

Appendix 12-4 Urban Design Report

GLENAMUCK DISTRICT ROADS SCHEME



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URBAN DESIGN REPORT

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CONTENTS

1 INTRODUCTION

Purpose of the Document

2 BACKGROUND AND CONTEXT

Local Planning Context

Guidance Documents

Existing and Proposed Context

Description of the Proposed Scheme

3 URBAN DESIGN VISION, PRINCIPLES & CONCEPTS

Vision

Urban Design Principles

Urban Design Concepts

Overall Concept Strategy

4 URBAN DESIGN STRATEGY

Introduction

The Eastern Gateway

The Western Gateway

The Central Gateway

The Southern Gateway

5 SUMMARY

1 INTRODUCTION

Purpose of the Document

This report is part of a suite of documents produced to support a planning application for the proposed Glenamuck District Roads Scheme. This report primarily sets out the vision, design principles and guiding best practice approaches which have informed the conceptual development and detailed design of the proposed link roads, in line with the County Development Plan 2016 and the Kiltiernan/Glenamuck Local Area Plan (KGLAP) 2013.


A high level overview of the existing road network and local facilities of the Kiltiernan/Glenamuck area is provided. In parallel, the proposed Glenamuck District Roads scheme is presented and described from an urban design perspective, with the purpose of demonstrating how the concept and design development of the proposal has been informed, at all levels, by best practice design approaches with due consideration to design manuals, including the Design Manual for Urban Roads and Streets and supporting national and local level planning guidance documents.

The Urban Design 'story' is presented in this document which sets out the process from the overall vision for the scheme, the design concepts and the characterisation of gateways or arrival points throughout the LAP area.

The aim for the Glenamuck District Roads Scheme is to ultimately provide for an enhanced, connected and integrated network to accommodate anticipated housing and population growth in the Kiltiernan/Glenamuck LAP period and beyond.

It should be noted, the purpose of this document is to support and provide relevant information pertaining to the Glenamuck District Roads Scheme planning application. All design details presented within this document are in line with the Kiltiernan/Glenamuck Local Area Plan.

Key

 Boundary of Kiltiernan / Glenamuck Local Area Plan 2013



Existing road network of Kiltiernan / Glenamuck today with boundary extents of the Glenamuck / Kiltiernan Local Area Plan area

2 BACKGROUND AND CONTEXT

Local Planning Context

The **Dún Laoghaire-Rathdown County Development Plan (CDP) 2016 - 2022** is the overarching planning and development framework document for the County and provides guidance regarding location, scale and the nature of new development across the County.

Set out within the CDP is a Six Year Road objective for key planned and required infrastructure to serve and facilitate anticipated growth and development across the County.

The area of Kiltiernan / Glenamuck is identified, within the CDP, as a future development area within the County metropolitan area (see plan, bottom left), with lands predominantly zoned for residential and employment uses, neighbourhood centres and open space/recreation uses.

The **Kiltiernan/Glenamuck Local Area Plan (KGLAP)** is a statutory document that provides further detail beyond, whilst in line with, the CDP to guide and inform the creation of sustainable new neighbourhood within the administrative area of the LAP (see plan, bottom right).

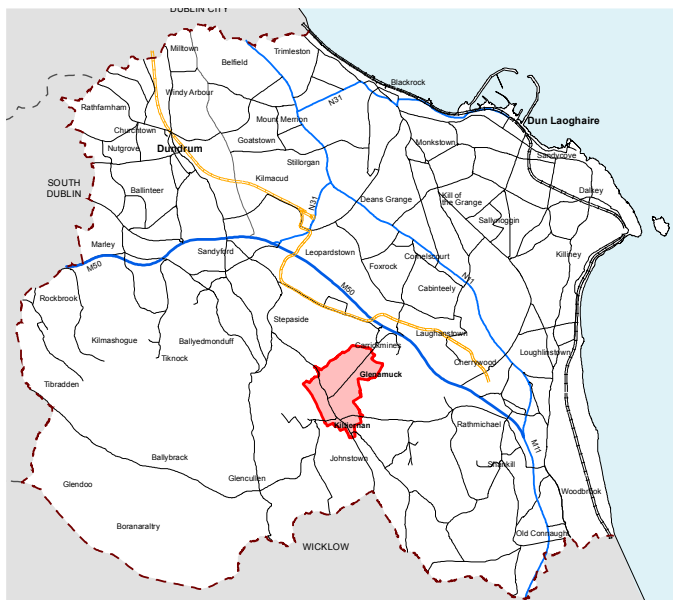
Covering an area of approximately 100 hectares, an estimated 2,500-3,000 new homes units, served by a neighbourhood centre, public open space and a large employment node adjacent to the established mixed use node at The Park, Carrickmines are planned for the area.

Acknowledging the quantum of planned growth and development and capacity challenges of the existing road network in the KGLAP area, and that strategic infrastructure improvements would provide better access to the road network thus promoting development, Dún Laoghaire-Rathdown Council appointed Consultants to undertake an initial study in 2005 to provide proposals for new roads and public transport infrastructure in the area. This study would provide essential guidance in relation to the primary tier of road network required within/ to traverse the area. This study was subsequently revisited in 2012/2013, to take cognisance of changes in traffic volumes in the area and to examine and model the impacts of the opening of the Luas Line

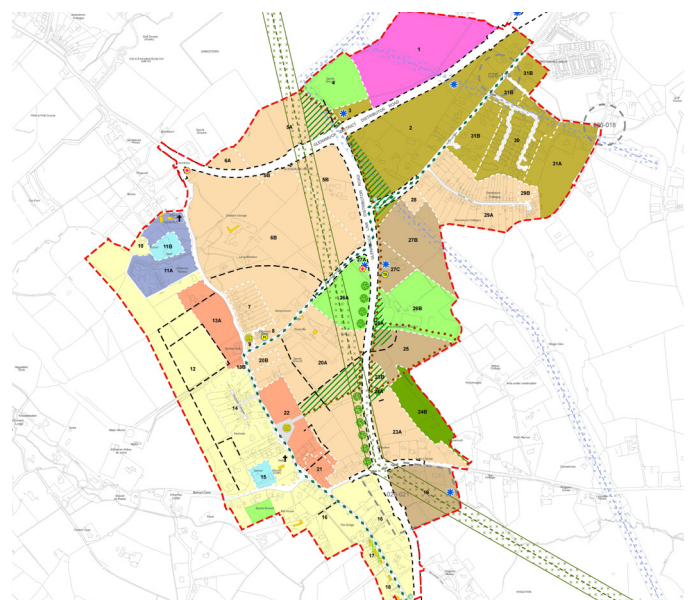
extension and the completion of the M50.

Conclusions from the survey work carried out summarised that, to convey anticipated vehicular traffic from the Enniskerry Road to M50/ Luas to the north from existing and planning growth in the area, a new roads scheme (referred to as the Glenamuck District Roads Scheme is required.

It should be noted, pursuant to Section 18 of the Planning and Development Act 2000 (as amended), where any provision of the Kiltiernan/ Glenamuck LAP conflicts with the provisions of the development plan, the provision of the local area plan shall cease to have any effect. In this regard, the secondary neighbourhood centre within the LAP area at Golden Ball was rezoned to residential use, during the County Development Plan review.



Kiltiernan/Glenamuck LAP extents in Dún Laoghaire-Rathdown



Kiltiernan/Glenamuck LAP Zoning Map

2 BACKGROUND AND CONTEXT

Guidance Documents

The following document have been referred to in detail in the preparation of the concept and design development of the Glenamuck District Roads scheme.

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

The DMURS provides the national level guidance for local authorities for the design and improvement of urban roads and streets. It comprises a set of key principles, approaches and standards which aim to secure the implementation of the high-level policies of Smarter Travel at local level. The design manual provides guidance to achieve quality, safe streets and spaces, which balance the needs of all users.

For existing streets, the Manual aims to provide a greater balance in favour of more sustainable transport modes and vulnerable street users such as pedestrians and cyclists. DMURS also promotes active and vibrant streets, which can balance their function as both a place and a link. Many of the measures required to improve existing streets involve a reconsideration of pedestrian, cycle and public transport facilities and the improvement of key components of streets including the carriageway and junctions.

The National Cycle Manual (2011)

promotes cycling as a sustainable form of transport and seeks to rebalance design priorities towards a safer and more comfortable environment for cyclists. The Cycle Manual is aligned with DMURS and recognises the parallel need to reduce vehicular speed and improve road safety.

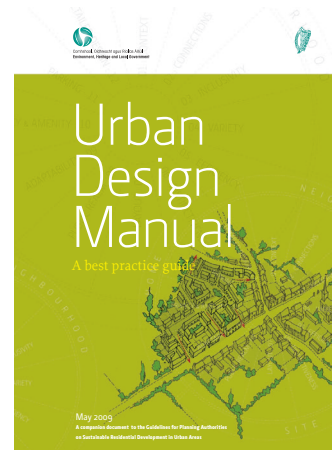
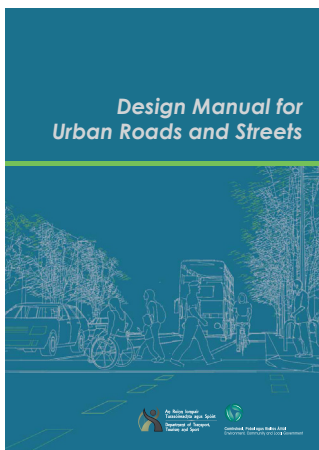
The Manual provides detailed guidance on the design of cycle facilities including on-street cycle lanes and raised cycle tracks and lanes. It also highlights the importance of other design measures such as narrower vehicular carriageways and tighter corner radii.

On busier roads, such as the Glenamuck District Roads scheme for example, the Manual recommends raised cycle lanes or tracks.

Urban Design Manual. A Best Practice Guide

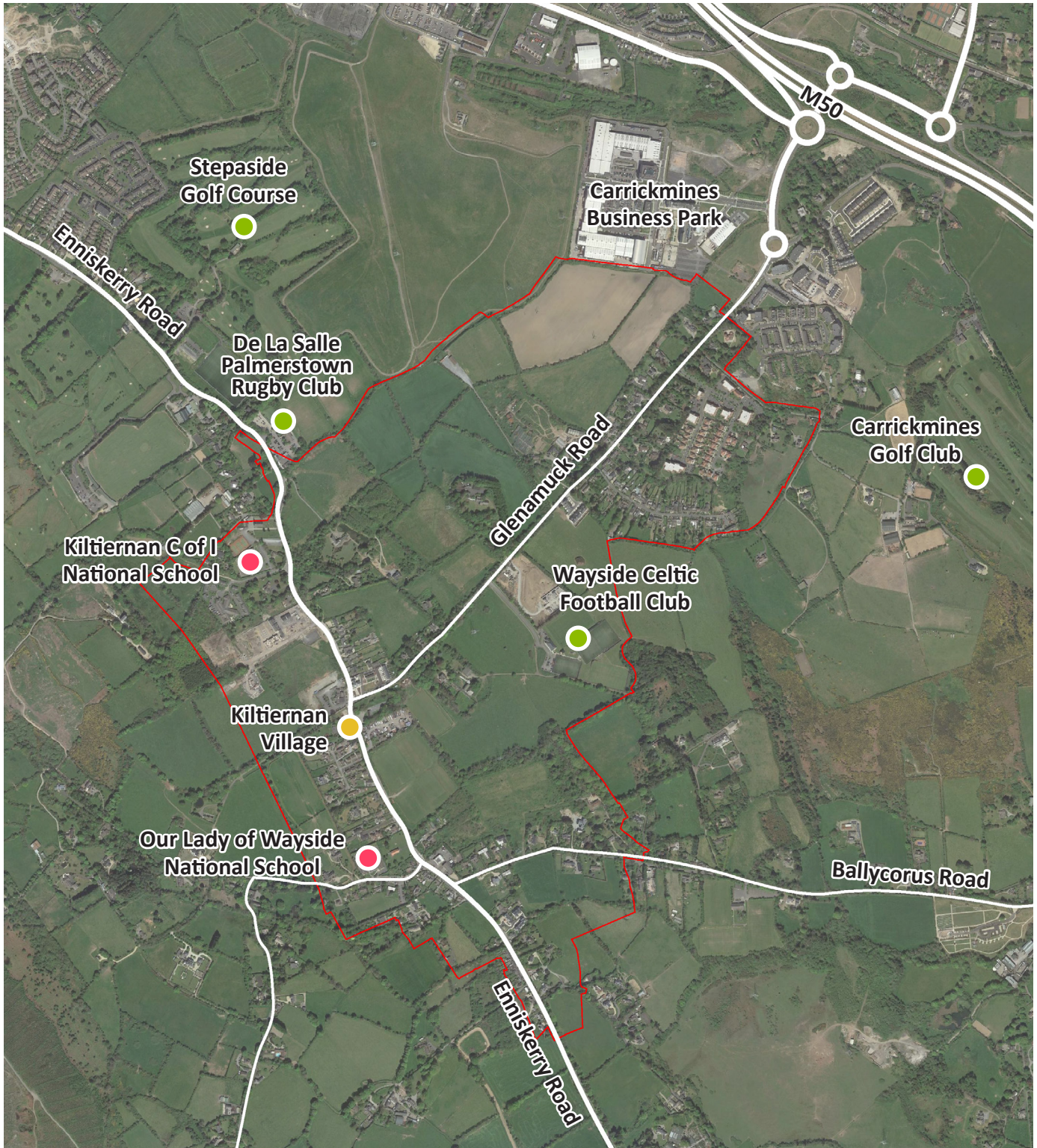
The Urban Design Manual was published as guidance in support of planning guidelines for residential development. The Manual sets out a useful set of criteria to ensure better quality development outcomes.

Many of these criteria can also be applied to non- residential development in the mixed use, general business, and industrial/ warehousing zoned areas in the strategy area.



2 BACKGROUND AND CONTEXT

Existing Context



Key

- Existing Road Network
- Boundary of Kiltiernan/ Glenamuck Local Area Plan
- Existing Schools
- Existing Local Centre
- Existing Amenity / Recreation

2 BACKGROUND AND CONTEXT

Proposed Context



Key

- Alignment of proposed Glenamuck District Roads Scheme
 - Existing Road Network
 - Boundary of Kiltiernan/Glenamuck Local Area Plan
- Existing Schools
 - Existing Local Centre
 - Existing Amenity / Recreation

2 BACKGROUND AND CONTEXT

Description of the Proposed Scheme

The Glenamuck District Roads Scheme (GDRS) is set out as an objective in the Dun Laoghaire Rathdown County Council County Development Plan 2016-2022, as well as the Kiltiernan Glenamuck Local Area Plan (KGLAP) 2013-2019.

The main purpose and function of this proposed scheme is to serve and provide for the planned growth and development in the areas of Kiltiernan and Glenamuck. As mentioned earlier, within the KGLAP area of approximately 100 hectares, an estimated 2,500-3,000 new homes units, served by a neighbourhood centre, public open space and a large employment node adjacent to the established mixed use node at The Park, Carrickmines are anticipated for the area.

The GDRS is intended to facilitate the anticipated growth and development across the County. The scheme includes for the following main provisions:

- An west-east primary link road from the tie-in at Enniskerry Road to the tie-in at the Glenamuck Road East/ Golf Lane Roundabout;
- A north-south primary link road carriageway from the tie-in at Enniskerry Road; and
- Provision of necessary SuDS attenuation pond
- Provision of safe, integrated, permeable and legible movement and access for all users, via all modes of transport including a dedicated Bus Corridor and cycleways, throughout the LAP area and beyond
- Integration of development and uses throughout the KGLAP area

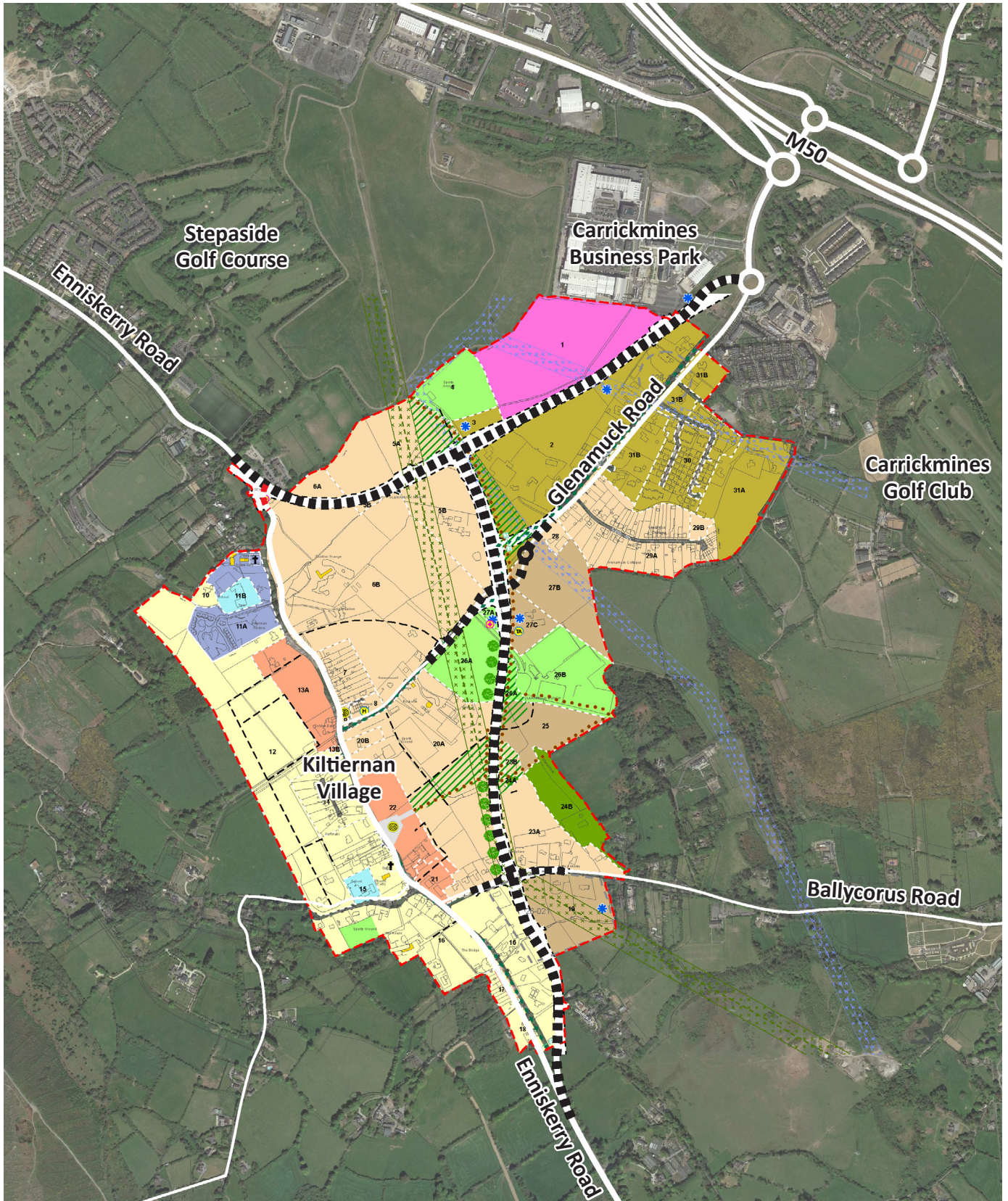
The northern spine of the Scheme is located north of the existing Glenamuck Road and will act as the main collector/distributor section of the overall road network and directly connect the roundabout to the south of the Carrickmines Interchange to the Enniskerry Road north of Kiltiernan ‘village’. The north-south spine is intended to complete the overall scheme and will also act as a collector/distributor road for traffic to-and-from south of Kiltiernan Village and as a de facto ‘bypass’ of the established Kiltiernan village.

It should be noted, pursuant to Section 18 of the Planning and Development Act 2000 (as amended), where any provision of the Kiltiernan/Glenamuck LAP conflicts with the provisions of the development plan, the provision of the local area plan shall cease to have any effect. In this regard, the secondary neighbourhood centre within the LAP area at Golden Ball was rezoned to residential use, during the County Development Plan review.

Key

- ■ Alignment of proposed Glenamuck District Roads Scheme
- - Boundary of Local Area Plan
- Medium/Higher Density Residential
- Medium Density Residential
- Low Density Residential
- Neighbourhood Centre
- Employment Use
- Agriculture
- High Amenity
- Open Space/Recreational Amenity
- Parish/Community Centre Node
- Existing Primary School
- /// Indicative Greenway Link
- |||| Architectural Conservation Area
- Protected Structures
- Record of Monuments and Places
- County Council Housing Programme Site
- Traveller Accommodation
- ★ Surface Water Attenuation Pond
- ⊕ Gateway Feature
- ⊙ Artistic Feature
- ● ● Walkway/Cycleway
- Civic Space
- ⊕ Church
- 220KV Overhead Line
- ⊗ ⊗ ⊗ Restriction Corridor 220KV
- 110KV Overhead Line
- ⊗ ⊗ ⊗ Restriction Corridor 110KV
- Primary Bus Corridor
- - Indicative Proposed Access Road
- Proposed Bus Gate
- Trees (Avenue Planting)
- Dashed White Lines Indicate Land Parcel Boundary
- 25A Land Parcel Number

2 BACKGROUND AND CONTEXT



Location of proposed Glenamuck District Roads Scheme in the context of the existing Glenamuck / Kiltiernan LAP Zoning Map

Note: The northern Neighbourhood Centre area was rezoned 'A' - To protect and or improve residential amenity - in the County Development Plan 2016 - 2022.

3 URBAN DESIGN VISION, PRINCIPLES & CONCEPTS

Vision

The County Development Plan sets out the County Wide Vision as one that will:

*“To continue to facilitate appropriate levels of sustainable development predicated on the delivery of high quality community, employment and recreational environments - allied to **the promotion of sustainable transportation and travel patterns** - but all the while protecting Dún Laoghaire–Rathdown’s unique landscape, natural heritage and physical fabric, to ensure the needs of those living and working in the County can thrive in a socially, economically, environmentally sustainable and equitable manner”.*

The area of Kiltiernan/Glenamuck, a key future growth area as identified in the CDP, is planned to accommodate and provide for new and existing communities through the provision of new and enhanced services and facilities. The proposed District Roads Scheme will provide for what will be a vibrant mixed use area well connected with and served by sustainable public transport modes and a clear street movement and access structure.

A primary objective of the LAP is to provide and facilitate cycle and pedestrian permeability and connectivity through the LAP area, and beyond; ensuring the homes, services and facilities and open spaces are accessible, connected and orientated towards pedestrian and cycle accessibility and safe movement.

A suite of urban design principles and concepts, informed and guided by the Design Manual for Urban Roads and Streets, are set out on the following pages and present how the KGLAP vision is delivered for a sustainable and integrated new community.



Urban Design Principles

In line with the Design Manual for Urban Roads and Streets (DMURS), the approach taken for the GDRS has been influenced and guided by design principles as follows:

Design Principle 1: Connected Networks

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.

Design Principle 2: Multi-Functional Streets

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

Design Principle 3: Pedestrian Focus

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

Design Principle 4: Multi-Disciplinary Approach

Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

Urban Design Concepts

The framework provides the broad spatial concepts for the gradual improvement of the area. These concepts identify key actions and interventions and their locations. The framework consists of the following, four basic spatial concepts:

- Green infrastructure concept;
- Urban form concept;
- Movement concept; and
- Place concept.

The following pages explain the rationale and approaches towards creating a framework for development that is connected, provides multifunctional streets, its pedestrian focused and has been created and formulated through a multidisciplinary approach.

3 URBAN DESIGN CONCEPTS








1 Green Infrastructure Concept: A landscape led approach

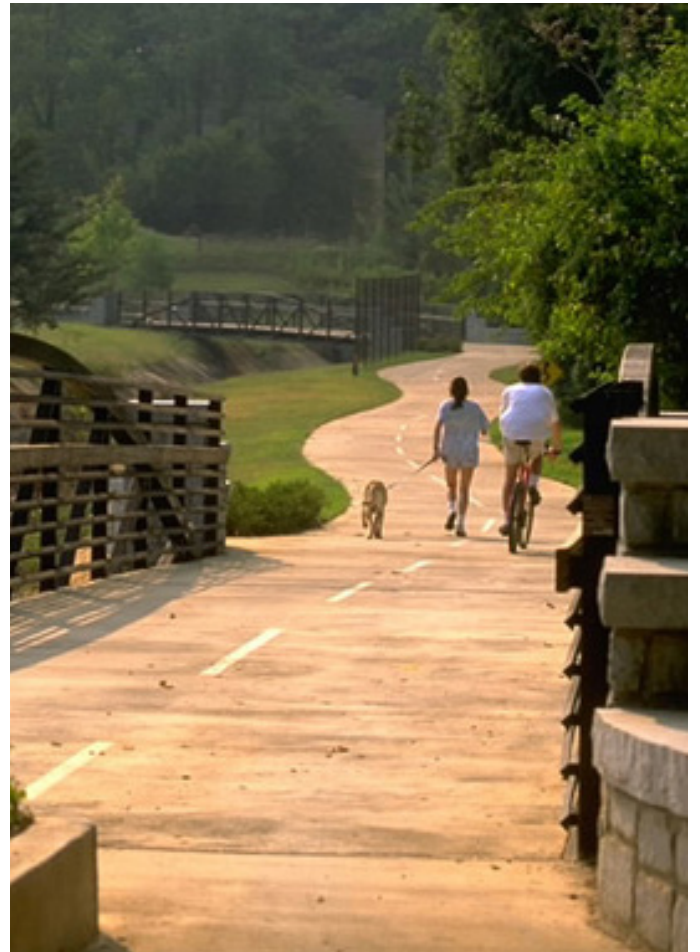
Recognising the strategy of the KGLAP for the creation of destination open spaces within the LAP area, the initial urban design concept is for a landscape led approach, whereby, whilst appreciating existing settlements, the utilisation of existing and proposed new green assets and corridors are utilised and integrated as best appropriate. An existing high voltage telecommunications spine presents potential challenges in terms of functionality as open space with the LAP.

A northern ‘destination green’ in the vicinity of existing playing fields at Jamestown and a southern green in the vicinity of the Wayside Celtic grounds are stitched together via an integrated green corridor through the heart of the LAP area and extent beyond.



Key

-  Existing residential settlement areas
-  Existing and proposed (as per the KGLAP) areas of high amenity/open space/recreational amenity/agriculture
-  Existing low and high voltage power lines
-  Restriction high voltage 220KV power line
-  Indicative proposed green corridors
-  Existing road network
-  Existing primary schools



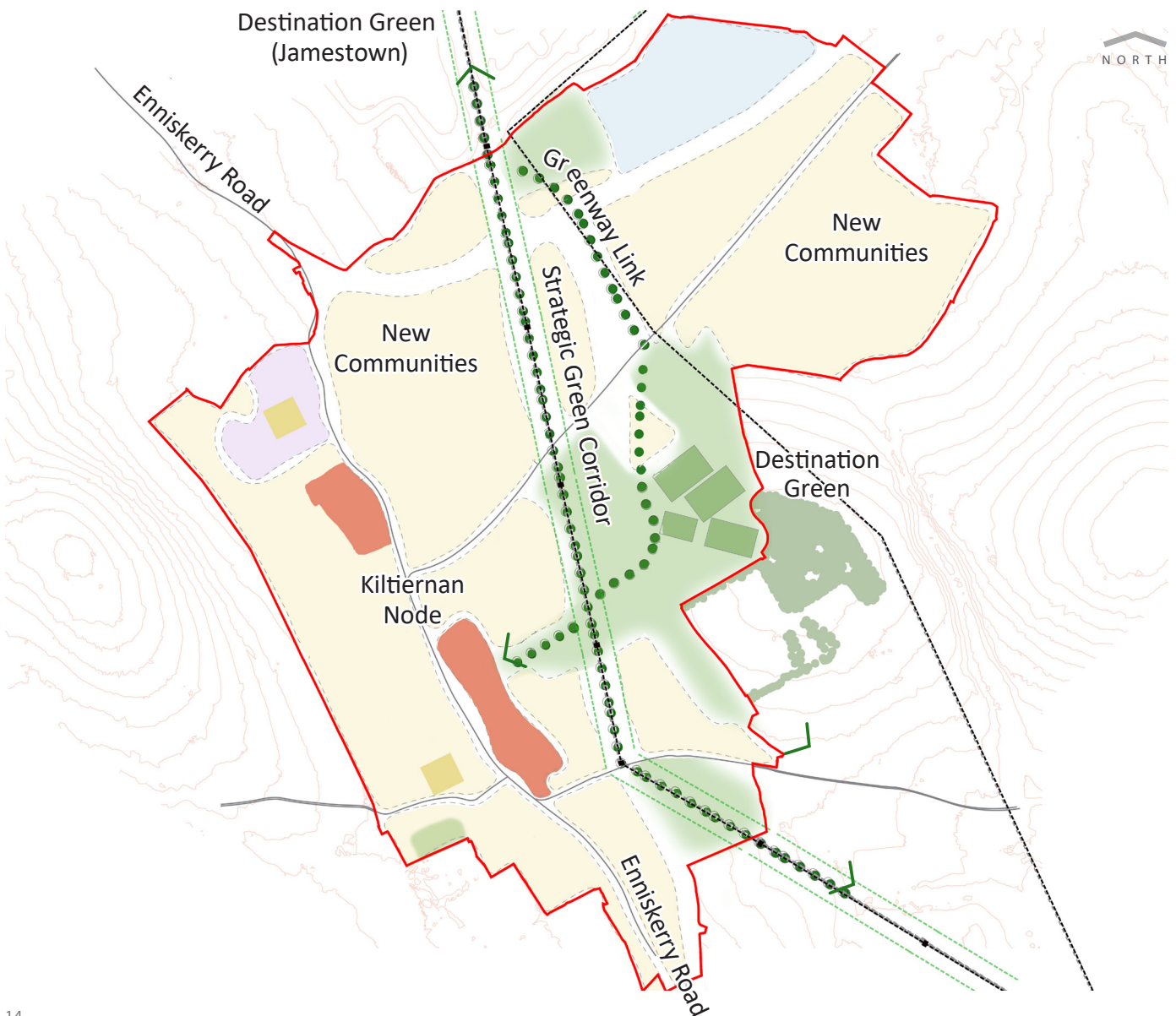
Indicative examples of potential uses and interfaces along green corridor

3 URBAN DESIGN CONCEPTS

2 Urban Form Concept: Integrating landscape and new communities

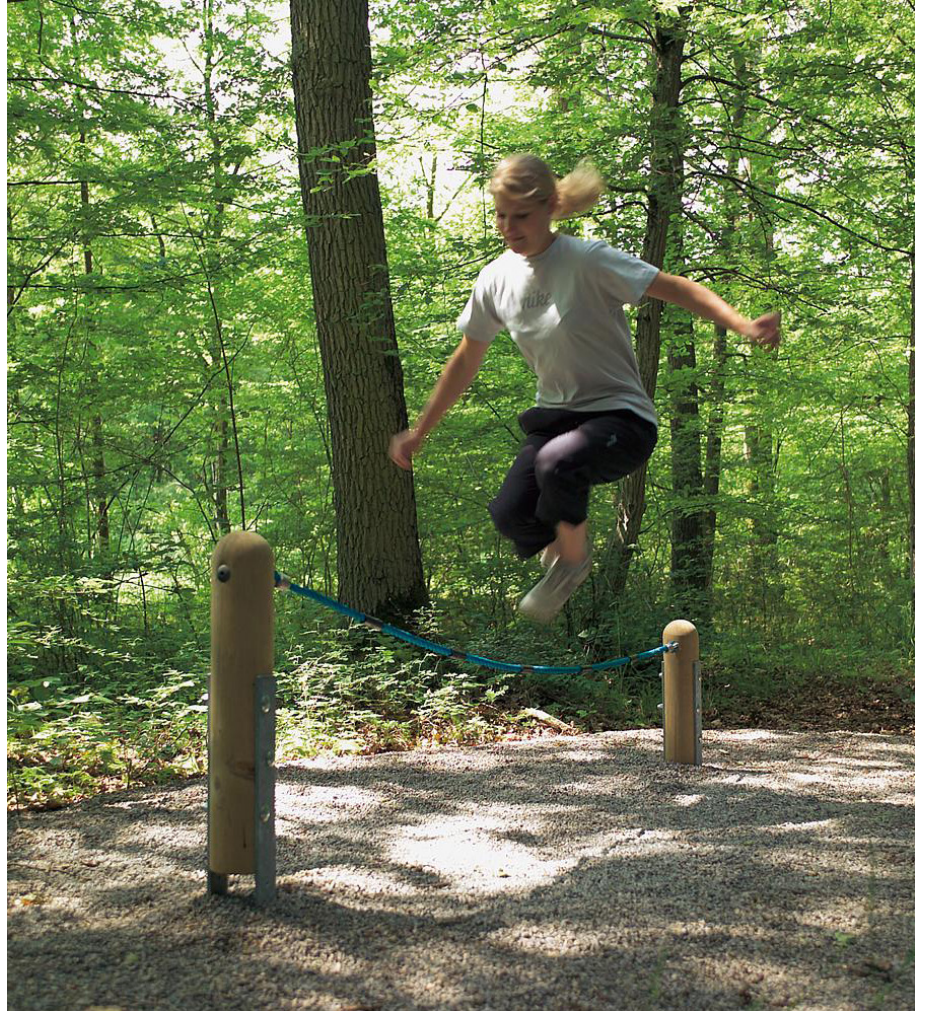
Emerging from an understanding of existing land topography, existing arteries, settlement areas and community nodes, within the LAP area, the second urban design concept focusses on providing a framework that integrates existing and new communities and the landscape together. The key components of the strategy are:

- The parcelisation of land use zoning to reflect existing landforms, optimisation of land use zoning and connectivity between existing and new settlements; and
- The strategic positioning of employment, education, social and community uses so to enhance existing land uses and provide for a robust landscape setting and an enhanced and integrated development structure within the LAP.



Key

- Residential (new and existing) as per the KGLAP
- Employment Use (as per the KGLAP)
- Neighbourhood Centre (as per the CDP)
- Parish/Community Centre Node (as per the KGLAP)
- Existing low and high voltage power lines
- Restriction high voltage 220KV power line
- Indicative proposed green corridors
- Existing road network
- Existing primary schools



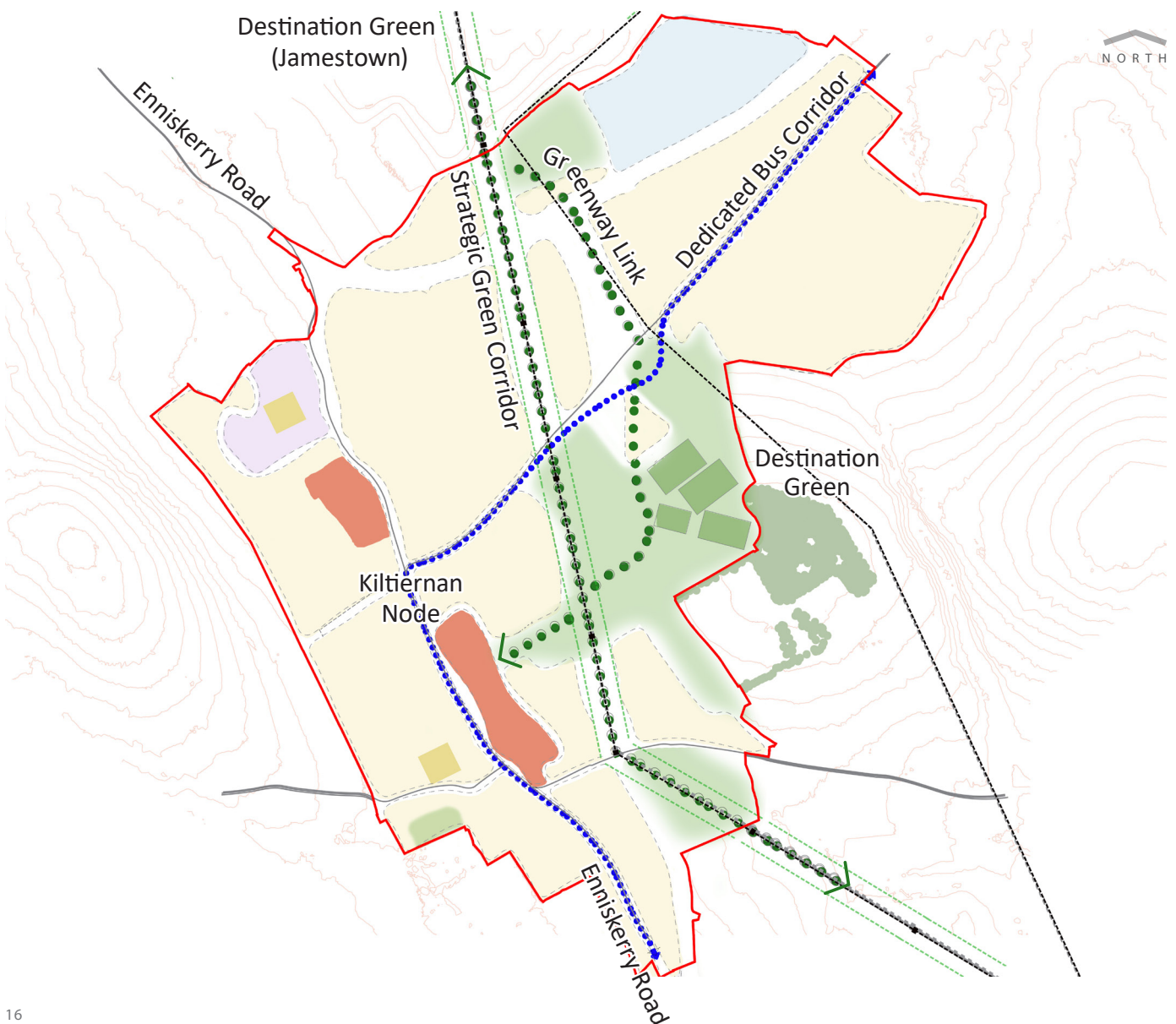
An integrated new and existing community with connected social, amenity, commercial and landscape assets and features.

3 URBAN DESIGN CONCEPTS











3 Movement Concept: Prioritisation of public transport

The third urban design concept approach focuses on movement through the LAP area. In line with DMURS guidance for more sustainable transport modes, the prioritisation of public transport is made with a Dedicated Bus Corridor along Glenamuck Road. Enhancing and reconfiguring, in parts, the existing alignment of Glenamuck Road to provide direct, rapid public transport linkage between the village of Kiltiernan and beyond, new settlement areas within the LAP and the M50/LUAS is facilitated. Prioritisation of users beyond the car is required at the intersection of

Glenamuck Road and the new proposed GDRS. Section 4 of this document provides further detail on how this is achieved as part of the design proposals.



Key

-  Residential (new and existing) as per the KGLAP
-  Employment Use (as per the KGLAP)
-  Neighbourhood Centre (as per the CDP)
-  Parish/Community Centre Node (as per the KGLAP)
-  Existing low and high voltage power lines
-  Restriction high voltage 220KV power line
-  Indicative proposed green corridors
-  Existing road network
-  Existing primary schools
-  Primary bus corridor (as per KGLAP)



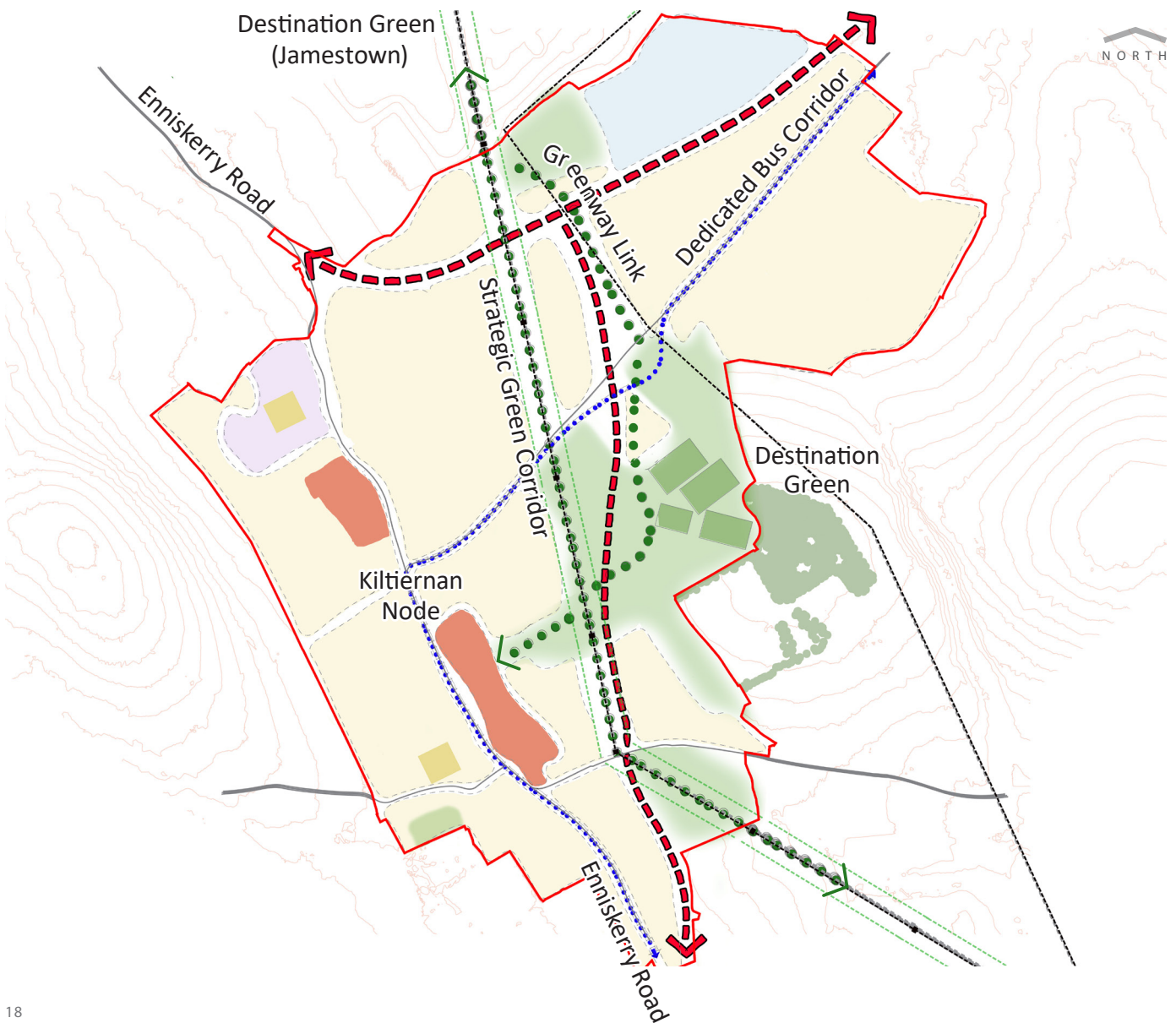
Public transport orientated movement, access and connectivity along Glenamuck Road

3 URBAN DESIGN CONCEPTS













4 Movement Concept: Providing strategic primary connections

The second tier of the movement concept is focused on the alignment, scale and integration of the proposed road scheme through the LAP area.

Whilst required to accommodate anticipated traffic flows through the LAP area, the GDRS will also provide integrated pedestrian and cycle facilities and linkages between existing and new homes, employment and community uses and villages such as Kiltiernan and Glenamuck.



Key

-  Residential (new and existing) as per the KGLAP
-  Employment Use (as per the KGLAP)
-  Neighbourhood Centre (as per the CDP)
-  Parish/Community Centre Node (as per the KGLAP)
-  Indicative proposed access roads (as per the KGLAP)
-  Existing low and high voltage power lines
-  Restriction high voltage 220KV power line
-  Indicative proposed green corridors
-  Existing road network
-  Existing primary schools
-  Primary bus corridor (as per KGLAP)
-  Glenamuck District Roads alignment



Formal designated and informal cycle routes

3 URBAN DESIGN CONCEPTS

5 Place Concept: Providing sense of place, arrival and context

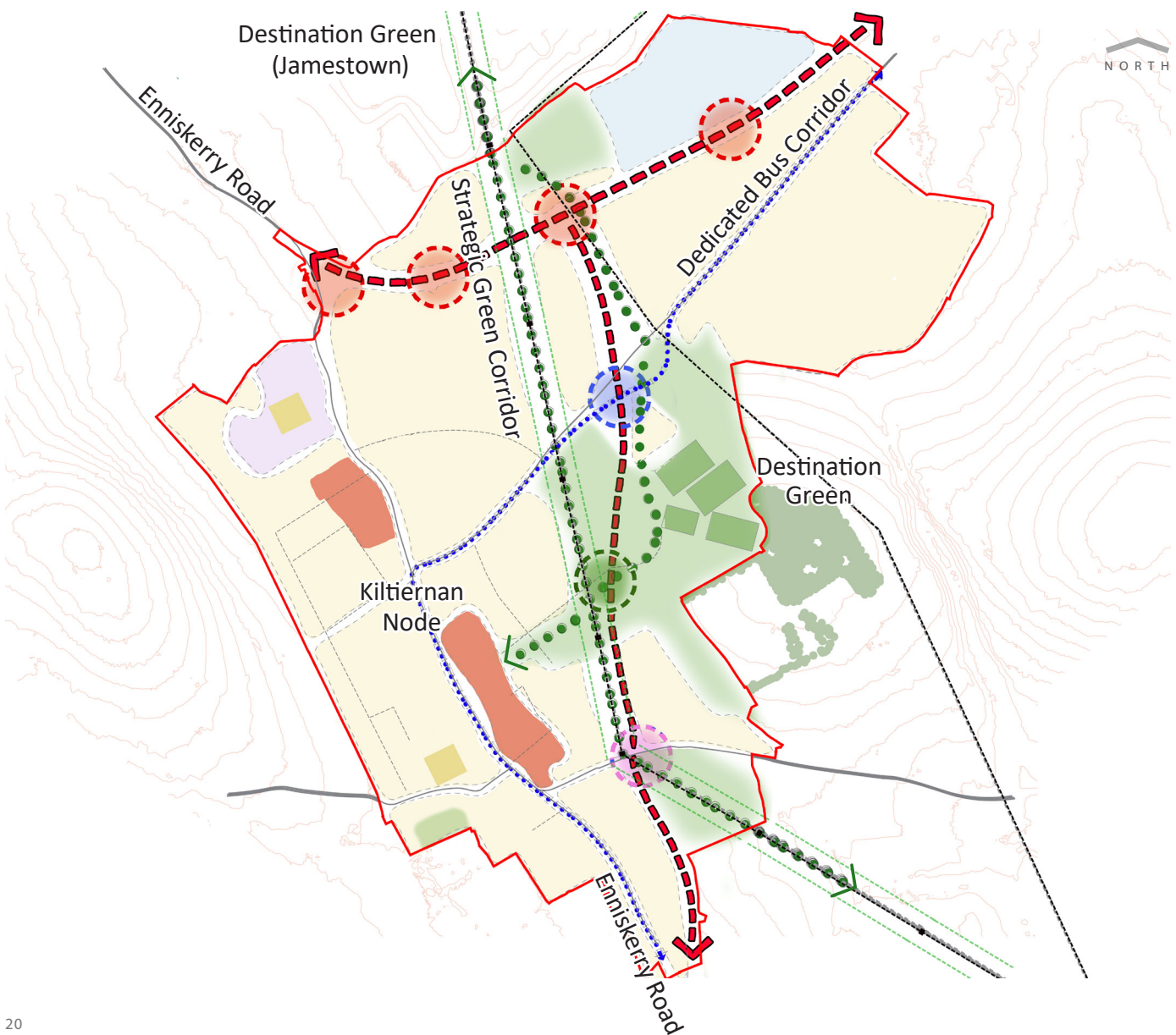
Appreciating the scale and nature of the proposed scheme, the characterisation of the GDRS is crucial to ensure a sense of safety but also to ensure the provision of safe and integrated movement by all modes is provided. Creating a sense of character enables a sense of place and hierarchy for both the built and natural environment.

Influenced by the interface between the roads, the adjoining landscape and proposed land uses, four 'welcome gateways' or 'arrival zones' (red circles) are provided along the west-east spine of the GDRS, with no particular hierarchy between them.

















These gateways or arrival zones can comprise a landmark building or feature - so to animate key arrival 'junctures' throughout the LAP area, but importantly, to provide permeability between the proposed GDRS and the wider LAP area.

Appreciating the inherent and different nature, scale and road hierarchy of the north-south spine of the GDRS, two different character zones are proposed, across three locations. A landscape focused zone (green circle) is proposed that directly connects with the Kiltiernan Village Node in the west and the Destination Green in the east at Wayside Celtic.

Along the north-south spine are two pedestrian/cycle/public transport focused zones (pink circles). These areas present a different, due to a varying material palette and scale of development to that of the north and west.

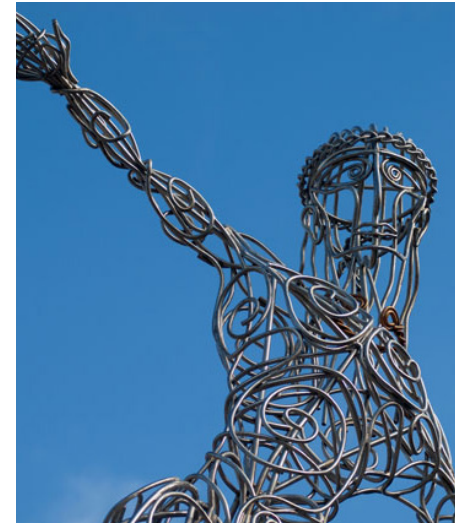


Key

-  Residential (new and existing) as per the KGLAP
-  Employment Use (as per the KGLAP)
-  Neighbourhood Centre (as per the CDP)
-  Parish/Community Centre Node (as per the KGLAP)
-  Indicative proposed access roads (as per the KGLAP)
-  Existing low and high voltage power lines
-  Restriction high voltage 220KV power line
-  Indicative proposed green corridors
-  Existing road network
-  Existing primary schools
-  Primary bus corridor (as per KGLAP)
-  Glenamuck District Roads alignment
-  Welcome and arrival gateway
-  Pedestrian and cycle focussed gateway
-  Public Transport/Pedestrian and cycle focussed Gateway
-  Landscape focussed gateway



Welcome and arrival gateway



Pedestrian focussed gateway



Landscape orientated gateway

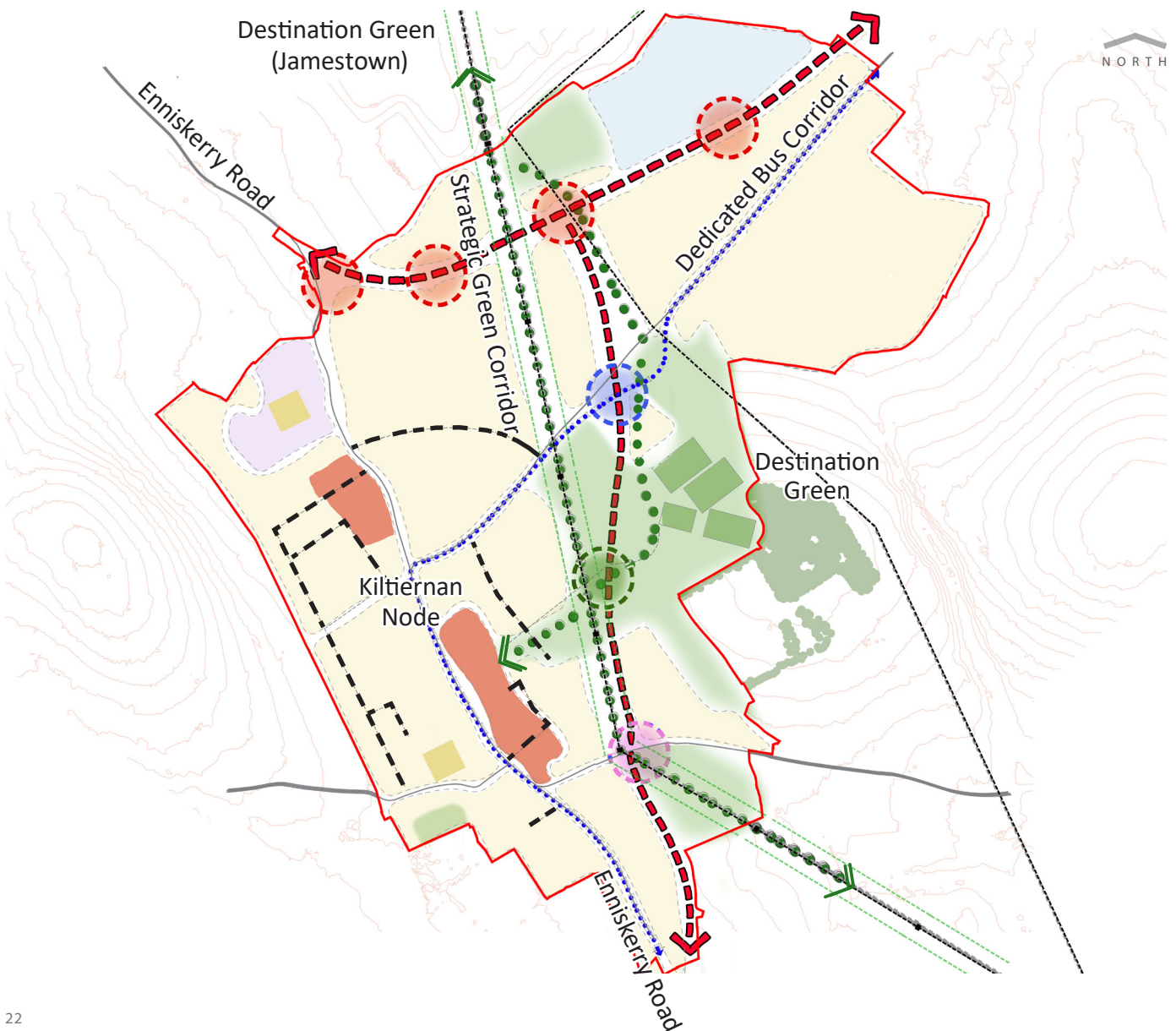
3 URBAN DESIGN CONCEPTS

6 Place Concept: Ensuring Connected Communities


















Blending concept two (urban form) with the provision of high level indicative access points provides a sense of place and how communities and neighbours can be connected across the LAP area.

Corridor) and the neighbourhood level street (residential streets) are connected at a higher and local level - for all users on all modes, including walking, cycling, public transport and the private car.

Ensuring connectivity and ease of access from the outset ensures integration between land uses and a sense of place at the higher and local level. Providing a clear and integrated street hierarchy through the LAP area, the concept ensures the two spines of the GDRS, the public transport routes (Dedicated Bus



Key

-  Residential (new and existing) as per the KGLAP
-  Employment Use (as per the KGLAP)
-  Neighbourhood Centre (as per the CDP)
-  Parish/Community Centre Node (as per the KGLAP)
-  Indicative proposed access roads (as per the KGLAP)
-  Existing low and high voltage power lines
-  Restriction high voltage 220KV power line
-  Indicative proposed green corridors
-  Existing road network
-  Existing primary schools
-  Primary bus corridor (as per KGLAP)
-  Glenamuck District Roads alignment
-  Welcome and arrival gateway
-  Pedestrian/cycle focussed gateway
-  Public Transport/Pedestrian and cycle focussed Gateway
-  Landscape focussed gateway
-  Indicative proposed access road as per the KGLAP



Integrated land uses, communities and services

3 URBAN DESIGN CONCEPTS

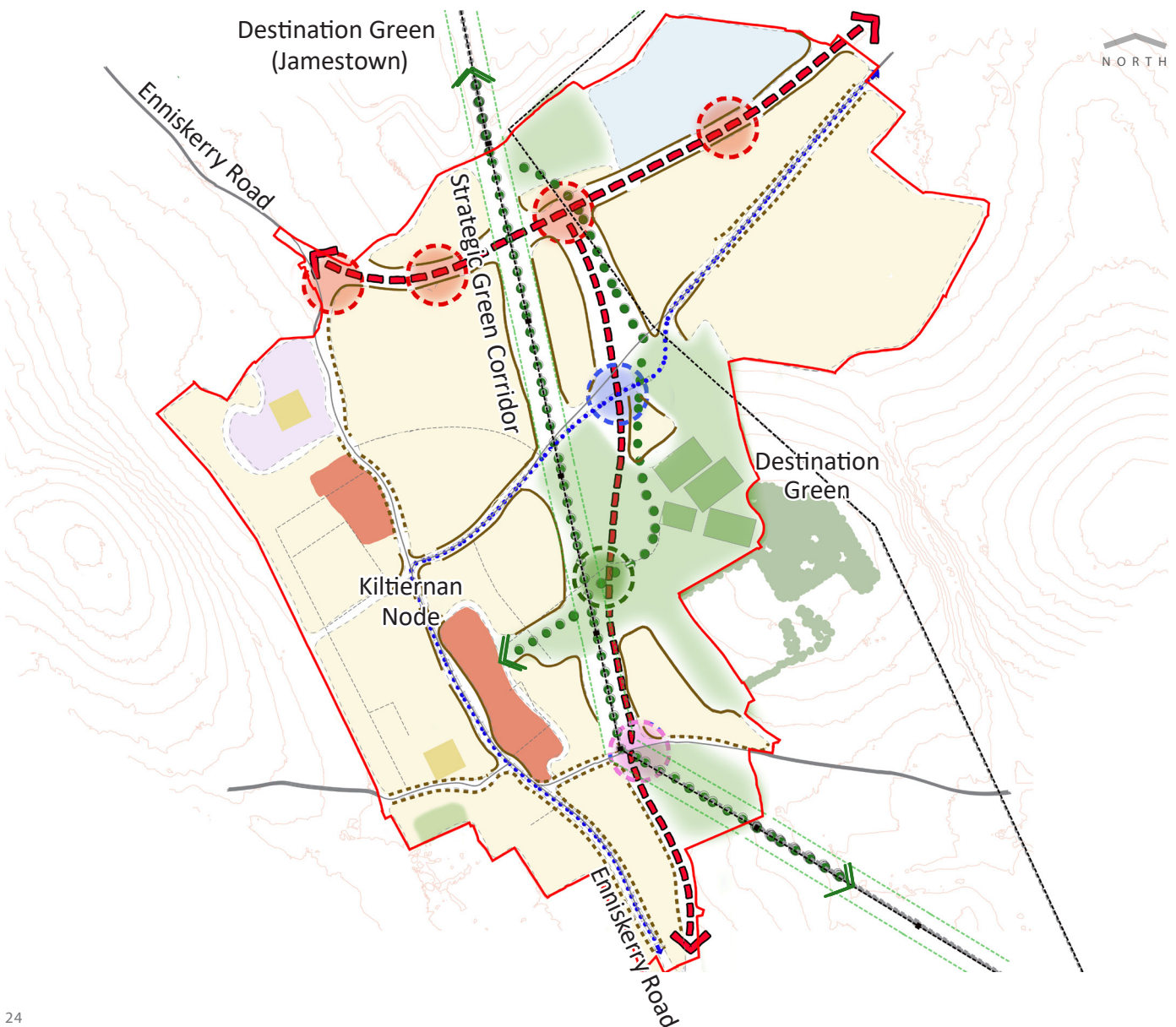
7 Place Concept: Surveilled Streets, Spaces and Amenity Spaces

Ensuring a secure and community orientated sense of place is delivered, a key part of the design process of the GDRS has been orientated and focussed on natural surveillance and consequently the interface between the proposed scheme, future built form and natural and physical assets and features throughout the landscape.




















A hierarchy of primary and secondary frontages, set out below, ensure the interface between the GDRS and land uses provides for a people orientated scheme rather than a vehicular orientated scheme.

Primary frontages, via for example a robust and activated built form, from the street level upwards, and are aligned along the road and positioned to ensure open spaces and land uses are positively addressed and fronted. Natural surveillance and appropriate setbacks, to accommodate pedestrians, cyclists etc. are provided so to provide pleasant experiences for all users and ages.

Secondary frontages are positioned in areas where scale of development is different to that where primary frontages are located. The character and form of development will be less formal to areas of primary frontage.



Key

-  Residential (new and existing) as per the KGLAP
-  Employment Use (as per the KGLAP)
-  Neighbourhood Centre (as per the CDP)
-  Parish/Community Centre Node (as per the KGLAP)
-  Indicative proposed access roads (as per the KGLAP)
-  Existing low and high voltage power lines
-  Restriction high voltage 220KV power line
-  Indicative proposed green corridors
-  Existing road network
-  Existing primary schools
-  Primary bus corridor (as per KGLAP)
-  Glenamuck District Roads alignment
-  Welcome and arrival gateway
-  Pedestrian/cycle focussed gateway
-  Public Transport/Pedestrian and cycle focussed Gateway
-  Landscape focussed gateway
-  Indicative proposed access road as per the KGLAP
-  Primary frontages
-  Secondary frontages



Connected communities with natural surveillance ensuring a sense of safe communities

3 OVERALL CONCEPT STRATEGY

The overall concept strategy for the Glenamuck District Roads Scheme is to provide for and ensure that:

Networks are Connected

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.

That Streets are Multi-Functional

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

That Streets are Pedestrian Focussed

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




















A Multi-Disciplinary Approach has been applied throughout

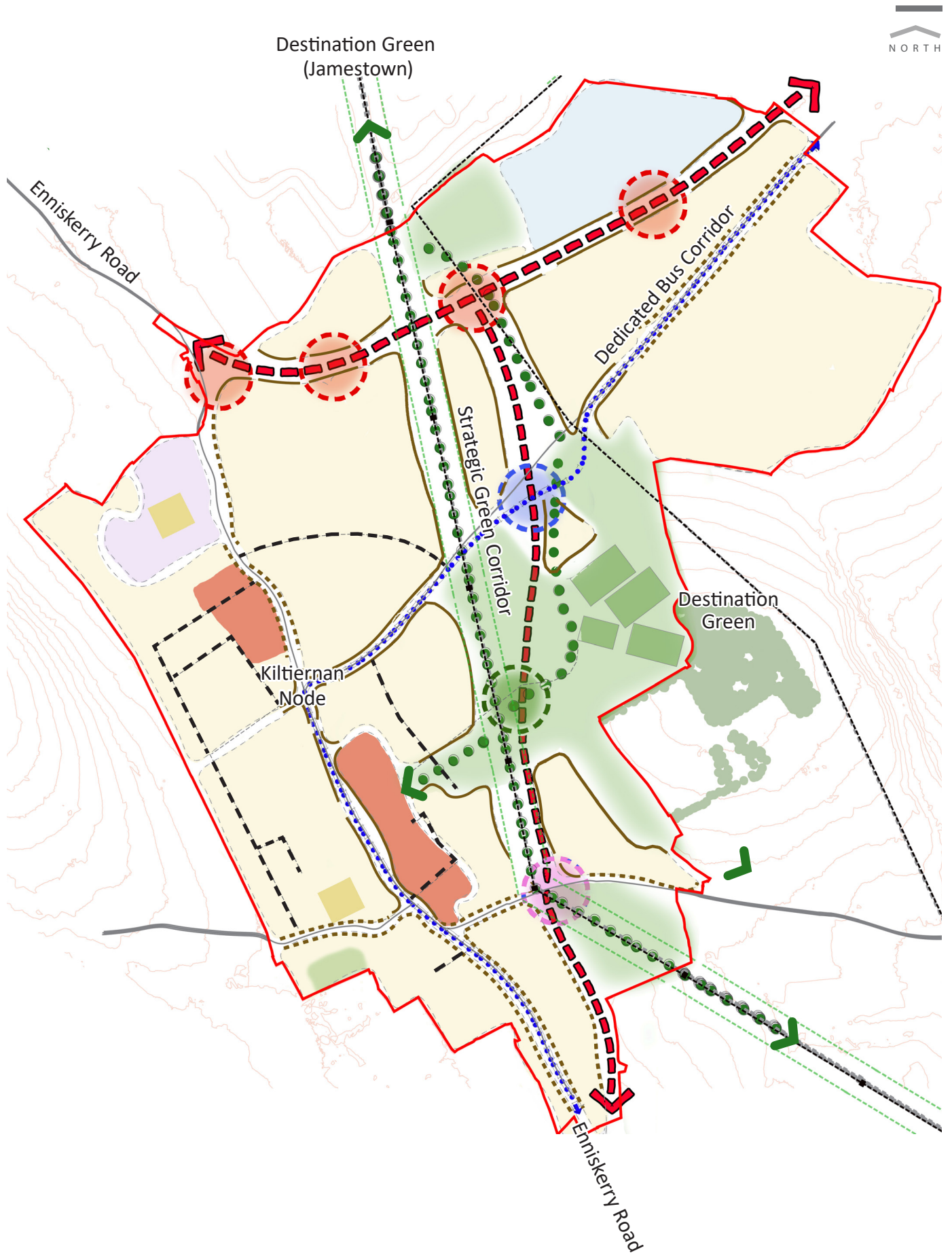
Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design. The Overall Strategy has been informed from the outset by four spatial concepts:

- Green infrastructure concept;
- Urban form concept;
- Movement concept; and
- Place concept

The following pages explain the rationale and approaches towards creating a framework for development that is connected, provides multifunctional streets, its pedestrian focused and has been created and formulated through a multidisciplinary approach.

Key

-  Residential (new and existing) as per the KGLAP
-  Employment Use (as per the KGLAP)
-  Neighbourhood Centre (as per the CDP)
-  Parish/Community Centre Node (as per the KGLAP)
-  Indicative proposed access roads (as per the KGLAP)
-  Existing low and high voltage power lines
-  Restriction high voltage 220KV power line
-  Indicative proposed green corridors
-  Existing road network
-  Existing primary schools
-  Primary bus corridor (as per KGLAP)
-  Glenamuck District Roads alignment
-  Welcome and arrival gateway
-  Pedestrian/cycle focussed gateway
-  Public Transport/Pedestrian and cycle focussed Gateway
-  Landscape focussed gateway
-  Indicative proposed access road as per the KGLAP
-  Primary frontages
-  Secondary frontages



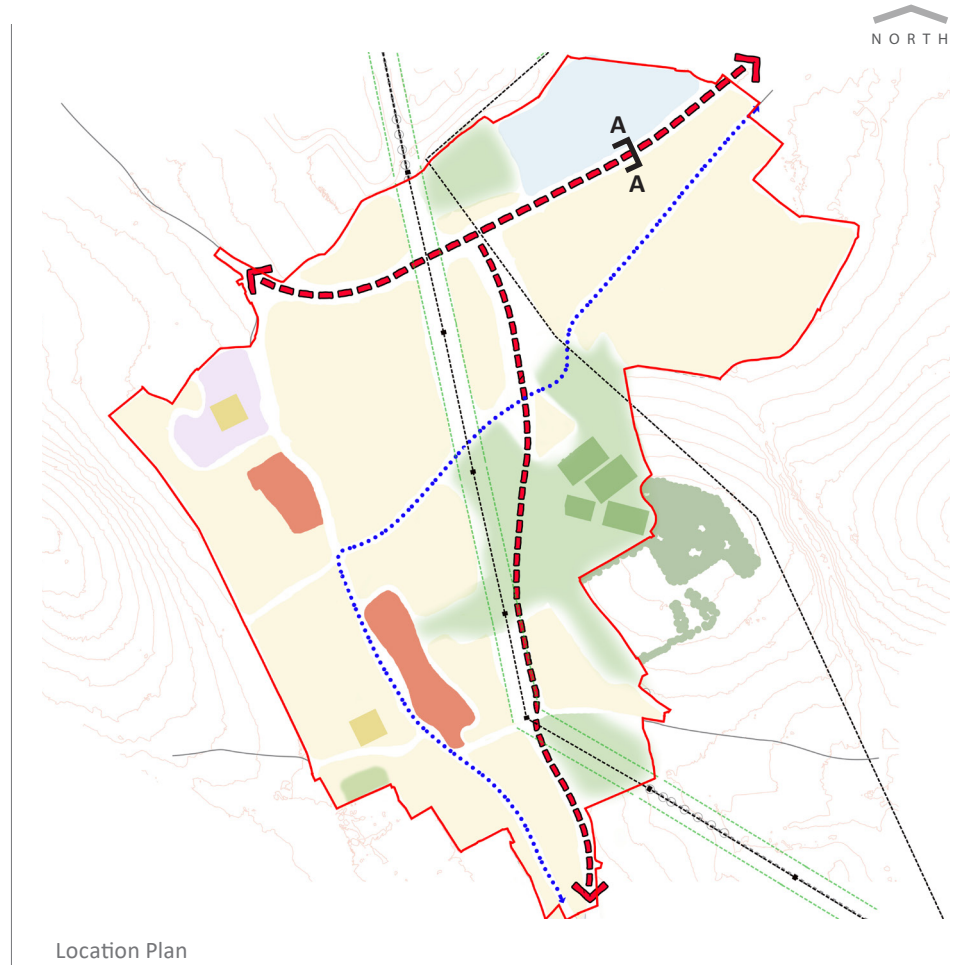
4 URBAN DESIGN STRATEGY

The Eastern Gateway

The eastern gateway presents an urban form where varying uses are planned, including employment and residential.

The character, form and scale of this gateway is one where the scale and proportion of the road network is complimented with appropriate building heights and movement hierarchy.

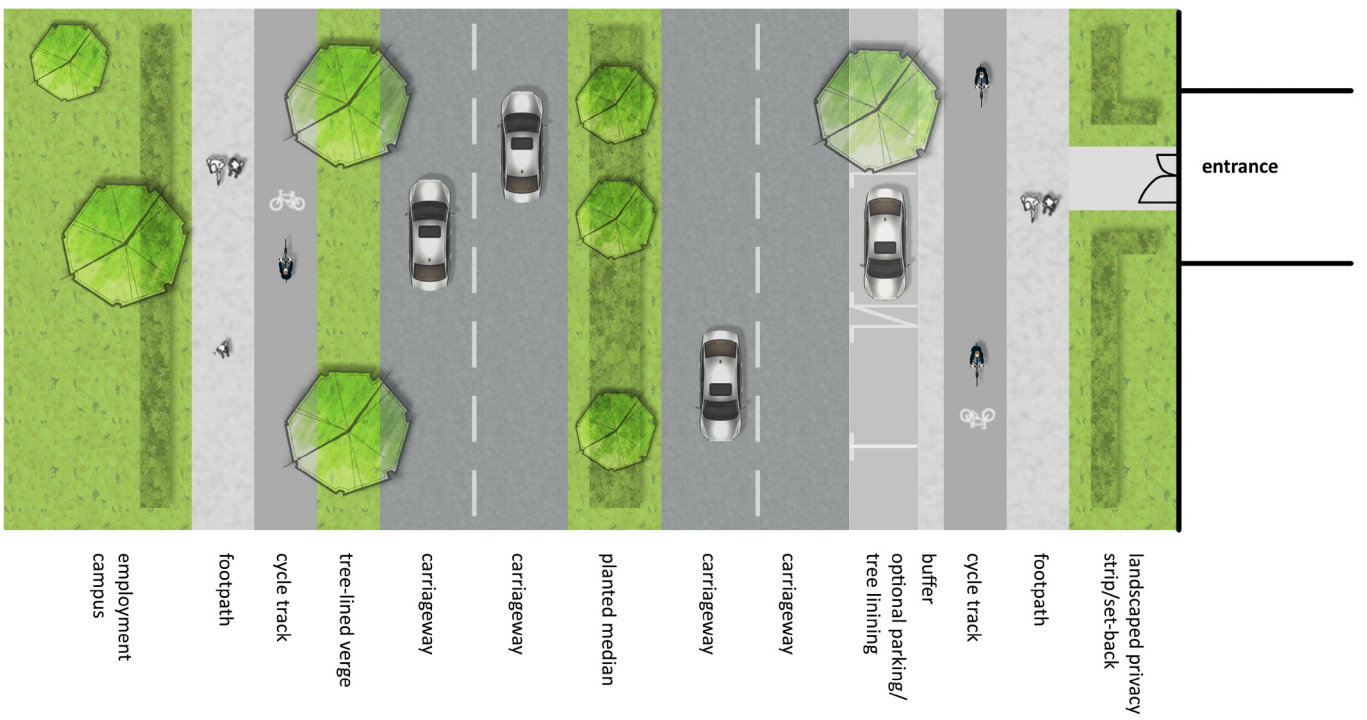
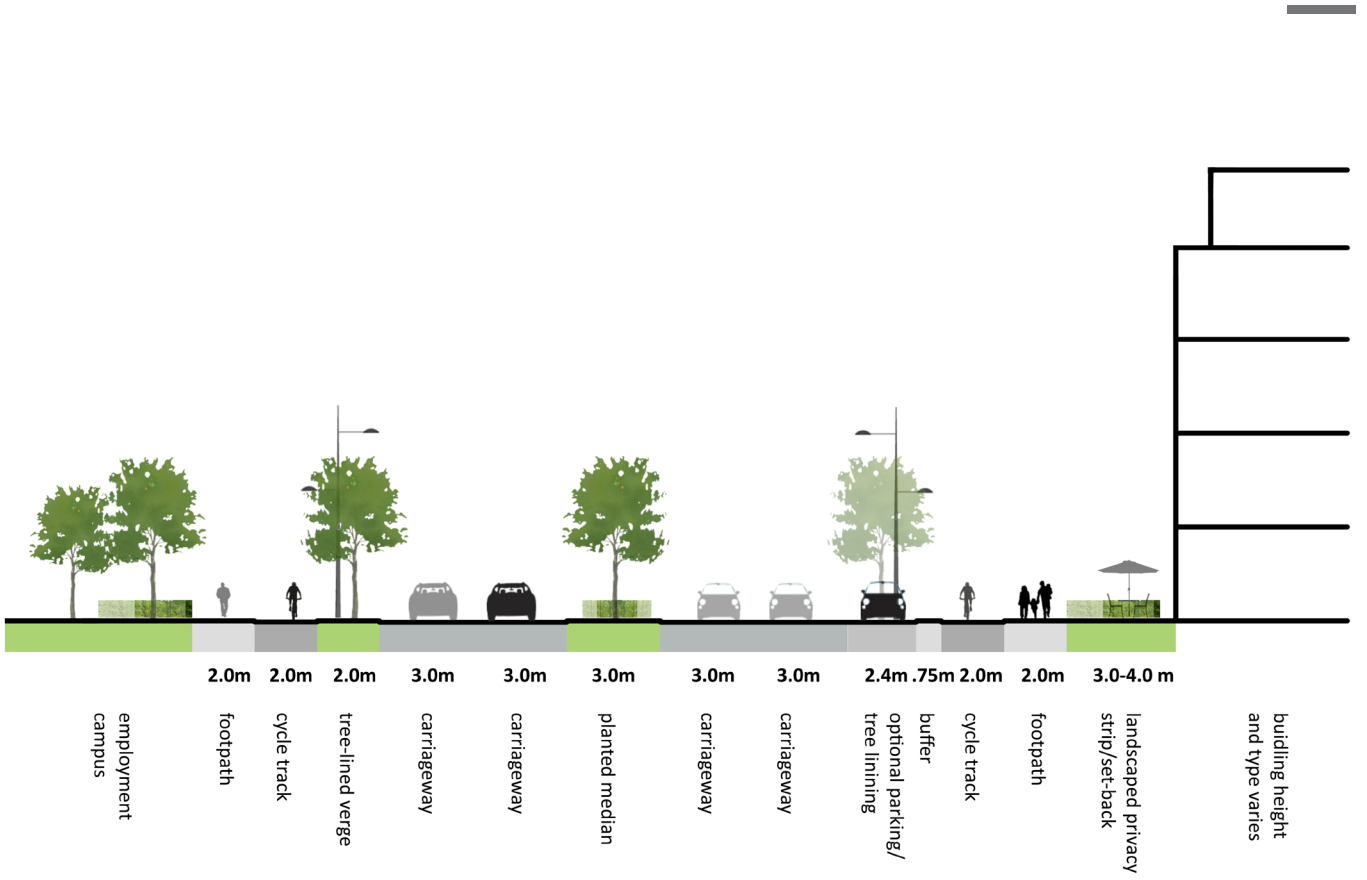
The plan and section detail opposite illustrates the form and character of the street, whereby clear movement is enabled for all - the pedestrian, the cyclist and the private vehicle.



Location Plan



Illustrative sketch view of street profile along the Eastern Gateway area



Eastern Gateway Section A-A (top) and corresponding Plan detail (bottom)

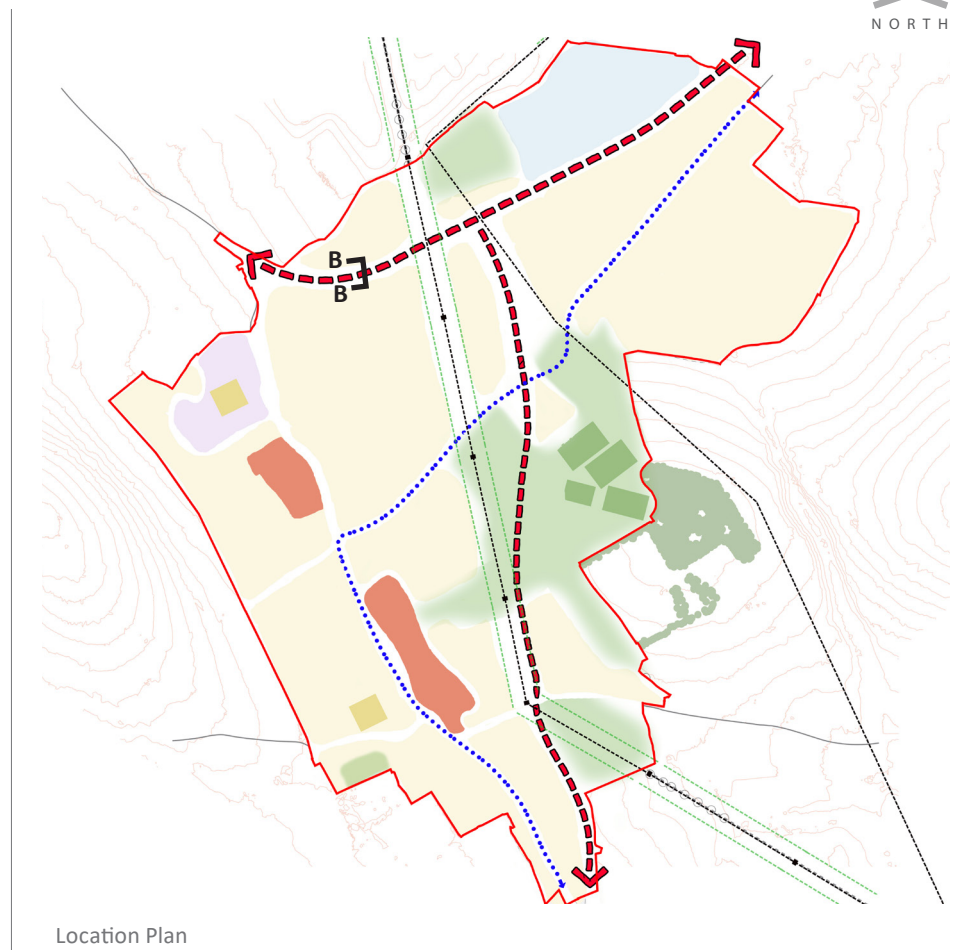
4 URBAN DESIGN STRATEGY

The Western Gateway

The western gateway is characterised by primarily residential land uses and therefore presents a different form and character to that in the eastern gateway.

Reflected by building height ranges, as set out in the KGLAP, this gateway presents an urban but of a reduced scale to that of the eastern gateway.

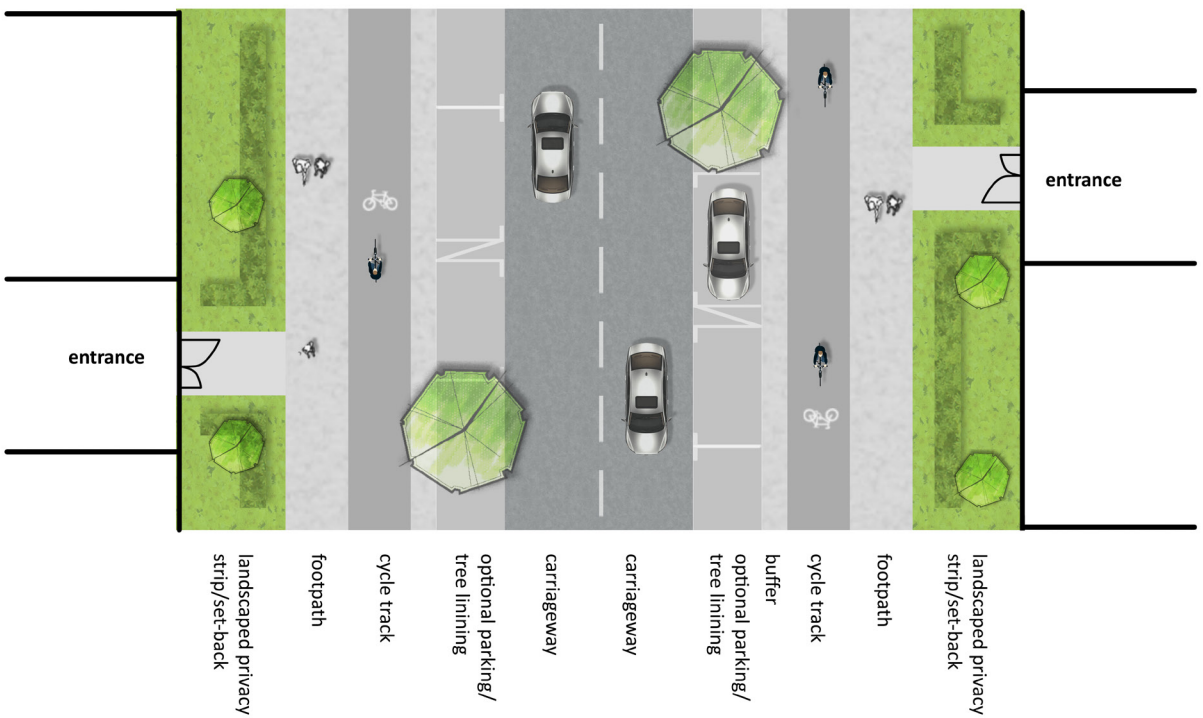
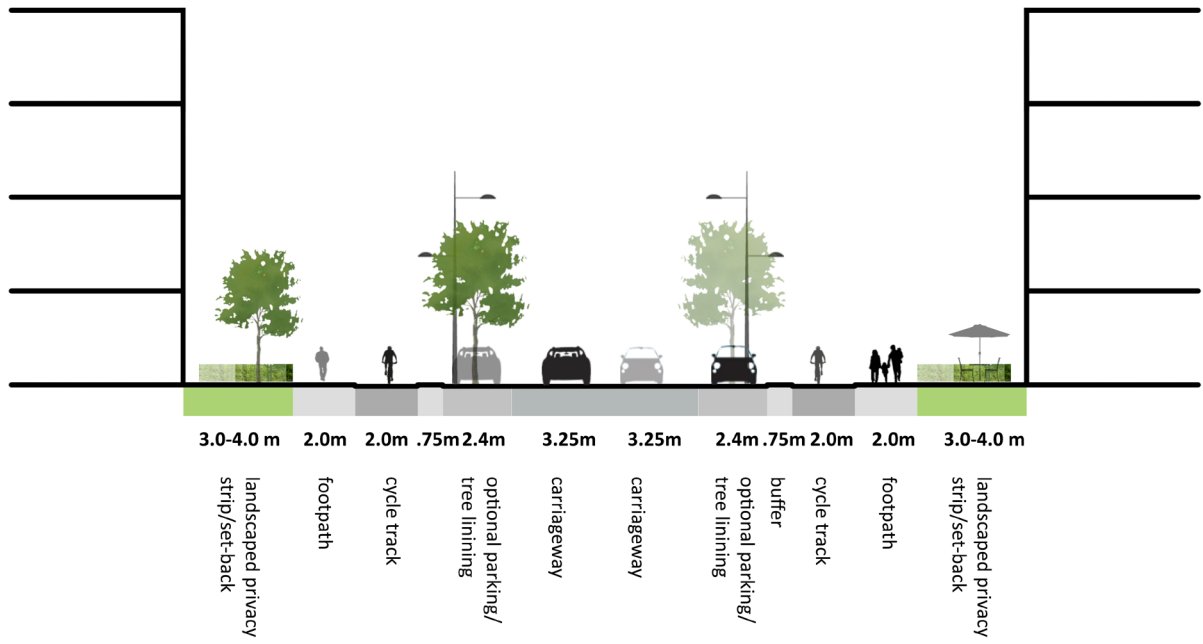
The plan and section detail opposite illustrates the form and character of the street, whereby a reduced number of vehicular lanes presents a character more orientated towards integrated movement and interaction between the car, the pedestrian and the cyclist.



Location Plan



Illustrative sketch view of street profile along the Western Gateway area



Western Gateway Section B-B (top) and corresponding Plan detail (bottom)

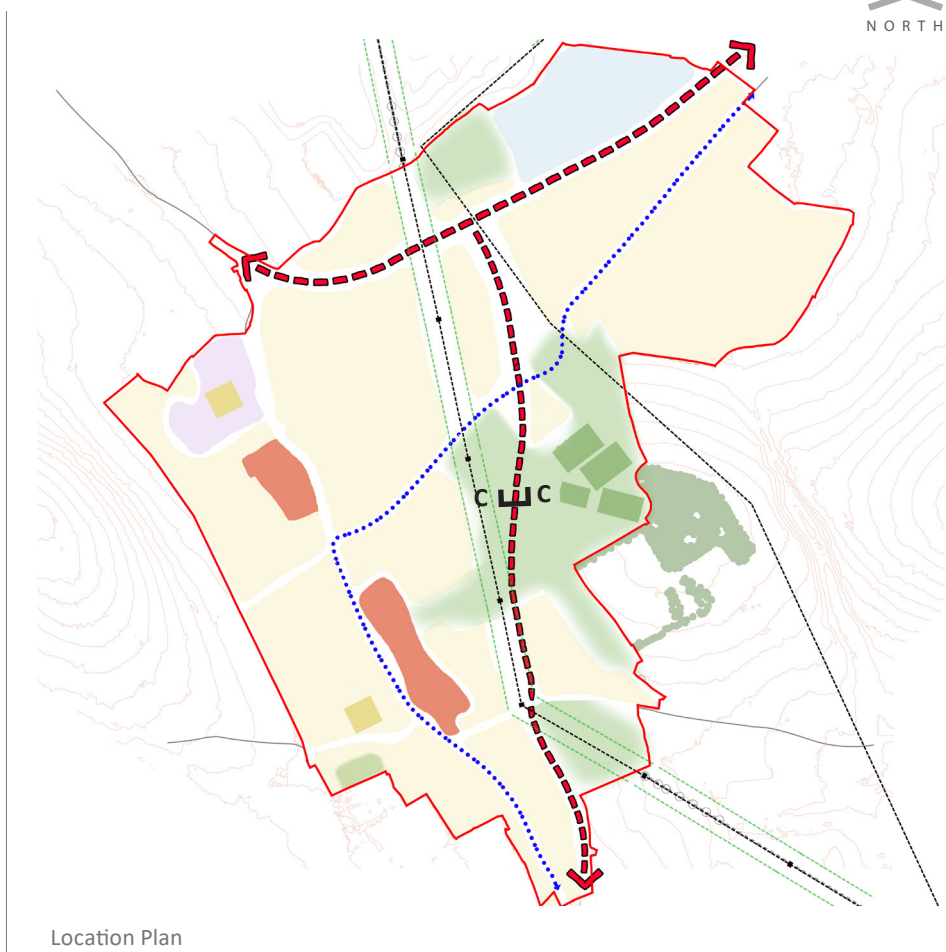
4 URBAN DESIGN STRATEGY

The Central Gateway

Unique and different to other gateways presented, due to the open space and landscape setting, the Central Gateway is very much planned for and characterised by anticipated pedestrian and cycle movement through this area - particularly between the destination green to Kiltiernan Village in the west.

The character and form of this gateway is therefore set up to accommodate and prioritise safe movement and access by people walking and cycling over the private car.

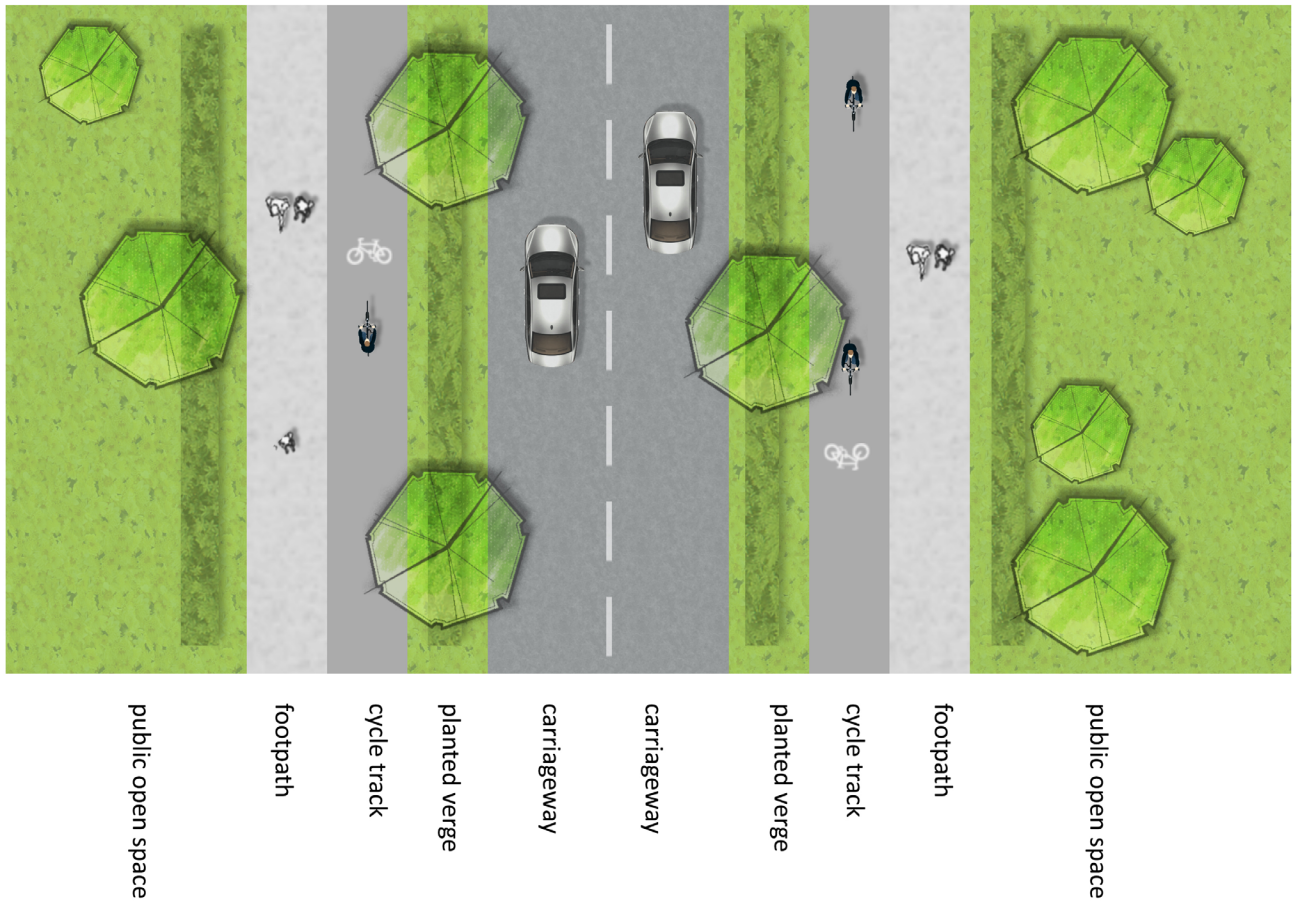
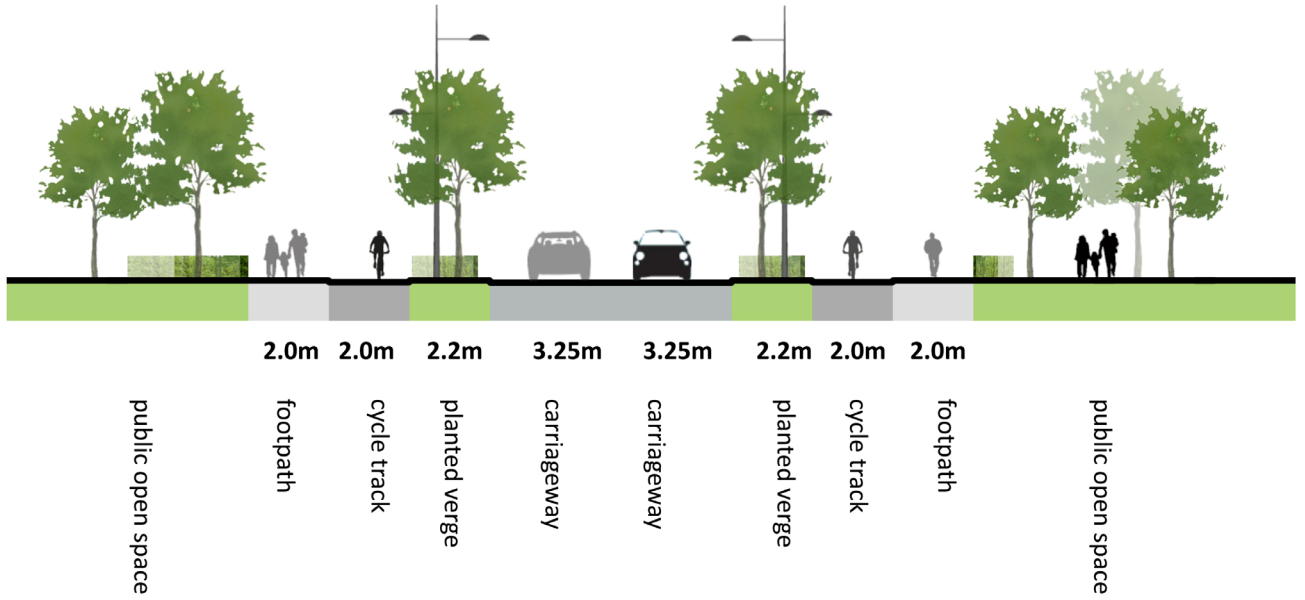
The plan and section detail opposite illustrates the form and character of the street.



Location Plan



Illustrative sketch view of street profile along the Central Gateway area



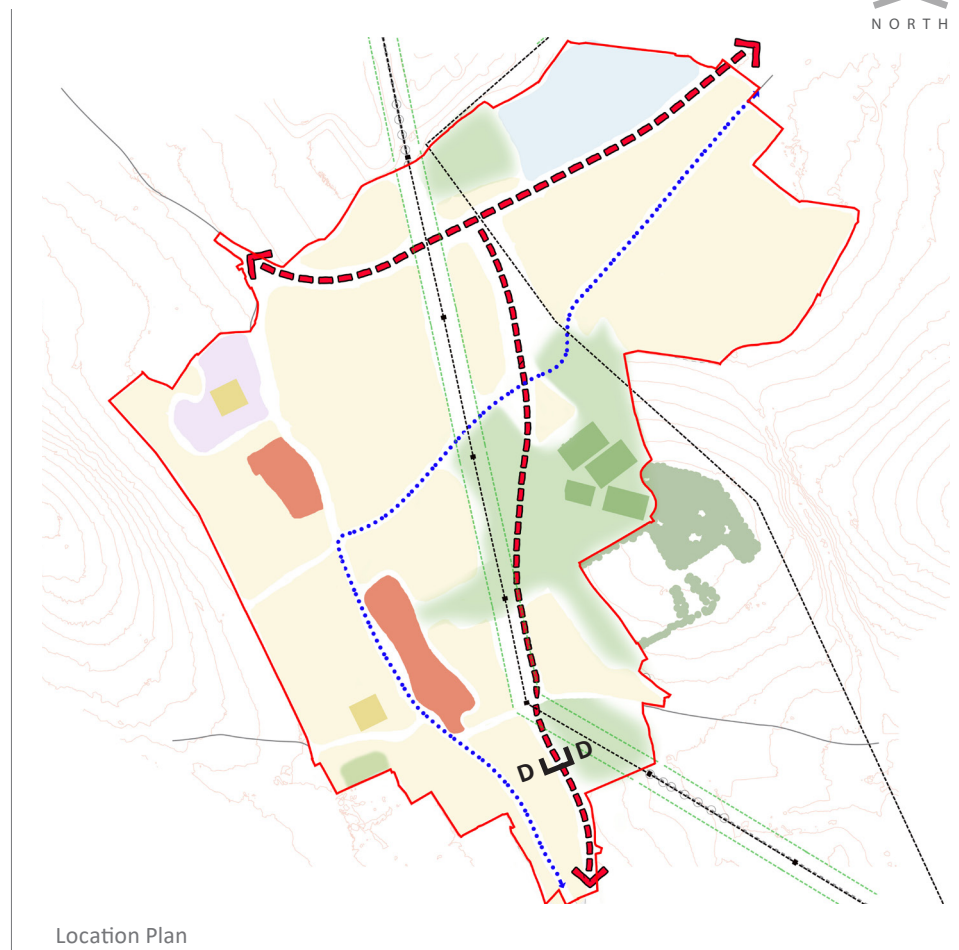
Central Gateway Section C-C (top) and Plan detail (bottom)

4 URBAN DESIGN STRATEGY

The Southern Gateway

More rural in character, the southern gateway responds to the existing settlement pattern of the area, whilst providing for future planned growth in a sensitive manner.

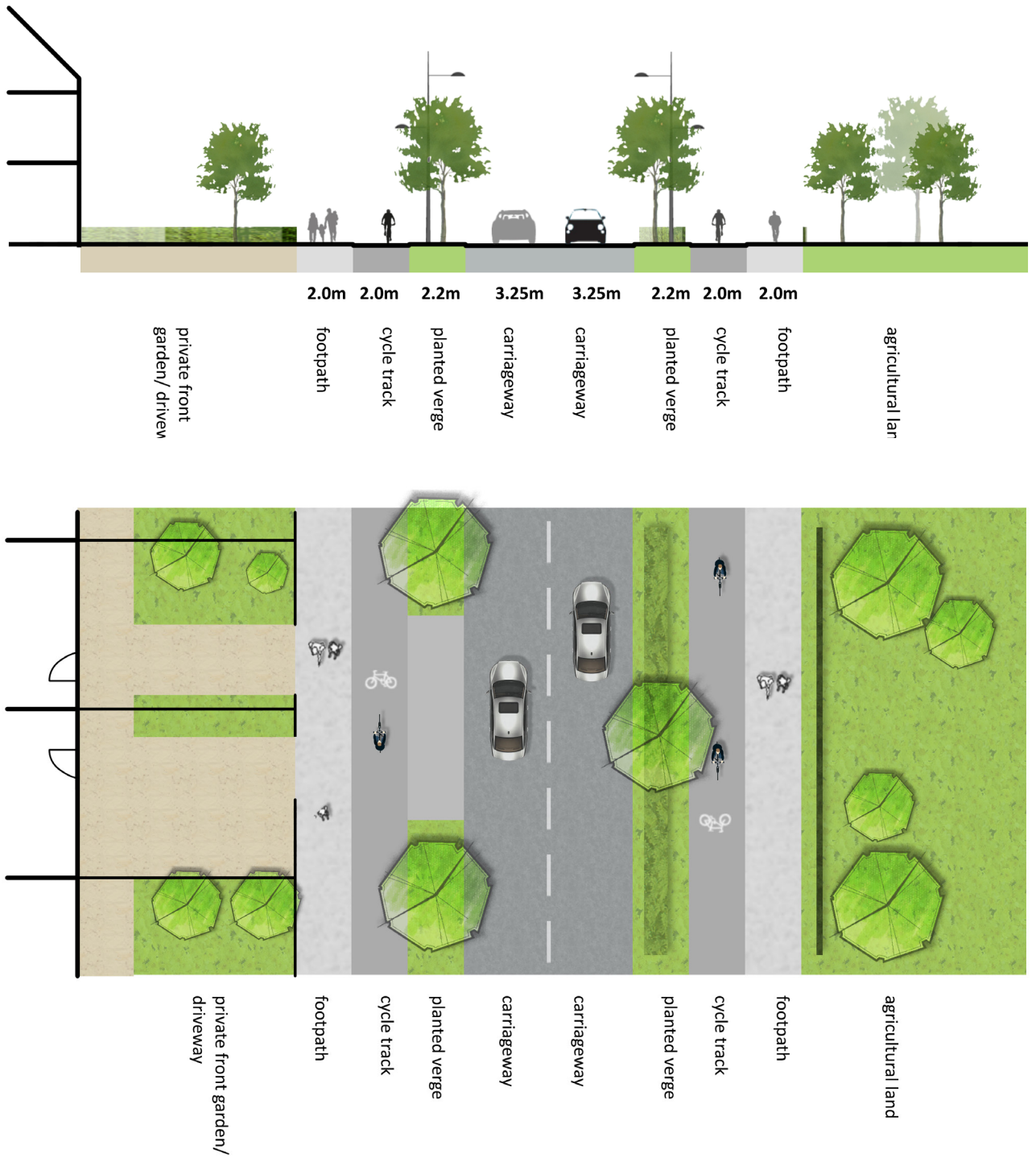
Interface between the built form and street users is informed by a secondary frontage hierarchy. Integration and interaction between pedestrians, cyclists and the car is accommodate by a clear street structure whereby each mode is accommodated via segregated lanes, with safe pedestrian crossings provided at key locations (Please refer to DBFL drawings for further detail).



Location Plan



Illustrative sketch view of street profile along the Southern Gateway area



Southern Gateway Section D-D (top) and Plan detail (bottom)

5 SUMMARY

This Urban Design report has been prepared for the Glenamuck District Roads Scheme planning application. Prepared as part of a suite of documents, this report should be read in conjunction with all other supporting documentation.

The GDRS will connect with the Enniskerry Road in the west and south, and the M50 in the west.

The proposed scheme will assist in the provision and delivery of a greater degree of sustainable transport throughout the Kiltiernan Glenamuck LAP area and beyond. It will also provide for a clear network of movement and access within which a clear street hierarchy is set out as part, thus lending to a best practice approach to an integrated placemaking.

The proposed development is considered to be in accordance with the proper planning and development of the area and is in accordance with national, regional and local planning policies and objectives and design manuals.

GLENAMUCK DISTRICT ROADS SCHEME

URBAN DESIGN REPORT



**Brady Shipman
Martin**
Built.
Environment.