whitestown Way, with secondary pedestrian and cyclist access provided to the north of the subject site via a shared surface between Whitestown Way and Whitestown Road.

3.2 Linkages

The development layout was derived from several factors including, the Local Area Plan, discussions with SDCC, boundary conditions, existing road network, future and existing development and topography. Appendix A provides a map of the existing transport linkages, while Appendix B provides a map of the proposed and potential external linkages which are proposed to be facilitated by the subject development.

The proposed linkages provide connections to high-quality public transport along Whitestown Way which leads to the Tallaght Bypass / N81, connecting to the M50. The F1, 82, S6, W2, W4 and W6 BusConnects routes bus stops are located along Whitestown Way and the N81, with future routes also having stops in close proximity to the site. The Tallaght Luas stop is located 700m from the proposed development and is only a 10-minute walk.

3.3 Design Parameters

The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. Specific attributes of the scheme's design which contribute to achieving this DMURS objective include:

- a) **Street Layout:** The street layout ties into the existing road layout on Whitestown Way and facilitates a future connection to Whitestown Road, introduces access for walking/cycling through the site, linking Whitestown Way to Whitestown Road and provides an appropriate connection to the wider network, thereby complying with DMURS principles.
- b) **Approach Speed:** The proposed development has a design speed of 30km/h.
- c) **Materials and Finishes:** The range of proposed materials is in line with the requirements of DMURS. The access road from Whitestown Way will be constructed using standard macadam/asphalt pavement finishes while walkways and shared surfaces surrounding the development will be constructed of higher quality paving and coloured asphalt.
- d) **Footpaths:** Clear, unobstructed footpaths, with a minimum width of 2m, are provided throughout the scheme and with connections/tie-in to existing pedestrian networks, thereby complying with DMURS requirements.
- e) **Visibility Splays:** Appropriate, clear, unobstructed visibility splays are provided and safeguarded at the site access junctions with the external road network, in accordance with the requirements of DMURS.
- f) **Pedestrian Crossings:** The proposed development provides a 4m wide shared surface for pedestrians and cyclists along the northern boundary of the site, which will tie into the existing shared surface on Whitestown Way and the existing footpath on Whitestown Road, and provides pedestrian and cyclist connectivity through the development. A flat-top table ramp has been provided at the junction between Whitestown Way and the proposed Link Street to provide traffic calming and a continuous footpath and cycle track along Whitestown Way.
- g) **Kerbs:** The development carriageway kerb heights have been specified as 25-125mm in accordance with the objective of DMURS.
- h) **Carriageway Width:** The proposed residential development ties with the surrounding hierarchy for Local Street, incorporating 6m wide carriageways.
- i) **On-Street Parking:** The provision of on-street parking includes parallel bays along the Link Street. The parallel parking bays are dimensioned 6m in length and 2.5m in width. To reduce the visual dominance of the on-street parking, street trees are incorporated at intervals, with every two spaces separated by a tree. To further reduce the visual impact of parking, an overall parking ratio of 0.41 spaces per residential unit is proposed to

encourage sustainable modes of transport considering the site's location adjacent to existing and future BusConnects routes and the Luas red line.

- j) Carriageway Surfaces:** To reinforce narrower carriageways, particularly when spaces are empty, each parking space at surface level is finished with paving so that it is clearly distinguishable from the main carriageway.
- k) Cyclist Facilities:** The development proposes ample provision of short-term and long-term bike parking to assist in encouraging sustainable travel. Secure covered long-stay cycle parking will be provided to the internal parts of the building.

Appendix A : Existing Transport Linkages Map



ON ORIGINAL
 0 60 120 180 240 Meters
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 NOTES:

- Legend**
- Indicative Site Boundary
 - Bus Stops
 - Luas Stops
 - Walking & Cycling
 - Walking Only
 - Dublin Bus
 - GoAhead Ireland
 - Luas Red Line
 - 500m Buffer
 - 1km Buffer
 - 2km Buffer

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 SITE AT WHITESTOWN WAY, TALLAGHT

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 EXISTING TRANSPORT LINAGES

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Appendix B : Future Transport Linkages Map



ON ORIGINAL
 0 60 120 180 240 Meters

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NOTES:

- Legend**
- Indicative Site Boundary
 - GDA Cycle Network**
 - RouteType**
 - Feeder
 - Greenway
 - Inter Urban
 - Primary Orbital
 - Primary Radial
 - Secondary
 - BusConnects**
 - Route Type**
 - Spine
 - Radial
 - Peak
 - 500m Buffer
 - 1km Buffer
 - 2km Buffer

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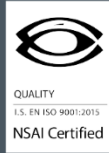
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