DMURS Statement of Consistency

Proposed Large-Scale Residential Development at Kildalkey Road, Trim, Co. Meath.

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Comments

Issue No 2 – Stage 3 Large-Scale Residential Development

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Content

1. DMURS Statement of Consistency

Loughglynn Developments intends to apply for Permission for development of a site located on Kildalkey Road, Trim, Co. Meath, situated approximately 1 km northwest of Trim town centre.

The proposed development comprises a Large-Scale Residential Development (LRD) on lands at Crowpark (1st Division), Kildalkey Road, Trim, Co. Meath.

The scheme provides a total of 183 residential units, comprising 127 houses and 56 apartments. The housing mix includes 19 no. detached 4-bedroom houses, 9 no. semi-detached/end-terrace 4-bedroom houses, 4 no. detached 3-bedroom houses, 43 no. semi-detached/end-terrace 3-bedroom houses, and 52 no. mid-terrace 3-bedroom houses, with building heights from 2 to 2 ½ storeys. The apartment element comprises 56 no. units in two blocks of up to four storeys, including 16 no. one-bedroom and 40 no. two-bedroom units.

The development also includes a crèche facility, new vehicular and pedestrian accesses from Kildalkey Road.

The proposal provides for associated infrastructure and site works, including landscaping, public and communal open space, internal streets and footpaths, car and bicycle parking, bin stores, private open space, boundary treatments, plant and waste management areas, utility infrastructure and a foul sewer connection to the existing network adjoining the OPW offices on Jonathan Swift Street, to be delivered beneath the River Boyne and Trim Pitch & Putt.

The proposed housing development is required to be consistent with the requirements of the Design Manual for Urban Roads and Streets (DMURS).

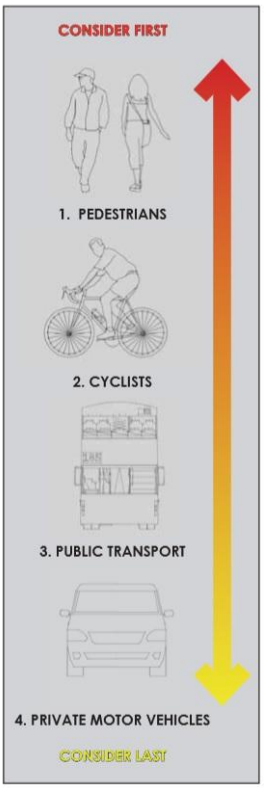
The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. The implementation of DMURS is intended to enhance how we go about our business, enhance how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel.

2. Creating a Sense of Place

Four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods. Each of these characteristics are set out in the sections below together with a commentary setting out how the proposed residential development complies with each of these characteristics.

2.1 Connectivity

"The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected."



In order of importance, DMURS prioritises pedestrians, cyclists, public transport then private cars.

This is illustrated in the adjacent image extracted from DMURS.

The proposed development has been designed with careful consideration for pedestrians and cyclists. Pedestrian connectivity is provided through Kildalkey Road.

The closest bus stops serving the proposed development are located on the R154 (Athboy Road), approximately 950m and 1.3km from the site. Both stops are served by the Bus Éireann Route 111 service. Route 111 provides regular connections between Cavan, Granard, Trim and Dublin, with services operating at approximately hourly intervals throughout the day on weekdays and Saturdays, and at regular intervals on Sundays and Bank Holidays

The proposed development has been carefully designed to promote strong levels of connectivity in favour of pedestrians and cyclists with vehicular movement taking a secondary role in line with the objectives of DMURS.

In the vicinity of the subject site, pedestrians can benefit from a good standard of provision of footpaths on both sides of the carriageway. The carriageway itself is a shared way for cyclists and cars.

It is considered that the proposed development is fully compliant with the connectivity objectives of DMURS.

2.2 Enclosure

"A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure."

The proposed development has been designed so that the residential units are overlooking the circulation areas within the development and the primary public open space. High quality landscaping and tree planting are proposed within the scheme.

The buildings layout, surrounding the open space create a sense of enclosure. The green open space creates a very definitive sense of place. In this regard, we refer you to the accompanying landscape layouts supplied under separate cover.

Generally, road widths of 5m and 6m throughout the development ensure that a strong sense of enclosure is achieved on residential roads.

2.3 Active Edge

"An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings."

The development has been designed so that most of the building's front directly onto the Road network for the site. As stated in Section 2.2.1 of DMURS, an active frontage enlivens the edge of the street, creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings.

The proposed open space within the north of the development will enhance activity and enliven this area between the proposed buildings.

Section 4.4.7 of DMURS recommends the use of horizontal and vertical deflections on straights where there is more than 70m between junctions. The internal road network of the proposed development has been designed by the Civil Engineers in conjunction with the Architects so as to ensure that this distance of 70m has generally not been exceeded through the development, and that in cases where a reduction in straight length was not possible, that appropriate traffic calming measures such as raised tables in the road (vertical deflections) have been incorporated to the design.

On-street parking separates pedestrians from the vehicle carriageway and, as per DMURS Section 4.4.9, can calm traffic by increasing driver caution, contribute to pedestrian comfort by providing a buffer between the vehicular carriageway and footpath and provide good levels of passive security. On-street parking has been designed at selected locations throughout to implement the DMURS recommendation.

Suitable sightlines have been provided throughout the development, ensuring that localised planting does not obscure visibility as cars make turning manoeuvres, improving the pedestrian safety at crossing points.

2.4 Pedestrian Activities/Facilities

"The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity."

As outlined in the items above the proposed development has been designed to provide excellent pedestrian connectivity. The dwellings are all located so that they front directly onto the active edges/open space, which will provide surveillance to enhance pedestrians feeling of safety and wellbeing.

Throughout the site, pedestrian routes are generally 2m wide or greater which provide adequate space for two people to pass comfortably. DMURS identifies a 1.8m wide footpath as being suitable for areas of low pedestrian activity and a 2.5m footpath as being suitable for low to moderate pedestrian activity. Due to the location of the subject site with reference to surrounding public transport infrastructure and size of the development, it is considered that the pedestrian traffic would be 'low' and therefore a 2.0m wide footpath is considered sufficient and typical of a development of this nature.

There is a network of inter-connecting footpaths on the road network in the area around the site, providing access to the local transport links, amenities and surrounding developments.

3. Key Design Principles

DMURS sets out four core design principles which designers must have regard in the design of roads and streets. These four core principles are set out below together with a commentary setting out how these design principles have been incorporated into the design of the proposed residential development.

3.1 Pedestrian Activity/Facilities

"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."

As described previously the proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The provision of high levels of connectivity for pedestrians and cyclists are intended to promote walking and cycling by making them a more attractive option to the private car.

The proposed development is well connected to the surrounding primary roads network with access to Kildalkey Road through the development.

3.2 Design Principal 2 (Multi-Functional Streets)

"The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment."

The open areas around the development will also create a place to meet. It will be a vibrant location with lots of people movement which will provide a real sense of place.

Entry treatment to shared zones is provided in the form of a ramp-up, which helps announce that a driver is entering into a shared area. It is stated in Section 4.3.4 of DMURS that shared surface streets and junctions are highly desirable where movement priorities are low and there is a high place value in promoting more liveable streets (i.e. home-zones), such as on Local streets within Neighbourhood and Suburbs.

3.3 Design Principal 3 (Pedestrian Focus)

"The quality of the street is measured by the quality of the pedestrian environment."

The design of the scheme has placed a particular focus on the pedestrian. Connectivity throughout the scheme is heavily weighted towards the pedestrian. There are excellent pedestrian links to the surrounding road networks, public transport services and amenities and surrounding developments.

The surrounding open space has been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians' sense of safety and well-being within this area.

3.4 Design Principal 4 (Multi-disciplinary Approach)

"Greater communication and co-operation between design professionals through promotion plan led multidisciplinary approach to design."

The design of the proposed scheme has been developed through the design team working closely together. The proposed development design is led by O'Daly Architects working together with Waterman Moylan Consulting Engineer and the Landscape Architects.

The developer and promoter of the scheme, Loughglynn Developments, is committed to delivering a high-quality development which complies with the recommendations of DMURS.

4. DMURS Street Design Audit Notes

Footways

DMURS requires that minimum footway widths should be based on the space need for two wheelchairs to pass each other, 1.8m.

We can confirm the development is consistent with this, in this regard, all footpaths are minimum 2m width.

Pedestrian Crossings

DMURS states that local streets, due to their lightly trafficked/low speed nature, generally do not require the provision of controlled crossings. The provision of dropped kerbs will generally suffice.

DMURS states that pedestrian crossing facilities should be provided at junctions and each arm of the junction. In addition, corner radii should be minimised so that crossing points are located closer to corners on pedestrian desire lines.

We can confirm the development is consistent with this, all crossing points are provided with dropped kerbs and appropriate tactile paving. Corner radii are minimised, and crossing is along desired lines as required.

Corner Radii

DMURS states that reducing corner radii will significantly improve pedestrian and cyclist safety at junctions by lowering the speed vehicles can turn corners and by increasing intervisibility between users.

On junctions between Arterial and/or link streets, a maximum corner radii of 6m should be applied.

Where design speeds are low and movements by larger vehicles are infrequent, such as on local streets, a maximum corner radii of 1-3m should be applied.

We can confirm the development is consistent with this, all junction radii are minimised as much as possible.

Carriageway widths

DMURS states that the standard carriageway widths for arterial and link streets is 6-6.5m and local streets is 5-5.5m

We can confirm the development is consistent with this, all roads widths within the development range from 5m to 6m which are in line with DMURS.

Forward visibility

DMURS states that the following forward visibility is required along streets for drivers to see. The table of required distances in relation to speed is shown below:

Design Speed (km/h)	SSD Standard (metres)
10	7
20	14
30	23
40	33
50	45
60	59

Forward Visibility

We can confirm the development is consistent with this, all bends on streets have sufficient forward visibility as shown on the attached drawings submitted with this planning application.

Visibility splays

DMURS states that the following:

Visibility splays are included at junctions to provide sight lines along the intersected street to ensure that drivers have sufficient reaction time should a vehicle enter their path. Visibility splays are applied to priority junctions where drivers must use their own judgement as to when it is safe to enter the junction. Junction visibility splays are composed of two elements: the X distance and the Y distance.

The X distance is the distance along the minor arm from which visibility is measured. It is normally measured from the continuation of the line of the nearside edge of the major arm, including all hard strips or shoulders.

The Y distance is the distance a driver exiting from the minor road can see to the left and right along the major arm. It is normally measured from the nearside kerb or edge of roadway where no kerb is provided.

The table of required distances in relation to speed is shown below:

Design Speed (km/h)	SSD Standard (metres)
10	7
20	14
30	23
40	33
50	45
60	59

Forward Visibility

We can confirm the development is consistent with this, all junctions have sufficient sightlines as shown on the attached drawings submitted with this planning application.

5. Conclusion

- This statement of consistency sets out how the proposed development has been designed to achieve the objective set out in DMURS.
- Having regard to the above we would be of the opinion that the proposed development is consistent with the requirements for the design of urban roads and streets as set out in DMURS.

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UK and Ireland Office Locations