

birds eye images from  
www.bing.com/maps/



CITY CENTRE



TOWN CENTRE



VILLAGE CENTRE



SHOPPING CENTRE<sup>1</sup>



MIXED USE CORE



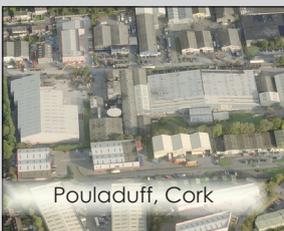
EARLY RESIDENTIAL<sup>2</sup>



MEDIUM/HIGHER DENSITY



LOW DENSITY RESIDENTIAL<sup>3</sup>



INDUSTRIAL ESTATE



BUSINESS PARK<sup>3</sup>

NOTE: 2. Some areas may have densities below 35 dwellings per hectare where sites are long and narrow. From a street design perspective they are compact neighbourhoods due to their narrow frontages (i.e. fine grain) and proximity of dwellings to the street/continuity of the built form (i.e. strong sense of enclosure).

NOTE: 3. The examples listed above are illustrative of existing contexts. Future development or retrofit schemes in any of the contexts indicated above must be subject to national policy on sustainable development as set out in relevant policy documents and to the principles, approaches and standards contained within this Manual.

### Transition Areas

There are also those *Contexts* where designers should provide a transition from those roads built to NRA DMRB (historic) or DN-GEO-03031 Rural Road Link Design (2017) led standards to those roads and streets described by this Manual. These include (and as further detailed in Section 3.3.4 Wayfinding):

- In *Business Parks/Industrial Estates* undergoing a period of transition toward more intensive forms of commercial and residential development, designers should cater for increased levels of pedestrian activity (see Figure 3.6).
- In the *Rural Fringe* when moving between rural areas and cities, towns and villages (see Figure 3.7).

Managing transitions within *Business Parks/Industrial Estates* presents a series of challenges to designers. As development within these areas intensifies, designers are encouraged to move toward standards that are better suited to densely populated urban areas (i.e. *Centres* and/or *Neighbourhoods*). However, the implementation of standards which seek to slow vehicular movement and increase pedestrian mobility (such as narrower carriageways or tighter corner radii), may be more difficult to implement due to the manoeuvrability requirements of larger vehicles. Under such circumstances designers may consider additional mitigation measures (as further detailed in Chapters 4 and 5).

Many *Rural Fringe* areas act as transitional *Gateways* between the rural and more urban/suburban forms of development. These areas may be treated as a *Transition Zone* (see Section 3.3.4 Wayfinding). In such circumstances, designers should implement a series of measures aimed at highlighting this transition and slowing drivers. Further advice in this regard is also contained throughout Chapters 4 and 5 and within *Advice Note 1: Transition Zones and Gateways*.



Figure 3.6: Sandyford Industrial Estate, Co. Dublin, is undergoing a process of significant change from an industrial estate to a mixed use area of centre/urban qualities. The new crossing in the foreground is one example of how designers are responding to its rising place value and the needs of pedestrian users.



Figure 3.7: Example of a road that goes through a period of transition between a rural area (top) to that of a town/urbanised area (bottom) (image source: Google Street View).