

## **DMURS Statement of Consistency**

Proposed Residential Development at Brewery Road, Stillorgan.

August 2019

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**Client Name:** KW PRS ICAV acting for an on behalf of its sub-fund KW PRS Fund 10  
**Document Reference:** 18-093r.009  
**Project Number:** 18-093

**Quality Assurance – Approval Status**

This document has been prepared and checked in accordance with Waterman Group’s IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

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**Comments**

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## **1. DMURS Statement of Consistency**

This statement of consistency has been prepared to accompany a planning application for a proposed mixed use development at The Grange, Brewery Road, Stillorgan, Co.Dublin.

It is proposed to construct 287 no. residential units in 4 no. buildings with associated tenant amenities and a double level basement car park underneath the apartments/podium slab. It is also proposed to construct a 3-storey Crèche to accommodate 23 staff and 115 children on site. The developer will construct all associated infrastructure to service the development including a network of foul water and surface water drains, watermain and a realigned access road and footpaths.

It is a requirement of the regulations that the proposed housing development is compliant with the requirements of the Design Manual for Urban Roads and Streets (DMURS).

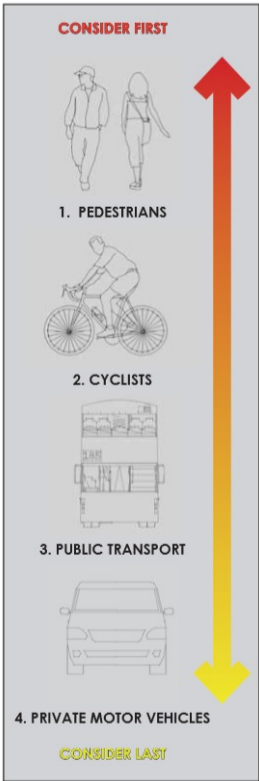
The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that 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.

## 2. 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

### 2.1 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.

This is illustrated in the adjacent image extracted from DMURS.

The proposed development has been designed with careful consideration for pedestrians and cyclists. Pedestrian and cyclist’s connectivity is provided to Brewery Road and the N11 Stillorgan Road. There is an existing vehicular access onto Brewery Road which will be used to access the development and there are no additional roads proposed on site.

The site is directly located on a major public transport corridor being the Stillorgan QBC. The Stillorgan QBC has high frequency bus services direct to the City Centre

The proposed development has been carefully designed to promote strong levels of connectivity in favour of pedestrians and cyclists with vehicular movement taking a secondary role in line with the objectives of DMURS. Connectivity throughout the scheme is heavily weighted towards the pedestrian with only 1 car park access point to the basement car parks. There are no other roads or streets proposed on site with all other areas fully pedestrianised. Direct pedestrian access from the proposed development to the Stillorgan QBC is provided via a pedestrian link from Brewery Road onto the N11 which makes the QBC highly accessible for the intended residents of the scheme and therefore make the use of public transport more attractive.

The development provides links from the existing Grange Development through the subject site to improve accessibility. It also provides pedestrian links to the adjacent public park.



In the vicinity of the subject site, pedestrians can benefit from a good standard of provision of footpaths on both sides of the carriageway. These footpaths are separated from the carriageway by a cycle path and a grass verge for the majority of its length.

Pedestrians can also benefit from dedicated pedestrian crossings at the southern, western, and eastern approaches of N11 Stillorgan Road/N31 Brewery Road signalised junction. These pedestrian crossings include dropped kerbs and tactile paving facilities.

Cyclists can benefit from the provision of cycle tracks immediately adjacent to the bus lanes (south-north bound) on N11 Stillorgan Road. To the west of N11 Stillorgan Road/N31 Brewery Road junction, cycle tracks immediately adjacent to the carriageway are provided along both sides of N31 Brewery Road.

It is considered that the proposed development is fully compliant with the connectivity objectives of DMURS.

## 2.2 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 the main access routes to the development, circulation areas within the development and the primary public open space (i.e. the podium). High quality landscaping and tree planting are proposed within the scheme.

The apartment building, surrounding the open space create a sense of enclosure. The high-quality landscaping creates a very definitive sense of place.

## 2.3 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.”*

The development has been designed so that the building's front directly onto Brewery Road. It is proposed to remove the existing boundary wall along the Brewery Road boundary therefore creating an active edge along this boundary. The pedestrian routes surrounding the subject site will also create an active edge along this road.

The central open space within the heart of the development will enhance activity and enliven this area between the proposed buildings.

## 2.4 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 has been designed to provide excellent pedestrian connectivity. The apartments are all located so that they front directly onto the active edges/open space, which will provide surveillance to enhance pedestrians feeling of safety and wellbeing.

The primary pedestrian route from Brewery Road to the proposed Creche is 3.5m wide which also provides for the linkage to the public parks. Throughout the site, pedestrian routes are generally 2.0m wide or greater which provide adequate space for two people to pass comfortably. DMURS identifies a 1.8m wide footpath as being suitable for areas of low pedestrian activity and a 2.5m footpath as being suitable for low to moderate pedestrian activity. It is considered that a 2m wide footpath is appropriate for the majority of the proposed development and 3.5m is wide enough for the access to/from the Creche.

There is a network of inter-connecting footpaths on the road network in the area around the site, providing access to the local transport links and amenities. In addition, cyclists can benefit from the provision of dedicated cycle tracks in the surrounding highway network, creating a fully integrated cycle network which will increase the overall accessibility by this mode.

### **3. 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.

#### **3.1 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 provision of high levels of connectivity for pedestrians and cyclists are intended to promote walking and cycling by making them a more attractive option to the private car.

The proposed development is well connected to the surrounding primary roads network with access to Brewery Road and the N11.

#### **3.2 Design Principal 2 (Multi-Functional Streets)**

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

The proposed development does not include new roads or streets however, the existing access road is being realigned with improved pedestrian footpaths and landscaping. The podium areas will also create a central place to meet. It will be a vibrant location with lots of people movement which will provide a real sense of place.

#### **3.3 Design Principal 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 particular focus on the pedestrian. Connectivity throughout the scheme is heavily weighted towards the pedestrian. There are excellent pedestrian links to the surrounding road networks, public transport services and amenities.

The central open space has been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians’ sense of safety and well-being within this area.

#### **3.4 Design Principal 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 OMP Architects working together with Waterman Moylan Consulting Engineers, Brock McClure Planning Consultants and Mitchell and Associates Landscape Architect.

The developer and promoter of the scheme, Kennedy Wilson, have developed a number of award winning schemes of exceptional high quality in Dublin. These schemes include Clancy Quay and Capital Dock. Kennedy Wilson is committed to delivering a high-quality development which complies with the recommendations of DMURS.



## 4. Conclusion

- This statement of consistency sets out how the proposed development has been designed to achieve the objective set out in DMURS.
- Having regard to the above we would be of the opinion that the proposed development is consistent with the requirements for the design of urban roads and streets as set out in DMURS.

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