

## TECHNICAL NOTE 200012-001A

<b>Subject:</b> DMURS Design Statement	<b>Produced by:</b> AO'S
<b>Project:</b> The Grove SHD – Student Accommodation Scheme	<b>Checked by:</b> DMW
<b>Job No:</b> 200012	<b>Date:</b> 11.02.2021

- 1.1 It is DBFL's opinion that the proposed development is consistent with both the principles and guidance outlined within the *Design Manual for Urban Roads and Streets* (DMURS).
- 1.2 The vehicular link to the subject site is to be accommodated via the existing Grove **local** street as located to the east and aligned in an east-west orientation. The existing Grove link benefits from having streetlighting, and cycle facilities in addition to segregated pedestrian footpaths on both sides of the road carriageway. This short **local** street provides access to/from the development for all modes of travel with various **Link** streets neighbouring the site to the east.
- 1.3 **Arterial** links including the N11, and M50 are located to the east and south of the subject site respectively. **Link** streets bordering the site to the east such as R825 Goatstown Road and Roebuck Road provide the connections between the proposed development and both the above **Arterial** links and with key locations such as UCD Belfield Campus.
- 1.4 All access requirements for pedestrians, cyclists and motorized vehicles are to be accommodated via the existing Grove Roundabout as located to the east of the subject site. The proposed vehicle connection with the existing off-site roundabout will lead to an internal one-way (clockwise) vehicle gyratory. Travelling along this internal shared surface gyratory will provide access to;
  - (i) a dedicated three bay drop-off / pick-up facility adjoining the main pedestrian access/egress to the facilities reception area, and a third drop off space along the main access and
  - (ii) an internal 'gated' courtyard within which car parking and motorcycle parking is to be located. A car club space is also included here.
- 1.5 A supplementary pedestrian / cycle connection is available to the southeast of the site which provides a convenient link to Larchfield Road (and the local neighbourhood centre) via Friarsland Avenue.

- 1.6 The proposed developments street design is limited to a circulatory one-way clockwise access incorporating entrance / exit links to the existing roundabout (to the east) and internal three-car set down area adjoining the pedestrian entrance / exit to the building. The alignment and geometry of this access actively manages the movement of motorised vehicles within a low speed high quality environment whilst ensuring that appropriate priority and sufficient defensible spaces is afforded to pedestrians and cyclists which is predicted to be the dominate mode of travel.
- 1.7 Limited parking (9 number spaces including two disabled space) is provided with a strong emphasis on sustainable modes of transport, in particular active modes of walking and cycling considering the proximity of the development to both (i) UCD Belfield Campus and (ii) public transport interchanges. To reduce the visual impact of surface car parking, parking is provided within an enclosed gated area to the south of the developments access. Parking facilities comprise nine spaces (including 2 disabled spaces), 4 motorbike / scooter spaces, and a temporary area for service vehicles.
- 1.8 Refer to Figure 1 for an extract of the road plan.
- 1.9 Short term (e.g. visitors) bicycle parking and substantial 'long term' bicycle parking for residents and staff is provided at both basement level and at surface level across.
- 1.10 The design of the clockwise gyratory arrangement regulates all vehicle movements, discourages inappropriate car parking practices, and ensures that all private motor cars do not have to undertake a reverse manoeuvre, all of which deliver a safe, slow speed sensitively designed environment on the immediate approach to/from the proposed Student Accommodation reception area.



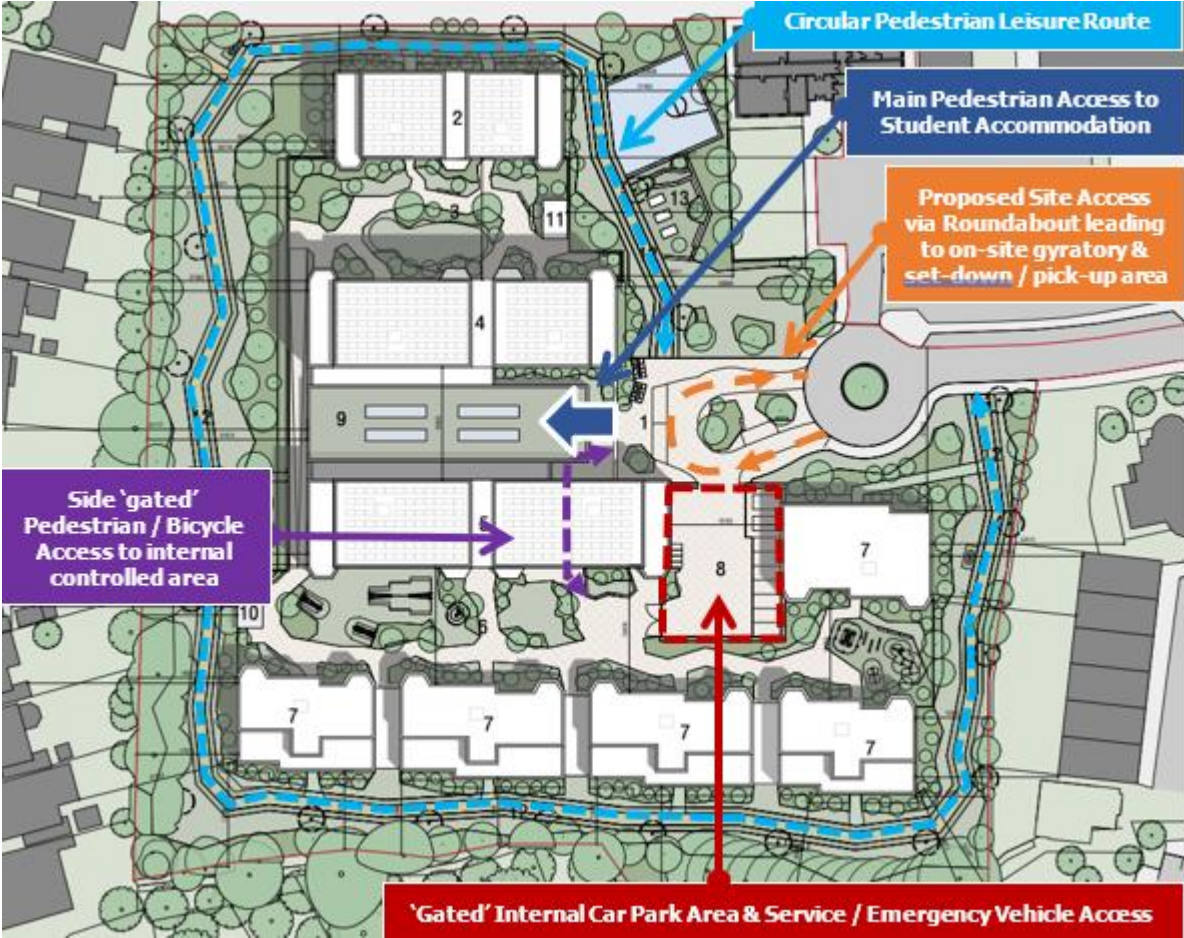


Figure 2: Access Arrangements