



Tack Sandyford SHD

Statement of Consistency on DMURS

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Comments

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1. Introduction

1.1 Introduction

This Preliminary Statement of Consistency with the Design Manual for Urban Roads and Streets (DMURS) has been prepared by Waterman Moylan on behalf of Sandyford Environmental Construction Ltd to accompany an SHD application to An Bord Pleanála (ABP) for a residential development on a brownfield site at the junction of Carmanhall Road and Ravens Rock Road, Sandyford, Dublin 18. See Figure 1.

It is a requirement of the regulations that the proposed residential 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.

1.2 Location

The subject site is located at Sandyford in south County Dublin. The site which has an area of 0.57ha (1.4 acre) is located at the junction of Carmanhall Road and Ravens Rock Road, Sandyford, Dublin 18. It was formerly occupied by Tack Packaging.

The adjoining site to the east at the junction of Carmanhall Road and Blackthorn Road was formerly occupied by Avid Technology. It extends to 0.81 ha ((2.0 acre).



Figure 1 Location Map

1.3 Proposed Development

The proposed development will comprise some 207 Build-to-Rent residential units with a Creche (306 sqm) and Shared Amenity Space (415 sqm). See Figure 2.

Car parking with a total of 79 car spaces will be provided at Lower Ground Level and Basement. Cycle parking with 288 spaces will be provided at Lower Ground Level. Access is proposed from Ravens Rock Road with egress onto Carmanhall Road.

The public realm around the site will incorporate an upgrade of the pedestrian and cycle environment.

The development includes all associated infrastructure to service the development including access junctions, footpaths and cycle paths together with a network of watermains, foul water drains and surface water drains.

A concurrent development with its own Statement of Consistency on DMURS on the former Avid Technology site to the east is expected to comprise 336 Build-to-Rent residential units and 118 car parking spaces at Lower Ground Level and Basement. Access will be from Carmanhall Road and egress onto Blackthorn Road.

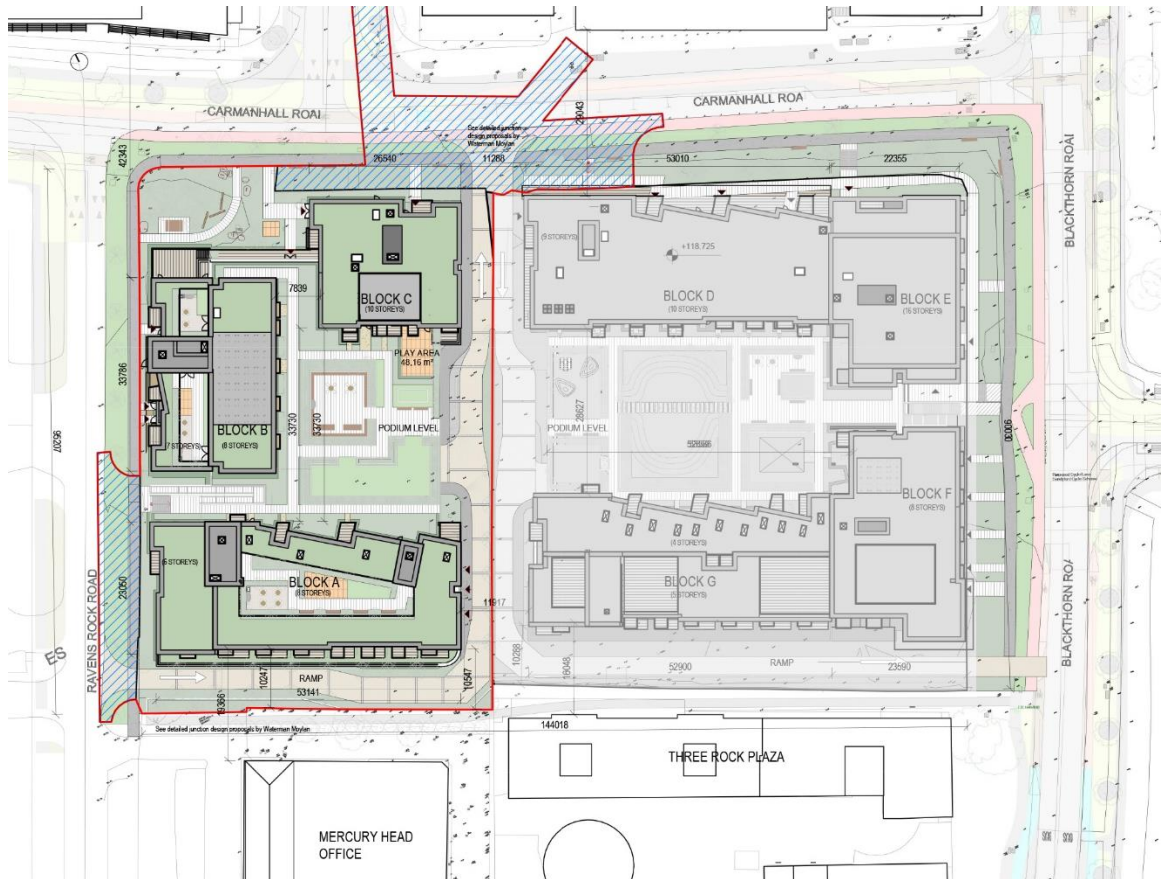


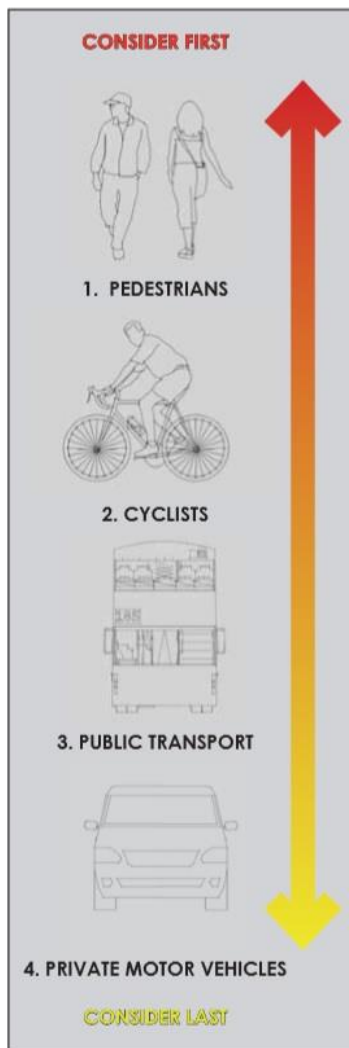
Figure 2 Proposed Site Layout

2. Creating A Sense of Place

Four characteristics represent the basic measures that need to 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 image on the left extracted from DMURS.

The proposed development has been designed with careful consideration for pedestrians and cyclists. It has been integrated with the Sandyford Business District Pedestrian and Cycle Improvement Scheme being developed by Dun Laoghaire Rathdown County Council. See Figure 2.

The Council's Traffic & Road Safety Section undertook a Non-Statutory Public Consultation for the Sandyford Pedestrian and Cycle Scheme during August and September 2021. At the time of writing in December 2021, a post consultation report is being prepared for the Dundrum Area Committee.

This Scheme will provide good connectivity between the proposed development and the surrounding pedestrian and cycle regime.

There is one existing access to the site from Ravens Rock Road. Two accesses are proposed to the new development, an entry from Ravens Rock Road and an exit onto Carmanhall Road.

Pedestrian and cycle connectivity is provided throughout the development with good links to the surrounding public regime and the two Luas Stops on Blackthorn Avenue.

Dedicated access to cycle parking will, be provided off Ravens Rock Road at the northwest corner of the site. Within the site, the various locations will be connected by a series of pedestrian paths. 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.

The closest bus stops are located along Blackthorn Road and Blackthorn Avenue some 250 metres from the proposed development. In addition, the site is a 5 - 6-minute walk from the Sandyford and Stillorgan Stops on the Luas Green Line.

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 four local accesses to the off-street car parks. There are no other roads or streets proposed on site with all other areas fully pedestrianised.

The proposed development can therefore be considered to be 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. 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 central open space 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.”

The proposed 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 communal spaces and pedestrian pavement which will ensure that there is plenty of activity as residents come and go. Furthermore, pedestrian/cyclist routes will generate pedestrian and cycle activity through the site.

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 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 2.0 metres wide which provide adequate space for two people to pass comfortably. DMURS identifies a 1.8 metres 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 2.0 metre wide footpath is appropriate for the proposed development.

Around the proposed development, the proposed Sandyford Business District Pedestrian and Cycle Improvement Scheme will provide new and extended pedestrian and cycle facilities linking the proposed development to the public transport network and the surrounding amenities. Pedestrians and cyclists will be able to benefit from the improved public facilities creating a fully integrated pedestrian and cycle networks which will increase the overall accessibility by both modes.

3. Key Design Principles

3.1 Introduction

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 this proposed residential development.

3.2 Design Principle 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 layout of the proposed development has been integrated with the proposed Sandyford Business District Pedestrian and Cycle Improvement Scheme which will deliver walking and cycling improvements around the site on Burton Hall Road, Blackthorn Road and Carmanhall Road.

The main works to be carried out as part of the Sandyford Business District Pedestrian and Cycle Improvement Scheme include the following:

- The provision of raised and adjacent cycle tracks on both sides of Burton Hall Road, Blackthorn Road and Carmanhall Road.
- The provision of a traffic signalised junction at Carmanhall Road and Blackthorn Road junction.
- Relocation of the existing pedestrian crossing on Carmanhall Road by 15 – 20 metres to the west.
- The upgrading of crossings at some junctions to allow bicycles to use the signalised crossings where appropriate.
- Reducing in traffic lane width from the existing 3.5 – 4.6 metres to 3.25 metres.
- Tightening of corner radii at junctions and side roads.
- Removal of left turn slips and pedestrian refuge islands
- The provision of increased pedestrian space and widened footpaths with a minimum width of 2.0 metres.
- The provision of increased area for landscaping with the retention of as many existing trees as possible and new tree planting to compensate for any losses.
- Retention of the existing on-street car parking spaces where possible with some car parking to be removed on Carmanhall Road.

The layout of the proposed development will incorporate a number of pedestrian routes 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 will be well connected to the surrounding road network with access to Blackthorn Road, Blackthorn Avenue and the Green Luas line connecting directly to Dublin City Centre.



Figure 3 Sandyford Business District Pedestrian and Cycle Improvement Scheme

3.3 Design Principle 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 central area 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 site sets out a network of streets and open spaces that reinforce the sense of place. It will provide for pedestrians and cyclists allowing their movement independent of motorised traffic. It will also provide a clear mental marker orientating people.

The access junctions have been laid out with corners of restricted radius that will inherently slow traffic and facilitate pedestrian movements along the footways.

3.4 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 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.

3.5 Design Principle 4 (Multi-disciplinary Approach)

“Greater communication and co-operation between design professionals through promotion planned 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 McCauley Daye O’Connell Architects working together with Waterman Moylan Consulting Engineers, MacCabe Durney Barnes, Planning Consultants and Niall Montgomery and Partners, Landscape Architects. The developer and promoter of the scheme 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 objectives set out in DMURS.

It demonstrates that 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

