Waterman Moylan
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DMURS Statement of Consistency

Proposed Strategic Housing Development at Fosterstown North, Dublin Road / R132, Swords, Co. Dublin

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Comments

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Content

1. DMURS Statement of Consistency

This statement of consistency has been prepared to accompany a planning application to An Bord Pleanala for a proposed strategic housing development at lands at Fosterstown North, Dublin Road / R132, Swords, Co.Dublin.

This report has been prepared as part of a Strategic Housing Development planning submission to An Bord Pleanála, for the proposed development which will consist of 645no. residential units (comprising of 208no. 1-bedroom units, 410no. 2-bedroom units, and 27no. 3-bedroom units), in 10no. apartment blocks, with heights ranging from 4no. storeys to 10no. storeys, including undercroft / basement levels (for 6no. blocks). The proposals include 1no. community facility in Block 1, 1no. childcare facility in Block 3, and 5no. commercial units (for Class 1-Shop, or Class 2- Office / Professional Services or Class 11- Gym or Restaurant / Café use, including ancillary takeaway use) in Blocks 4 and 8. The proposal includes all associated and ancillary development.

The development includes a total of 363 no. car parking spaces (63 at surface level and 300 at undercroft / basement level). 1,519 no. bicycle parking spaces are provided at surface level, undercroft / basement level, and at ground floor level within the blocks / pavilions structures. Bin stores and plant rooms are located at ground floor level of the blocks and at undercroft / basement level. The proposal includes private amenity space in the form of balconies / terraces for all apartments. The proposal includes hard and soft landscaping, lighting, boundary treatments, the provision of public and communal open space including 2 no. playing pitches, children's play areas, and an ancillary play area for the childcare facility

The proposed development includes road upgrades, alterations and improvements to the Dublin Road / R132, including construction of a new temporary vehicular access, with provision of a new left in, left out junction to the Dublin Road / R132, and construction of a new signalised pedestrian crossing point, and associated works to facilitate same. The proposed temporary vehicular access will be closed upon the provision of permanent vehicular access as part of development on the lands to the north of the Gaybrook Stream. The proposal includes internal roads, cycle paths, footpaths, vehicular access to the undercroft / basement car park, with proposed infrastructure provided up to the application site boundary to facilitate potential future connections to adjoining lands.

The development includes foul and surface water drainage, green roofs and PV panels at roof level, 5 no. ESB Substations and control rooms (1 no. at basement level and 4 no. at ground floor level within Blocks 2, 4, 7 and 8), services and all associated and ancillary site works and development.

It is a requirement of the regulations that the proposed 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.

Relevant Planning Objectives

The following Fingal Development Plan 2017-2023 objectives make reference to DMURS. This report outlines how the proposd development are in line with these planning objectives and the objectives set out in DMURS.

Objective PM31 - *Promote excellent urban design responses to achieve high quality, sustainable urban and natural environments, which are attractive to residents, workers and visitors and are in accordance with the 12 urban design principles set out in the Urban Design Manual – A Best Practice Guide (2009).*

Objective PM32 - *Have regard to the joint Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government's Design Manual for Urban Streets and Roads (DMURS), (2013) and the National Transport Authority's Permeability Best Practice Guide (2015), in the provision of good urban design.*

Objective MT19 - *Design roads and promote the design of roads, including cycle infrastructure, in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.*

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. These are:

a) Connectivity;

b) Enclosure;

c) Active Edge; and

d) Pedestrian Activity/Facilities.

Each of these characteristics are set out in the chapters below together with a commentary setting out how the proposed 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, and lastly private cars. This is illustrated in the below 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 and facilitates potential for future connections to be facilitated by the Planning Authority to the existing established residential developments at Boroimhe and River Valley to the west via a new network of footpaths and cycle paths on site. In order to provide continuity with the future development to the north of the site, the proposal includes infrastructure provided up to the boundary to facilitate two potential linkss, both of which will be suitable for pedestrians and cyclists. There will also be a number of pedestrian and cycle access points onto the R132/Dublin Road

Pedestrian and cycle links are illustrated in Figure 2-1 which clearly demonstrates the dominance of pedestrian/cycle connectivity within the proposed development and to the surrounding area.

The site is served by 8no. Dublin Bus routes with stops on R132 and on Forest Road, the nearest bus stop being 40m south of the proposed vehicular entrance into the development. There is also a high-frequency bus service to the city centre, "Swords Express" which has two stops on R132 c.200m from the site entrance, a stop 450m from the site entrance on the L2300 in Boroimhe and another stop 350m from the site entrance on the L2305, in Airside Retail Park.

The proposed development is immediately adjacent to Core Bus Corridor 2 / Spine A of Bus Connects which will connect Swords to Dublin City Centre and will reduce the travel times on Dublin Bus into the City Centre. In addition, the Fosterstown Metro Link station is proposed directly opposite the proposed vehicular entrance into the development.

The proposed development has been carefully designed to promote strong levels of connectivity in favour of pedestrians and cyclists. Connectivity throughout the scheme is heavily weighted towards the pedestrian and cycle access from east to west through the site and to other residential developments and to the northeast to Swords town centre. Whilst the proposed development provides the opportunity for future pedestrian and cycle connectivity to the existing Boroimhe residential estate to the west, there is an area of land not in the applicant's ownership between the subject site and the Boroimhe estate, which militates against providing the connections into this adjoining development. The applicant understands that this area of land is in the ownership of a third party and it is not within their gift to make the connections to Boroimhe. However, the proposed development includes for cycle and footpath infrastructure up to the application site boundary to facilitate potential future connections to the adjoining lands, that will need to be delivered by the Planning Authority through their statutory powers.

There is one vehicular access road through the site providing access to the development. This vehicular access connects the subject development to R132 to the east and to the future residential development to the north of the site. Straight and through access roads have been avoided to reduce the speed of traffic and eliminate through traffic. The connectivity throughout the site is illustrated in Figure 2-1 which shows the proposed access locations and access type. Both the future connections and the potential future connections are not relied upon to achiceve connectivity to the site. Adequate connectivity is provided to and from the R132 for the proposed development.

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

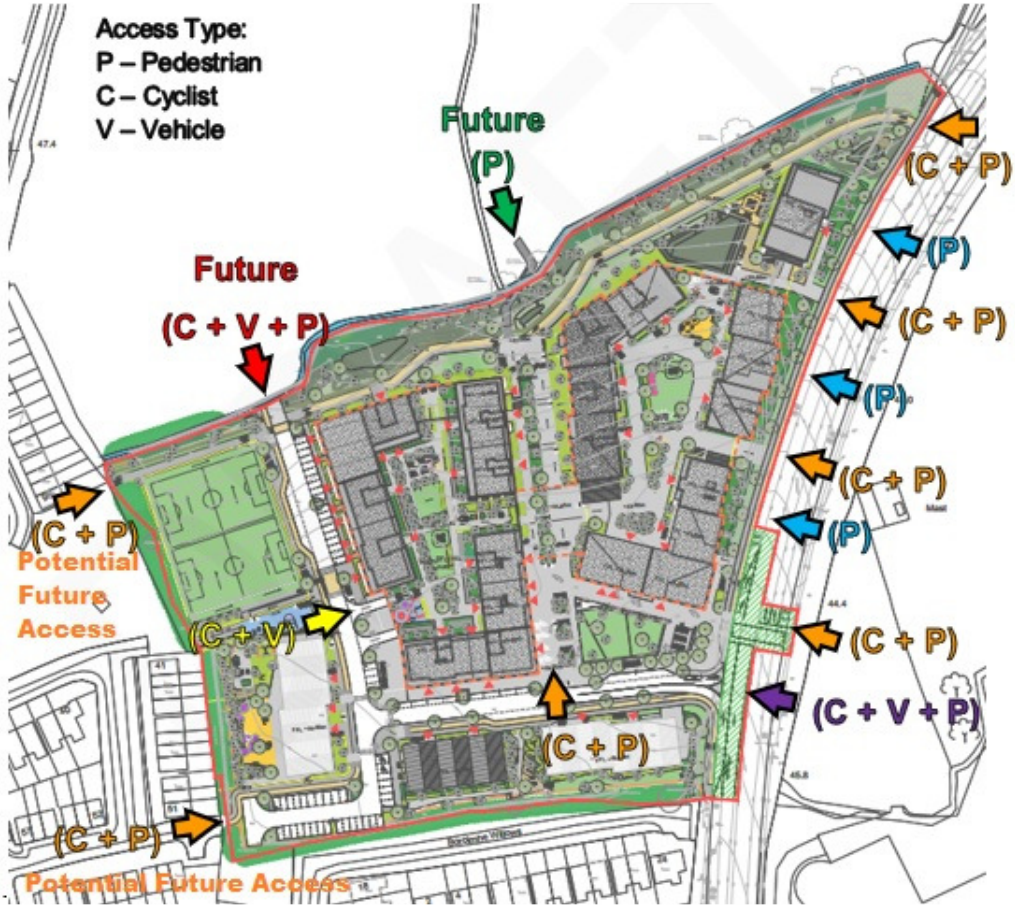

Figure 2-1: Site Access Points

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 streets, roads and public open spaces which provide passive surveillance. High quality landscaping and tree planting are provided along the roads/streets which assist in providing a sense of enclosure.

The proposed development will also include the provision of public and communal open space, including playing fields, playground areas and an outdoor gym which provides a sense of communities and place to future residents.

Street trees are proposed along the length of the building frontage onto the R132 and within the development along the internal streets and within the interactive open space between Blocks 4 to 9, these trees assist in promoting a sense of enclosure and creating a more intimate environment for the residents, staff and visitors alike.

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 roads, streets and open spaces. Entrances to the units are provided directly from the internal streets and the creatively designed public spaces between the Apartment Blocks 4 to 9 which will ensure that there is plenty of activity as residents come and go.

Furthermore, a green route along the northern boundary of the site will generate pedestrian activity through the linear park. The pedestrian and cycle links will further enhance activity and enliven the streets/roads.

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.

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 will benefit from the provision of proposed and future cycle tracks in the surrounding road 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 for 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 local streets 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 road network with direct access to R132, Forest Road, Boroimhe Laurels and Boroimhe Willows.

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 road, street and apartment layout has been designed to include, new connections to adjoining lands and a hierarchical street pattern enhancing the streets use for both pedestrians and vehicles.

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

Footpaths are incorporated into the proposed road providing numerous cross site links including pedestrian and cyclist links. This design will encourage this multi-functional use and create balance.

The overall masterplan layout strategy for the entire lands, set out a network of streets and open spaces that reinforce the sense of place. The first, a strong west-east axis established by a green corridor incorporating pedestrian paths and bicycle routes. This brings a visitor from the existing open space at Boroimhe Birches in the west to the R132 to the east 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 streetscape 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 wellbeing.

The street design incorporates well thought out pedestrian facilities such as appropriate footpaths and pedestrian crossings.

Particular attention has been paid to the detail design of roads, kerbs, margins, footpaths, lighting and screening. The aim is to achieve a balance between architecture, safety, privacy and practical durability. Again, the hierarchy of road types, pavement and surfaces will reinforce their completeness and thoroughness of the overall proposal and provide a clear distinctive sense of place.

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 PCOT Architects working together with Waterman Moylan Consulting Engineers and Mitchell and Associates Landscape Architects. The developer and promoter of the scheme, J. Murphy (Developments) Limited, is committed to delivering a high-quality development which complies with the recommendations of DMURS.

UK and Ireland Office Locations