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Job Ref: L086
A - GL
Date: 22-Feb-22

RE: Proposed Strategic Housing Development
Lands at Devoy Barracks, Naas, Co Kildare
DMURS Statement of Consistency

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by the Land Development Agency to develop a DMURS Statement of Consistency to accompany a strategic housing planning application for a development of 219no. residential units and a 59-place childcare facility on a site with a gross area of approximately 4.1 ha at Devoy Barracks, John Devoy Road, Naas, Co Kildare. The proposed development also includes the provision of ancillary public open space; residential and visitor car parking spaces; pedestrian/cycle and vehicular access via an existing roundabout arm; internal roadways; and all associated and ancillary infrastructure, landscaping, boundary treatments and development works.

Relevant Standards and Guidance

The proposed scheme has been designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2013)
- Kildare County Development Plan 2017–2023
- Naas Local Area Plan 2021–2027
- National Cycle Manual (2011)

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The stated objective of the *Design Manual for Urban Roads and Streets* (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. This is achieved in particular by lowering vehicular traffic speeds, reducing unnecessary car use, and creating 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.

Internal Layout

The internal layout of the proposed development is designed in accordance with the guidance provided in DMURS, the introduction to which states that:

> *"Better street design in urban areas will facilitate the implementation of policy on sustainable living by achieving a better balance between all modes of transport and road users. It will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant."*

The development layout design put forward improves the existing roads environs with plantings and with enhanced pedestrian facilities. The development design allows for pedestrian and cyclist connectivity to all sides of the development lands.

The final development layout shall incorporate features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, kerb buildouts, plantings, etc., following the principle that roads should serve a community and not dominate it. The provision of good permeability for pedestrians, cyclists, and public transport are all key objectives of the proposed site layout.

The objectives of the evolving site layout design are:

- to minimise the intrusion of vehicle traffic;
- to ensure ease of access for emergency services;

- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.;
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs).

The proposed internal service roads shall vary in width from 4.8m to 6.0m and have been designed to permit safe access for emergency and service vehicles with an internal maximum vehicle speed of 20km/h, with facility for emergency and service vehicle turning movements throughout the development.

Car parking areas are arranged so as to minimise conflicts with pedestrian movements. Raised footpaths through the development are generally separated from the internal roadway by car parking and planting.

The internal layout of the proposed development shall incorporate numerous design features such as distinctive surface materials and colours, strong landscaping proposals and modern furniture structures, in order to establish a sense of place within an urban neighbourhood environment.

The proposed development layout is well suited to the location, context, shape and topography of the development site, as well as to the scale and type of the residential development proposed.

Car Parking

The development layout incorporates both parallel and perpendicular on-street car parking spaces, as well as in-curtilage car parking. DMURS notes that:

"Onstreet parking, when well designed can:

- *Calm traffic by increasing driver caution, visually narrow the carriageway and reduce forward visibility.*
- *Add to the vitality of communities by supporting retail/commercial activities that front on to streets through the generation of pedestrian activity as people come and go from their vehicles.*

- *Contribute to pedestrian/cyclist comfort by providing a buffer between the vehicular carriageway and foot/cycle path.*
- *Reduce the need or temptation for drivers to kerb mount and block foot/cycle paths.*
- *Provide good levels of passive security as spaces are overlooked by buildings."*

The on-street car parking provided within the development is intended to help achieve the above objectives, and also complies with DMURS guidance on:

- The positioning of perpendicular on-street spaces (on one side of the carriageway only).
- The maximum number of parking spaces per bay (three parallel spaces or six perpendicular spaces).

DMURS also notes that:

"For densities over 50 dwelling per hectare, large areas of off-street parking, such as basements, will generally be required."

To prevent on-street car parking becoming visually dominant within the development, an undercroft car park is therefore provided within the southernmost residential block. This undercroft car park accommodates 108 no. car parking spaces and has its entrance close to the development's main access junction on John Devoy Road; this ensures that vehicles travelling to and from these parking spaces are diverted from the majority of the development's internal street network.

Creating a Sense of Place

DMURS defines four characteristics which represent the basic measures that should be established in order to create people-friendly streets that facilitate more sustainable neighbourhoods. These are:

a) Connectivity

b) Enclosure

c) Active Edge

d) Pedestrian Activity/Facilities

Each of these characteristics is set out in the sections below, together with a summary of the design features adopted to ensure that the proposed residential development complies with these objectives.

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.

The proposed development has been designed with pedestrians and cyclists taking precedence over other modes of transport. The development's internal layout comprises a coherent network of internal streets, together with segregated cycle tracks and footpaths. These accommodate all pedestrian and cyclist desire lines.

While the development layout does not permit the through movement of vehicular traffic, it does allow for pedestrian and cyclist connectivity to adjacent lands to the north, east, south, and west. This permeability gives greater importance to pedestrian and cyclist movements, including those not generated by the development site, while vehicular traffic is limited to that accessing the development itself.

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 streets and public open spaces, providing passive surveillance.

Landscaping and tree planting are provided along the development's internal streets, which assist in providing a sense of enclosure.

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."*

Residential housing blocks are located so that they front directly onto the roads and streets. The entrances to numerous residential units are provided directly from the street, which will ensure that there is plenty of activity as residents come and go.

Although some of the development's internal streets are cul-de-sacs, the pedestrian and cycle links at the end of these cul-de-sacs provide short cuts that will further encourage walking/cycling, enhance activity, and enliven the streetscape.

Public Realm and Pedestrian Facilities

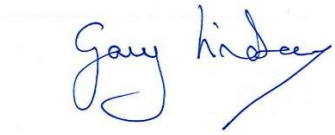
> *"The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also makes walking a more convenient 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 and cyclist connectivity. Numerous residential units are located so that they front directly onto streets, which will create activity and also provide surveillance to enhance pedestrians' feeling of safety and wellbeing. Direct frontage also helps to slow and calm traffic speeds.

The proposed development's internal layout has been designed to prevent excessive vehicular traffic speeds. Long, straight sections of road have been avoided to the greatest extent possible, and horizontal deflections are incorporated in the form of corners, chicanes, and kerb buildouts. Vertical deflections are also provided, in the form of raised tables at internal junctions/corners.

The provision of on-street parking represents an additional traffic calming measure, requiring drivers to be more aware of their surroundings and to reduce driving speed.

Pedestrian footpaths throughout the development have a minimum width of 2.0m wide, ensuring space for two wheelchair users to pass comfortably. Where footpaths run directly behind perpendicular on-street car parking spaces, a minimum footpath width of 2.3m is provided, to ensure that vehicle overhangs do not obstruct the footpath.



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