

## TECHNICAL NOTE

MHL Project Number:	21154TT
Project Title:	Proposed Residential Development, Water Rock, Middleton
Author:	David Murphy B.Eng (Hons), M.A., MIEI
Date:	23/06/2022
Subject:	DMURS Statement of Compliance/ Consistency
Client Ref:	Haven Falls Ltd.
MHL Document Ref:	MHL-21154TT-Water Rock Middleton-DOC05-SDC



Please submit a statement indicating, in the prospective applicant's opinion, the proposal is consistent with the Design Manual for Urban Roads and Streets (Department of Transport, Tourism and Sport & Department of Environment, Community and Local Government, 2013).

### Introduction

The stated strategy on which DMURS was developed is to minimise overall travel demand, reduce carbon emissions and reliance on fossil fuels. Central to this is the alignment of spatial planning and transport policy to contain suburban sprawl, linking employment to transport and encouraging modal shift to more sustainable modes of travel. DMURS outlines that "to support these objectives, street layouts in cities, towns and villages will be interconnected to encourage walking and cycling and offer easy access to public transport. Compact, denser, more interconnected layouts, particularly where served by good quality bus or rail services, will help to consolidate cities, towns and villages making them viable for reliable public transport."

DMURS compliance will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will 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. This proposed development seeks to embrace the objectives set out in DMURS by implementing a design that will improve the public road space abounding the site and facilitating the wider Water Rock Framework Masterplan objectives. The site is to accommodate the extensive active travel infrastructure to facilitate future residents and also to connect to adjoining development sites. All of these improvements will serve to improve sustainable connectivity to the site, aligning with DMURS objectives.

### 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.

### 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, and finally private cars. The proposed development has been designed with careful consideration for pedestrians and cyclists as well as facilitating ease of access for vehicular traffic.

The site is well located in terms of connectivity to pedestrian and cycle facilities and directly adjacent to the Northern Relief Road and within easy walking distance (1.5km) from the centre of Middleton town, and a 5minute cycle from the town centre.

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The local footpath network, including the Water Rock Services Corridor Link Road connects the development to all local services and amenities. The development accesses directly onto the adjoining Water Rock Services Corridor Link Road footpaths. Appropriate tactile paving is to be employed as necessary. This is to accommodate wheelchair access and guide the visually impaired people safely through the development.

A number of proposed and potential pedestrian links are also identified in the site layout and in the Mobility Management Plan. Whilst the pedestrian connectivity from the development site to the town centre is provided for, the existing footpath along Northern Relief Road (NRR), serving the wider Water Rock Area, it is intended that the UEA is to be served by a network of cycle and pedestrian routes. This network includes a dedicated, segregated cycle track along the proposed spine road, connecting to the NRR, the proposed Water Rock to Town Centre Pedestrian and Cycle Route and various internal off road cycle tracks and amenity routes. Much of this cycle and pedestrian infrastructure is to be delivered as part of the Water Rock Masterplan Framework infrastructure works.

The TTA references the proximity of the site to the local train station. The Middleton train station is served by a high frequency urban rail service, with trains operating at least hourly between Mondays and Saturdays, and at a higher frequency on weekday mornings and evenings. Middleton is also served by 4 Intercity Bus routes (240, 241, 260 and 261).

Vehicular access to the site is accommodated by means of the Water Rock Services Corridor Link Road.

### Enclosure

“A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating houses and apartment buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.” Whilst the provision of bus set down area serves to increase the road space in the area, this will be offset by roadside landscape elements and the multistorey street-side building form presenting a strong vertical element an effective sense of enclosure and improving the roads “optic width”.

The proposed development has been designed so that residential units are overlooking the adjoining internal roads and internal courtyard, with sympathetic landscaping, shared surfaces, cycle parking helping to deliver a sustainable environment.

### 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

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buildings.”

The development has been designed so that the house and apartments front onto the local road, with appropriate connections onto the nearside footpath. The pedestrian open areas within the development will enhance activity and enliven the environment.

### **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 presents residents with extensive sustainable travel options. The site is particularly well located to benefit from existing and planned future sustainable travel infrastructure. A comprehensive Mobility Management Plan has been developed for the site, outlining the available travel options for residents.

#### **• 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 principals are set out below together with a commentary setting out how these design principals have been incorporated into the design of the proposed residential development.

### **Design Principle 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 availability of high levels of connectivity for pedestrians and cyclists, particularly owing to the Part 8 Water-Rock Infrastructure improvements will promote walking and cycling by making them an attractive travel mode.

The proposed development is well connected to the adjoining local town centre, train service and local amenities, with access to adjoining cycle and pedestrian linkages. Its location alongside a number of regular train and bus route services makes it very accessible to city wide amenities and services.

### **Design Principle 2: Multi-Functional Street**

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

The provision of an extensive footpath and cycle network will present a high-quality pedestrian and cycle connection to adjoining facilities.

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### Design Principle 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 focus on cycle and pedestrian modes with stepped and ramped access to the development. There are excellent pedestrian links to the public road network, public transport services and amenities. The overall layout and house and apartment building forms and aspects present a sense of enclosure with good passive surveillance in order to enhance pedestrians’ sense of safety and well-being within this area. A Stage 1/2 Road Safety Audit has also been prepared as part of the application.

### Design Principle 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 Gittens Murray Architects Ltd working together with DHLA Landscape Architects, O’Shea Leader Consulting Engineers and MHP Planning Consultants. All team members are committed to delivering a high-quality development which complies with the recommendations of DMURS.