

Project Title:	<b>Residential Led Mixed-Use Development at Sandford Road, Dublin 6</b>		
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## 1. Introduction

It is DBFL’s opinion that the proposed residential-led mixed-use scheme 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. This report outlines DMURS objectives and principles as well as the specific design features that have been incorporated within the proposed residential-led mixed-use scheme with the objective of delivering a design that is in full compliance with DMURS.

## 2. Scope

DMURS seeks to balance the needs of all users, creating well designed streets at the heart of sustainable communities. It states that:

*“Well designed streets can create connected physical, social and transport networks that promote real alternatives to car journeys, namely walking, cycling or public transport.”*

DMURS also seeks to create streets which are attractive places and encourage designs appropriate to context, character and location that can be used safely and enjoyably by the public.

## 3. DMURS Principles

At the heart of DMURS is a place-based, integrated approach to road and street design with the following four overarching design principles to be applied to the design of all urban roads and streets. These four principles are as follows:

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;
2. To promote multi-functional, place-based streets that balance the needs of all users within a self-regulating environment;
3. The quality of the street is measured by the quality of the pedestrian environment;
4. Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

## 4. Design Attributes

### 4.1. Development Strategies

Comments below in Section 4.1 should be read in conjunction with drawing **190226-X-04-Z00-DTM-DR-DBFL-CE-1201 (Roads Layout)**.

The proposed residential led mixed-use scheme incorporates a hierarchy of streets as noted below:

- Existing links are located along the north-east and south-east boundaries (Sandford Road and Milltown Road).
- The internal road network has been designed as streets which provide access within / across the proposed new residential community and to the links noted above.
- The adopted design philosophy has sought to consider the context / place status of the proposed residential street in terms of level of pedestrian activity and vulnerable users' requirements.

The primary access point for motorised vehicles is located along the Milltown Road (along the site's south-east boundary). This proposed site access shall operate as a priority junction and complies with DMURS design standards for sightlines for a 50kph road. This access point facilitates access to the basement carpark, the forecourt area adjacent to Tabor House and the courtyard houses

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along the western boundary. This access point also serves pedestrians and cyclists and provides access to the basement through the lift in Block A2.

A secondary access point is located at the existing entrance from Sandford Road which facilitates access to the area adjacent to Block A1 (for emergency vehicle access, taxi set-down areas, mobility impaired parking) as well as fire tender access to the northern end of the site. The fire tender access route through the site will be facilitated by lowering the bollards at the entrance to the plaza. This access point also serves pedestrians and cyclists, with a dedicated two-way cyclist ramp into the basement accessible via the Sandford Road access.

There is no vehicular access from Sandford Road to the basement carpark, the forecourt area adjacent to Tabor House and the courtyard houses along the western boundary (which are all served exclusively from the Milltown Road access).

The proposed scheme's layout facilitates high levels of cycle and pedestrian connectivity. An additional access point for pedestrians is proposed adjacent to the junction of Sandford Road / Milltown Road (adjacent to the north-east corner of the site).

A Toucan Crossing is proposed to be provided in the vicinity of the Milltown Road access to improve facilities for vulnerable road users. Dedicated pedestrian crossing facilities will also be provided within the development along key desire lines.

The on-site cycle facilities tie-in to the existing active travel infrastructure along Sandford Road and Belmont Avenue (no access from Sandford Road to Belmont Avenue except for cyclists), which forms part of the Sandyford Clonskeagh to Charlemont Pedestrian and Cyclist Improvement Scheme. As part of the same scheme, it is proposed to upgrade the pedestrian facilities adjacent to the Sandford Road entrance from a pedestrian-only crossing to a Toucan crossing. The Sandyford Clonskeagh to Charlemont Street Pedestrian & Cyclist Improvement Scheme (SC2C) is currently being progressed by Dublin City Council's Active Travel Office.

Provision of these access points and crossing facilities will optimise access to / from public transport and cycle routes as well as prioritising the movement of higher numbers of pedestrians.

Cyclists benefit from existing on road cycle facilities along Sandford Road and along approach roads such as Eglinton Road and Stillorgan Road. Proposals for the provision of a number of new routes have been outlined as part of the Greater Dublin Area Cycle Network Plan. These will directly serve the subject site with proposed upgrades to the Milltown and Sandford Road.



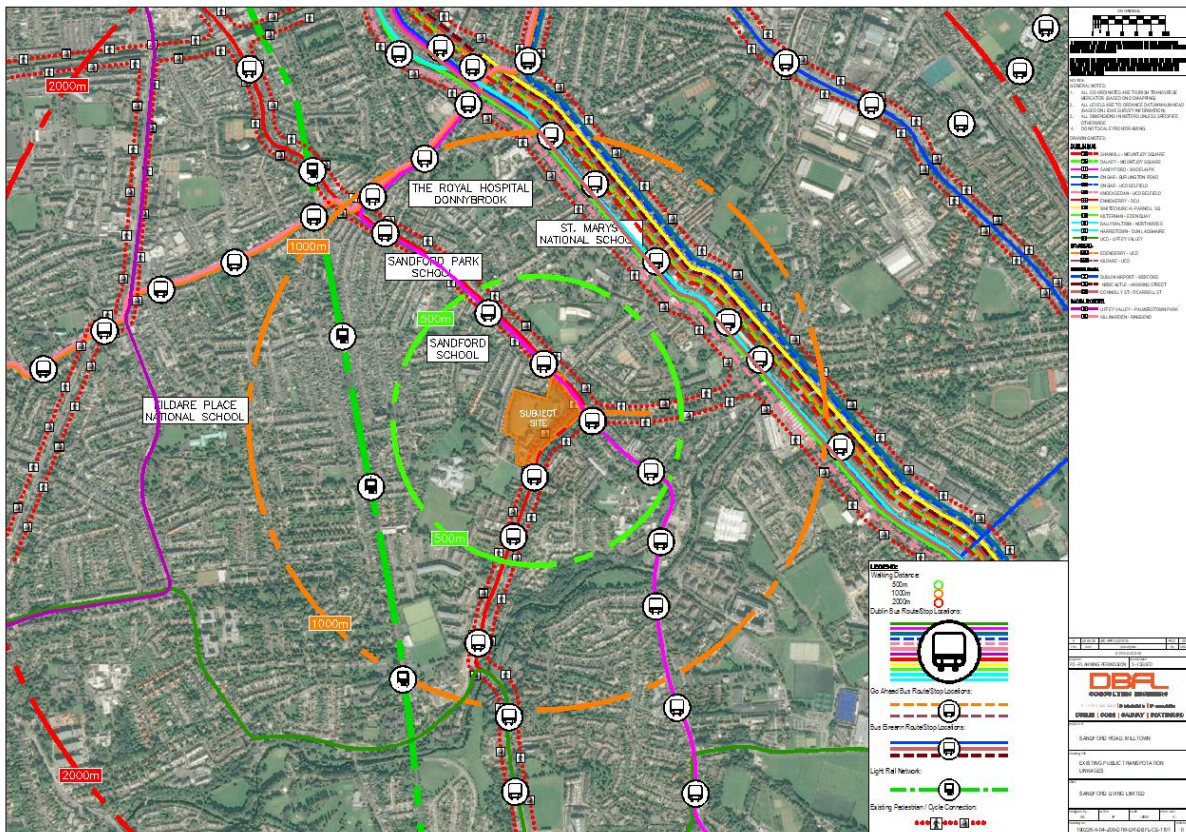


Figure 4-2 Proposed Transport Linkages at Subject Site

### 4.3. Design Parameters

The implementation of self-regulating streets actively manages movement in a low speed / high quality residential environment. Specific attributes of the schemes design which contribute to achieving this DMURS objective include;

- a) On-street activity is promoted internally along the residential streets e.g. through the adoption of 'own-door' dwellings where possible.
- b) The proposed design has sought to specify minimal signage and line markings along the internal **Local** streets with such treatments used sensitively throughout and predominately at key nodes and 'transition' areas with the adjoining **Arterial** link.
- c) Footpaths (generally 1.8 - 2.0m wide) are provided throughout the scheme and with connections/tie-in to existing external pedestrian networks.
- d) 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 either dropped kerbs or a raised flat top treatment thereby allowing pedestrians to

informally assert a degree of priority (**refer to DBFL's Roads Layout Plan 190226-X-04-Z00-DTM-DR-DBFL-CE-1201**).

- e) All informal pedestrian crossing facilities are at least 2.0m wide.
- f) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided / safeguarded at all internal nodes.
- g) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii at (i) **Arterial** link nodes have been specified as 2.5m.
- h) Along lightly trafficked internal **Local** streets, cyclists will share the carriageway with other street users as per the National Cycle Manual guidance for such situations, with a 3m wide shared route to facilitate the safe use of the route by all users. These **Local** streets connect to Sandford Road (which incorporates dedicated cycle infrastructure) and Milltown Road.
- i) Vertical deflections in the form of raised tables have been strategically placed across the internal **Local** street network to promote lower design speeds and enable pedestrians to cross the street at-grade. Elsewhere changes to the road's horizontal alignment are considered sufficient to promote reduced design speeds.
- j) At the proposed traffic calming table treatments, different surface material treatments are proposed to alert and subsequently influence driver behaviour and vehicle speeds.
- k) Internally within the proposed scheme, carriageway kerb heights have been specified as 80mm in accordance with the objectives of DMURS.

## 5. Conclusion

It is DBFL's opinion that the proposed residential-led mixed-use development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and streets (DMURS). This report outlined the specific design features that have been incorporated within the proposed development that had the objective of delivering a design that is in full compliance with DMURS.