

DMURS Statement of Consistency

Barrington Tower SHD, Brennanstown Road, Dublin 18.

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Waterman Moylan Consulting Engineers Limited

Block S, EastPoint Business Park, Alfie Byrne Road, Dublin 3
www.watermangroup.com

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Issue	Date	Prepared by	Checked by	Approved by
No. 1	Apr '22	L.Ruiz	I. Worrell	E. Caulwell

Comments

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Content

1. DMURS Statement of Consistency	4
2. CREATING A SENSE OF PLACE	5
2.1 Connectivity	5
2.2 Enclosure	6
2.3 Active Edge	6
2.4 Pedestrian Activities/Facilities.....	6
3. KEY DESIGN PRINCIPLES	8
3.1 Design Principal 1 (Connected Networks)	8
3.2 Design Principal 2 (Multi-Functional Streets).....	8
3.3 Design Principal 3 (Pedestrian Focus).....	8
3.4 Design Principal 4 (Multi-disciplinary Approach)	8
4. Conclusion	10

1. DMURS Statement of Consistency

This statement of consistency has been prepared to accompany a planning application for a proposed Build to Rent (BTR) Strategic Housing Development (SHD) at Barrington Tower, Brennanstown Road, Dublin 18.

It is proposed to construct 534 No. residential apartments on the south side of Brennanstown Road (Barrington Tower). It is also proposed to build 1 No. Creche and 1 No. 318 sqm (exclu. Bin storage) Retail facility along with resident support facilities/resident services and amenities.

The developer will construct all associated infrastructure to service the development including a network of foul water and surface water drains, watermain and a new access road, footpaths and cycle paths.

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).

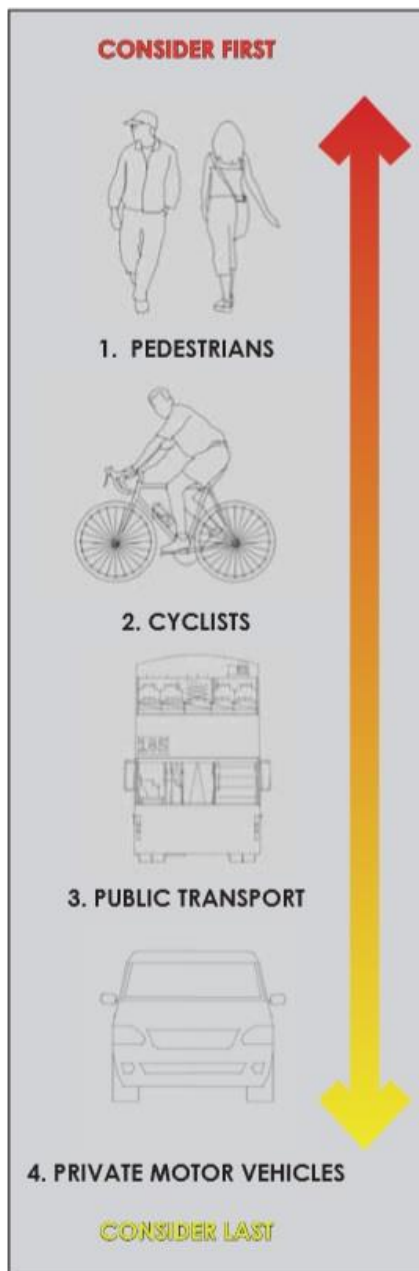
The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that 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 cycle connectivity is provided throughout the development with good links to the Brennanstown Luas stop which will be operational in the future, to the south via a new network of footpaths and cycle paths on site. There is an existing vehicular access onto Brennanstown Road which will be relocated and upgraded and used to access the development and there are no additional roads proposed on site.

The proposed development will allow the already constructed Brennanstown Road stop on the Luas Green Line to open and provision has been made through the development for access to this Luas Stop.

The proposed pedestrian/cyclist infrastructure consists of one northeast-southwest and one east-west spines running across the site - one along the eastern side running from the proposed signalised junction on Brennanstown Road to the existing Luas Stop to the South of the development and a pedestrian/cycle path running through the centre of the site. All proposed pedestrian infrastructures will be connected internally on site and externally with the facilities on Brennanstown Road. This connected network will provide a safe and secure environment for pedestrians and will facilitate progression to the local area and surrounding public transport network.

As part of the proposed development on the lands at Barrington, the existing entrances on Brennanstown Road would be relocated and improved. The proposed signalised junction on Brennanstown will comprise dedicated signalised pedestrian crossings on all arms and an additional separate signalised pedestrian crossing to the north west of the development on Brennanstown Road. New footpaths are also proposed on Brennanstown Road for a section of approximately 130 metres at the site frontage.

The closest bus stops are located along Brighton Road and Glenamuck Road North approximately 650m to the west of the proposed site entrance. In addition, the site is c. 19-minute walking from a major public transport corridor, the Stillorgan QBC. The Stillorgan QBC has high frequency bus services direct to the City Centre. In addition, the Carrickmines Luas stop is only 1km walking distance from the development.

The proposed development has been carefully designed to promote strong levels of connectivity in favour of pedestrians, cyclists and public transport users 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 one 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.

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 buildings, surrounding the open space create a sense of enclosure. The high-quality landscaping creates a very definitive sense of place. The proposed development will also include the provision of communal open space including a plaza which provides a sense of communities and place to future residents.

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.”

Apartment blocks are all located so that they front directly onto the main road, streets and open spaces. Entrances to the units are provided directly from communal spaces and pedestrian pavement which will ensure that there is plenty of activity as residents come and go. Furthermore, two pedestrian/cyclist routes along the eastern and western boundary of the site will generate pedestrian and cycle activity through the site, including those accessing the Luas at Brennanstown. The retail and Creche will provide animation to the street, particularly during the day, as will the provision of tenant amenities that may encourage home working.

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 pedestrian routes across the site are generally 2.0m wide 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 2.0m wide footpath is appropriate for the proposed development.

It is proposed to upgrade the section of Brennanstown Road along the site frontage to provide a new footpath on the southern side of Brennanstown Road of minimum width 2m. This new footpath will be located approximately 130m along Brennanstown Road east of the new footpath constructed as part of the Brennanstown Wood development.

There is an existing footpath on the north site of Brennanstown Road which connects the Brennanstown Wood footpath to the proposed new footpath which will be constructed as part of the subject application.

To improve pedestrian safety, it is intended to construct a signal-controlled pedestrian crossing on Brennanstown Road to provide a safe crossing point from the existing footpath on the north side of Brennanstown Road to the proposed new footpath which is to be constructed along the site frontage.

The pedestrian crossing will be constructed on a raised table which will also provide traffic calming along the Brennanstown Road and will assist in reducing traffic speeds.

Proposed footpaths through the site will connect the development directly to the Brennanstown Luas Stop which will provide high connectivity to public transport. In addition, cyclists can benefit from the provision of dedicated cycle tracks along Glenamuck Road and Stillorgan Road, 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 Design Principal 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.”

The development is comprised of a number of pedestrian footpaths across the podium and around the development site providing access to each of the apartment blocks on site. As described above the proposed development has been carefully designed, providing filtered permeability, to ensure that the focus on connectivity is centred on pedestrians and cyclists. The provision of the 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 Brennanstown Road, the N11 and the Green Luas line connecting directly to Dublin City Centre.

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.”

Open space proposals have been designed to complement and enhance the development with street trees provided to act as a buffer to traffic noise, provide traffic-calming and enhance legibility of the main access road.

The podium areas and open space between Blocks AB and CD and around the Barrington Tower 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.

The overall masterplan layout strategy for the entire lands, set out a network of streets and open spaces that reinforce the sense of place such as both cycle/pedestrian axis going from north to south. This brings a visitor from the Brennanstown Road to the north to the Brennanstown Luas stop to the south and allows movement independent of motorised traffic. It also acts as a clear mental marker orientating people.

The roads have been laid out to feature curves and corners that will inherently slow traffic and yet do not act as a deterrent for bicycle users and pedestrians

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 pedestrian 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 Reddy Architecture + Urbanism working together with Waterman Moylan Consulting Engineers, McGill Planning Consultants and Murray Associates Landscape Architect. The developer and promoter of the scheme, Cairn Homes Properties Ltd., 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 believe the proposed development is consistent with the requirements for the design of urban roads and streets as set out in DMURS.

UK and Ireland Office Locations

