

DMURS Statement of Consistency

Proposed Mixed Use Development at Blakes, Stillorgan, Co.
Dublin

April 2022

Waterman Moylan Consulting Engineers Limited

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

Client Name: Cairn Homes
Document Reference: 20-071.r104
Project Number: 20-071

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)

Issue	Date	Prepared by	Checked by	Approved by
No. 1	Apr '22	E Naicker	B Gallagher	J. Gibbons

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Content

- 1. DMURS Statement of Consistency 4**
- 2. Creating a Sense of Place 5**
 - 2.1 Connectivity 6
 - 2.2 Enclosure 7
 - 2.3 Active Edge 7
 - 2.4 Pedestrian Activities/Facilities 8
- 3. Key Design Principles 9**
 - 3.1 Design Principal 1 (Connected Networks) 9
 - 3.2 Design Principal 2 (Multi-Functional Streets) 9
 - 3.3 Design Principal 3 (Pedestrian Focus) 9
 - 3.4 Design Principal 4 (Multi-disciplinary Approach) 9
- 4. Conclusion 10**

1. DMURS Statement of Consistency

This statement of consistency has been prepared to accompany a Strategic Housing Development (SHD) application for a proposed mixed-use development at the Blakes and Esmonde Site, Stillorgan, Co. Dublin.

This DMURS Statement of Consistency Report has been prepared by Waterman Moylan on behalf of Cairn Homes Properties Ltd to accompany an SHD application to An Bord Pleanála for a mixed-use development on a 1.41 ha site at the Former Blakes and Esmonde Motors Site, Stillorgan, Co Dublin.

The proposed development comprises of the following:

The development will consist of the construction of a mixed use scheme of 377 no. “Built to Rent” BTR apartments, Community Sports Hall (c. 933 sq. m), along with 5 no. restaurant/café (c. 841 sq.m), creche (c. 215 sq. m), office (c. 195 sq m) and ancillary residents’ support facilities/services (c. 1,016 sq. m) laid out in 6 no. blocks ranging in height from 3-9 storeys (over basement) comprising 21 no. studio apartments, 189 no. 1 bedroom apartments, 159 no. 2 bedroom apartments & 8 no. 3 bedroom apartments (selected no. with balconies), and public realm upgrades as follows:

Building 01 (Part 3 – 4, 6 & 7 storeys over basement) consists of 77 no. apartments comprising 13 no. studio apartments, 30 no. 1 bedroom apartments, 33 no. 2 bedroom apartments, 1 no. 3 bedroom apartment (with a creche of c. 215 sq. m with associated play area at ground floor);

Building 02 (Part 3 – 5, 7 & 8 storeys over basement) consists of 95 no. apartments comprising 7 no. studio apartments, 57 no. 1 bedroom apartments, 24 no. 2 bedroom apartments, 7 no. 3 bedroom apartments;

Building 03 (Part 7 and 9 storeys over part basement) consists of 54 no. apartments comprising 18 no. 1 bedroom apartments and 36 no. 2 bedroom apartments (and office hub of c. 195 sq. m);

Building 04 (7 storeys over basement) consists of 60 no. apartments consists of 42 no. 1 bedroom apartments & 18 no. 2 bedroom apartments;

Building 05 (6 storeys, over basement to Lower Kilmacud Road & 7 storeys to the south and west) consists of 62 no. units comprising 1 no. studio apartment, 26 no. 1 bedroom apartments, & 35 no. 2 bedroom apartments (restaurant/café unit c. 219 sq. m at lower ground floor/plaza level & 2 no. restaurant/café units c. 234.1 sq. m and c. 133.9 sq. m respectively at ground floor level onto Lower Kilmacud Road) along with a double height Community Sports Hall including ancillary areas (c. 933 sq. m);

Building 06 (5 & 6 storeys) consists of 29 no. units comprising 16 no. 1 bedroom apartments and 13 no. 2 bedroom apartments (restaurant/café unit c. 185.9 sq. m at lower ground floor/plaza level & 68.1 sq. m restaurant/café unit at ground floor level onto Lower Kilmacud Road);

The BTR development will also include ancillary Residents’ Support Facilities/Services (c. 1,016 sq. m at ground floor of Building 03 and 04) as well as open space areas and improvements to the public realm along the Lower Kilmacud Road and The Hill, new road layout (omission of left turning lane) to The Hill, hard and soft landscaping, set down area on the Lower Kilmacud Road.

Provision of 2 no. vehicular access points from ‘The Hill’ into 2 no. separate basements to include basement car parking spaces (119 no.); 1 no. set down surface car parking space as well as 866 no. cycle spaces (basement and surface levels) and ancillary areas; pumping stations at basement level, along with solar panels, areas for satellite provision and green roofs at roof level;

All associated site development works, open spaces, landscaping, boundary treatment, plant areas, waste management areas, and services provision (including ESB substation). The location of the proposed development is shown in Figure 1.

The site is located in Stillorgan, Co. Dublin and is bounded to the north by Lower Kilmacud Road, Stillorgan Road to the east, The Hill to the west and to the south residential development. There are a number of existing business/retail units to the west of the subject site

Figure 1: Site Location (image taken from Google Maps)



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.

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:

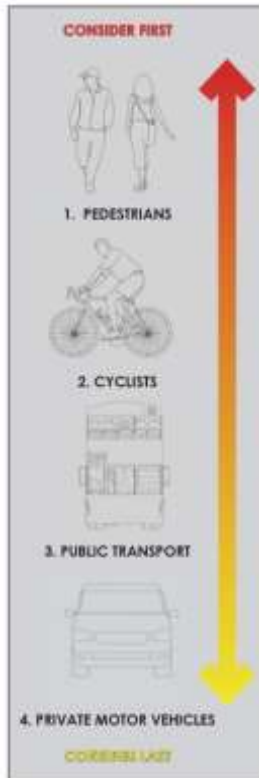
- a) Connectivity;
- b) Enclosure;
- c) Active Edge; and

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 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 The Hill, Lower Kilmacud Road and to the N11. There are no roads proposed within the site except for the access to the basement car parking. The development is focused on pedestrian and cyclist activity rather than vehicular.

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

The proposed development is primarily a pedestrian development at ground floor level and has been carefully designed to promote strong levels of connectivity in favour of pedestrians and cyclists to the surrounding areas. The public realm surrounding the proposed development will encourage pedestrian activity and the inclusion of a number of cycle stands both in the public realm for public and visitor use and within the development for private use together with cycle track along Lower Kilmacud Road will encourage the use of the bike as a mode of transport. There is a basement below the development with a vehicular access points to the basement. These locations are the only interaction between cars and pedestrians/cyclists at ground floor level. Pedestrian and cycle priority are provided at the carpark access points.

The Stillorgon Public Realm Upgrade Works propose improvements to the footpath and public realm along Lower Kilmacud Road, which acts as the primary route from the bus stops on the N11 to Stillorgon Village. These works are currently being progressed by DLRCC and will greatly improve the pedestrian connectivity of the surrounding streets. In addition, the pavement along The Hill provides for pedestrian movement.

There are dedicated cycle lanes along the N11.

The proposed cycling network as proposed in the Greater Dublin Area Cycle Network 2010 identifies the N11, Stillorgan Park and Lower Kilmacud Road as part of a Primary cycling facility - *Ballinteer to Stillorgan Orbital Cycle Route – Grange Road to Lower Kilmacud Road via Blackthorn Drive*.

Figure 1: Existing and Proposed Pedestrian and Cycle Routes. (source GDA Cycle Network Plan)



As such, the proposed development is considered 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 either overlooking all of the common areas, the pedestrian routes designed within the scheme together with courtyards/terrace areas. This will ensure there is plenty of pedestrian activity as people come and go. High quality landscaping and tree planting are proposed within the scheme for the residents and around the scheme, in the public realm areas.

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 buildings front directly onto The Hill, Lower Kilmacud Road and N11. In order to create a more active boundary, the development has been designed so that the commercial units and residential lobby benefit from a large active terrace/plaza area along Lower Kilmacud Road and on the corner of Lower Kilmacud Road and The Hill.

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 to/from and around the site with significant improvements being provided as part of the public realm works. 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 routes within the development are 2 m wide or greater and those within the public realm are 3m wide or greater provide adequate space for comfortable pedestrian movement. The public streets surrounding the site will be developed as part of the proposals, greatly improving pedestrian permeability in the surrounding area in line with the Stillorgan Local Area Plan.

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 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.”

As described above the proposed development does not create any new roads or streets but focuses on connectivity through and within the site for 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 vehicular access to The Hill and Lower Kilmacud Road and pedestrian and cycle access to all surrounding streets. The public realm improvements will increase permeability along The Hill and onto the Stillorgan Road.

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 commercial retail/cafe will create a central place to meet. The proposed public realm/open space to the north/north west of the development will provide improved accessibility together with a place to sit and socialize. 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 to/from the scheme is heavily weighted towards the pedestrian. There are excellent pedestrian links to the nearby Stillorgan Village Centre and to the surrounding road networks and public transport services.

The internal 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.

The proposed public realm works, which will also benefit from the aforementioned passive surveillance from the new residential development, will improve the quality of the surrounding streets making them more favourable for pedestrian travel.

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 and Kevin Fitzpatrick Landscape Architects.

The design team have also worked closely with Dun Laoghaire Rathdown County Council.

4. Conclusion

- We would conclude that the development proposals achieve the objective set out in DMURS. The proposed scheme provides a high quality design which encourages people to choose to walk or use public transport over using the private car.
- The proposed development is consistent with the objectives set out in the design manual for urban roads and streets (DMURS).

UK and Ireland Office Locations

