

Design Manual for Urban Roads and Streets (DMURS), 2013

Design Principles	Provisions	Statement of Consistency
<p><i>Integrated Street Networks</i></p>	<p>Does the development create connected centres that prioritise pedestrian movement and access to public transport?</p>	<p>Yes – The aim of the internal road layout and access strategy is the creation of a connected, walkable and cyclable network which facilitates and encourages the sustainable and safe movement of people whilst maintaining a strong sense of place.</p> <p>The internal layout is promoted as a shared surface. The purpose is to encourage pedestrian priority through the heart of the development, reducing vehicles speeds and contributing to the sense of place and quality of public realm.</p> <p>The new southern pedestrian and cycle access point will link directly with the canal in addition to the existing pedestrian accesses onto South Circular Road and St James Terrace. The site is located within a 5-minute walk of several high frequency Dublin Bus and Go-Ahead services which route along Dolphin’s Barn Street/ Cork Street, a dedicated Quality Bus Corridor, and the South Circular Road.</p>
<p><i>Movement and Place</i></p>	<p>Does the development create a legible street hierarchy that is appropriate to its context?</p> <p>Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, creche, schools etc.)?</p>	<p>Yes – The street hierarchy follows that which was proposed on the masterplan. Vehicles will access the site via an upgraded junction directly from South Circular Road. All other accesses will be traffic free promoting walking and cycling.</p> <p>A single vehicular access has been designed so that it will not be possible for car traffic to cut through the development between South Circular Road and St James Terrace to avoid creating a “rat run”.</p> <p>Yes – The access strategy for pedestrians and cyclists has been designed to deliver a high level of permeability for active travel modes, connecting the residential buildings with the amenities within the wider community. Within the site a permeable network of footpaths is provided connecting residential blocks with the residential amenity, communal open space, creche and concierge.</p>

<p>Permeability and Legibility</p>	<p>Has the street layout been well considered to maximise permeability for pedestrians and cyclists?</p> <p>Are the streets legible with maximum connection opportunities?</p> <p>Are blocks of a reasonable size and permeability, with consideration to the site constraints?</p>	<p>Yes – The routes through the site will be delivered as shared streets and tree-lined paths, interwoven with footpaths and green links, to ensure a pleasant and safe environment for walking and cycling.</p> <p>Yes – Connection opportunities for pedestrians and cyclists have been maximised using a number of non-vehicular routes.</p> <p>Yes – Between blocks there are a comprehensive network of paths that help to maximise permeability.</p>
<p>Management</p>	<p>Is the layout designed to self-regulate vehicle speeds and traffic congestion?</p> <p>Does the proposed layout minimise noise / air pollution wherever possible?</p>	<p>Yes – As per the DMURS guidelines for local streets, the design speed for the internal road network is <30kph. Furthermore, to encourage the self-regulation of speeds, the following has been included in the design:</p> <ul style="list-style-type: none"> • Reduced carriageway widths (5.5m for two-way); • Minimal Signage and road markings; • On-street parking; • Sense of enclosure provided by trees and building heights; • Reduced visibility splay; • Frequent pedestrians crossing and junctions; <i>and</i> • Minimised corner radii. <p>Surface treatments and colouring at crossing points and on shared surfaces will further encourage reduced speeds.</p> <p>Yes – Due to the low level of parking provision and lack of through routes for cars, there will only be a low level of traffic in the development itself, minimising pollution. Furthermore, the array of new trees and planting proposed along nearly all street edges will help further alleviate any air and noise pollution.</p>
<p>Movement, Place and Speed</p>	<p>Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed?</p> <p>Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?</p>	<p>Yes – The development is predominantly residential with a target mode share of just 15% travelling by private car. The low speeds reflect the nature of the site and the expected modal split.</p> <p>Yes – Both measures have been included in the design. Physical measures include road widths, junction and crossing design, surface treatments. Psychological measures include building heights, encroaching street furniture, trees and reduced forward visibility.</p>

<p>Streetscape</p>	<p>Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure?</p> <p>Have street trees and areas of planting been provided where appropriate?</p> <p>Have active street edges been provided where appropriate?</p> <p>Is a palette of high quality surface materials and finishes provided?</p>	<p>Yes – The building heights will provide a very strong sense of enclosure with new street trees adding to this.</p> <p>Yes - Street trees and planters have been provided along the edges of most streets through the development with additional planting along the public green areas.</p> <p>Yes – The main spine road is fronted with ground floor amenities such as the creche and concierge. There are also a number of houses which take direct access from the route.</p> <p>Yes – High quality street paving is proposed throughout the development.</p>
<p>Pedestrian and Cyclist Environment</p>	<p>Are footways of appropriate width provided so as to ensure pedestrian safety?</p> <p>Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths?</p> <p>Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations?</p> <p>Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required?</p> <p>Have cycle facilities been factored into the design?</p>	<p>Yes – Footpaths are designed to be 2.5m with higher demand streets designed as 3m+ and 1.8m maintained at any pinch points.</p> <p>Yes – While verges are not required on local streets, where possible, an allowance has been made to separate footpaths from carriageways with landscaping and street furniture where a traditional street is provided at the site access.</p> <p>Yes – An uncontrolled crossing has been provided at the site access to provide a continuous pedestrian route along South Circular Road. Within the site a shared surface approach will be applied creating a safe walking environment.</p> <p>Yes – Shared surface have been provided to create zones of pedestrian priority.</p> <p>Yes – There are a number of ‘green’ (pedestrian and cycle only) routes through the development. No cycle lanes have been included in the design as this reflects guidance in the National Cycle Manual which recommends a ‘Hierarchy of Provision’ which states traffic reduction, calming and management should be considered before the introduction of segregation. The traffic levels have been significantly reduced beyond DCC norms for this development.</p>
<p>Carriageway Conditions</p>	<p>Are vehicular carriageways sized appropriately for their function / location?</p> <p>Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions?</p> <p>Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists?</p>	<p>Yes – In line with DMURS guidance for local streets the carriageway width where two-way traffic flow is permitted is 5.5m.</p> <p>Yes – Surface treatments for shared surfaces and crossing points will be tactile and coloured in order to differentiate these areas from the asphalt carriageway. This will provide clarity for drivers and pedestrians alike.</p>

**White Heather: Statement of Consistency with
National and Regional Planning Policy**



	<p>Have adequate parking / loading areas been provided?</p>	<p>Yes – The main access has been designed with appropriate and differing materials to alert drivers to the pedestrian crossing and transition from a street to shared surface.</p> <p>Yes – A small quantum of street parking has been provided with additional set-down/pick-up areas situated close to all blocks. The provision of parking has been balanced against the need for an uncluttered quality public realm.</p>
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