

| Design Principles                  | Provisions  | Statement of Consistency   |
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| <b>Integrated Street Networks</b>  | Does the development create connected centres that prioritise pedestrian movement and access to public Transport?   | <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 pedestrian routes within the site will be primarily delivered as shared streets, which prioritise walking and wheeling.</p> <p>The north-south Boulevard that connects the main spine route with the canal, and the route along the canal, will not be used by vehicles.</p>                  |
| <b>Movement and Place</b>          | <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 size of the site is such that a formal road hierarchy is not appropriate. However, there is a distinction between the main spine route through the site (from the R101 South Circular Road entrance through to the west of the site, which will be shared with traffic, and the north-south boulevard, which will not.</p> <p>Two additional access points are proposed, which are solely for pedestrians and cyclists. This opens up additional routes between St James' Terrace, the South Circular Road, the proposed creche, and the canal.</p> |
| <b>Permeability and Legibility</b> | <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 considerations to the site constraints?</p>                  | <p>Yes – permeability has been maximised for pedestrians and cyclists as set out in the answer above.</p>  |
| <b>Management</b>                  | <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 &lt;20kph. Furthermore, to encourage the self-regulation of speeds, the following has been included in the design:</p>   |

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|   |  | <ul style="list-style-type: none"> <li>• A total shared space width of 6m, which allows for 4.8m potential running width, and a 1.2m pedestrian buffer, should pedestrians need to stand aside whilst vehicles pass.</li> <li>• Minimal or no road markings, to introduce caution amongst vehicle drivers;</li> <li>• The use of distinctive surfacing / materials to reinforce that drivers do not have priority over other users;</li> <li>• On-street parking;</li> </ul> <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> |
| <b>Movement, Place and Speed</b>          | <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 will be an obviously pedestrian-orientated space. The number of traffic movements within the site will be low. The design of the site reflects this, with vehicles sharing space with pedestrians and cyclists, and travelling through a carefully designed shared space.</p> <p>Physical measures to reduce speed include the use of distinctive surfacing, and restricted forward visibility.</p>   |
| <b>Streetscape</b>                        | <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, planters and raised benches have been provided along the edges of most streets through the development with additional planting around public green areas.</p> <p>Yes - The proposed café cabin and creche will help to create an active edge within the north of the development, and the playpark will form a focal point in the west of the site.</p> <p>Yes – High quality street paving and street furniture will be proposed throughout the development.</p>   |
| <b>Pedestrian and Cyclist Environment</b> | <p>Are footways of appropriate width provided so as to ensure pedestrian safety?</p>   | <p>Yes – pedestrian provision and safety has been improved at the site access junction, with the addition of raised pedestrian crossings and</p>   |

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|                               | <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>separation of the existing Industrial Estate and Priestfield Cottages access.</p> <p>The main spine route into the site has been designed as a shared surface.to create zones of pedestrian priority.</p> <p>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>  |
| <b>Carriageway Conditions</b> | <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>Have adequate parking/loading areas been provided?</p>  | <p>Yes – the main site access junction has been designed to accommodate resident vehicle access, access to the adjacent An Post facility, the Storage World facility, pedestrians crossing from east to west on R101 south circular, and pedestrians entering the site.</p> <p>Yes – Two separate cyclist and pedestrian access in addition to the main vehicular access point on R101 South Circular Road.</p> <p>Yes –The provision of parking has been balanced against the need for an uncluttered quality public realm. Suitable on-street parking has been retained in site to provide a creche drop-off space, a servicing space, and parking for the retained Storage World facility.</p> |