



DMURS Statement of Consistency

Application at Church Fields East, Mulhuddart, Dublin 15

May 2023

Waterman Moylan Consulting Engineers Limited

Block S, Eastpoint Business Park, Alfie Byrne Road, Dublin D03 H3F4

www.waterman-moylan.ie

Client Name: Fingal County Council
Document Reference: 20-074r.4006 DMURS Statement of Consistency
Project Number: 20-074

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	March 2023	F. Silva	I. Worrell	
No. 2	April 2023	F. Silva	I. Worrell	
No. 3	May 2023	F. Silva	I. Worrell	<i>I An Worrell</i>

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 Consistency1**
- 2. Creating a Sense of Place.....3**
 - 2.1 Connectivity.....3
 - 2.2 Enclosure4
 - 2.3 Active Edge4
 - 2.4 Pedestrian Activities/Facilities.....4
- 3. Key Design Principles6**
 - 3.1 Design Principal 1 (Connected Networks)6
 - 3.2 Design Principal 2 (Multi-Functional Streets).....6
 - 3.3 Design Principal 3 (Pedestrian Focus).....6
 - 3.4 Design Principal 4 (Multi-disciplinary Approach)7
- 4. Conclusion8**

Figures

- Figure 1: Site Location (Source: Google Maps)1

1. DMURS Statement of Consistency

This statement of consistency has been prepared to accompany the Church Fields East Housing Development Planning Application for a proposed residential development at Church Fields East, Mulhuddart, Dublin 15.

The proposed development relates to a site of c.5.52 hectares at Church Fields East, Mulhuddart, Dublin 15. The development site is located south of Damastown Avenue; west of Church Road; east of previously permitted residential development at Church Fields (Planning Reg. Ref.: PARTXI/012/21); and north of a permitted linear park (Eastern Linear Park Planning Reg. Ref.: PARTXI/012/21), in the townland of Tyrrelstown, Dublin 15. The site is located west of protected structure RPS No. 670 Mulhuddart Church (in ruins) & Graveyard, which is located east of Church Road. The proposed development seeks the construction of 217 no. residential units (ranging from 2 – 4 storeys in height) in a mixed tenure development, comprising of 121 no. houses and 96 no. apartments. The development will also include the provision of car parking, cycle parking, new pedestrian / cycle links, services, drainage attenuation, and all associated site and infrastructural works.

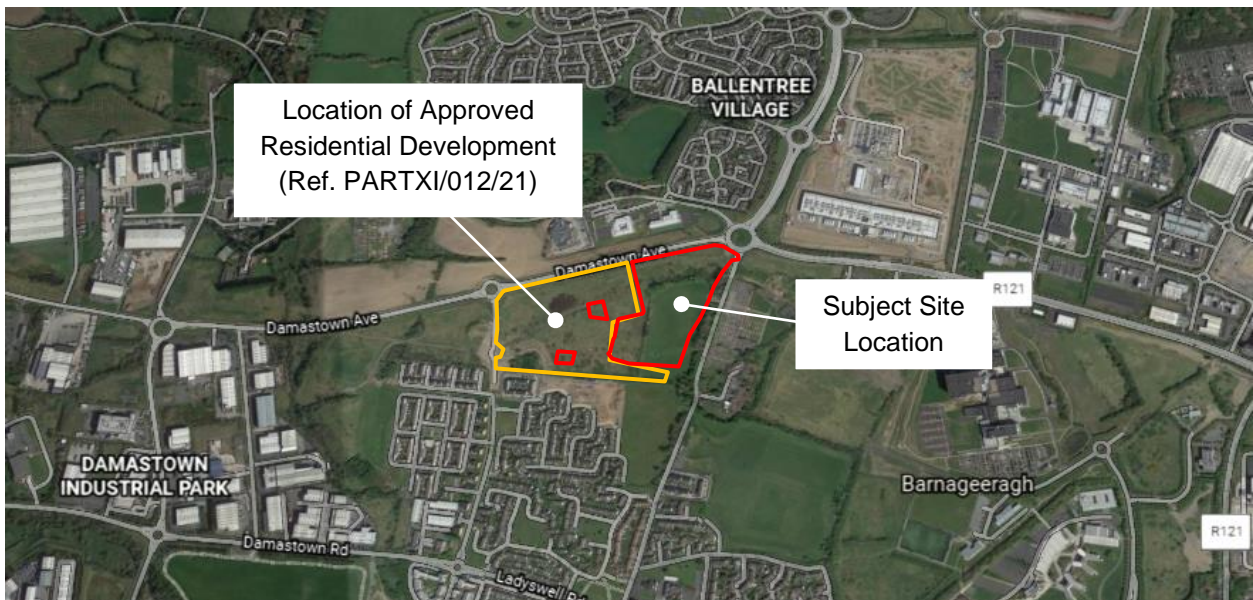


Figure 1: Site Location (Source: Google Maps).

The subject site, which is currently greenfield, is zoned as “RS – Residential” by the local authority and is deemed appropriate for the provision of residential development and to protect and improve residential amenities as set out in the Fingal Development Plan 2023 – 2029.

The proposed development consists of 217 no. residential units (121 no. houses and 96 no. apartments). The breakdown of the proposed residential units is: 34 2-Bed houses, 76 3-Bed houses, 11 4-Bed houses, 36 1-Bed apartments, 56 2-Bed apartments and 4 3-Bed apartments.

Vehicular access to the subject development is proposed via the approved residential development to the west of the site (Ref. PARTXI/012/21) which will be accessed via a permitted cycle friendly roundabout on the Church Fields Link Road (Planning Ref. PARTXI/011/19).

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

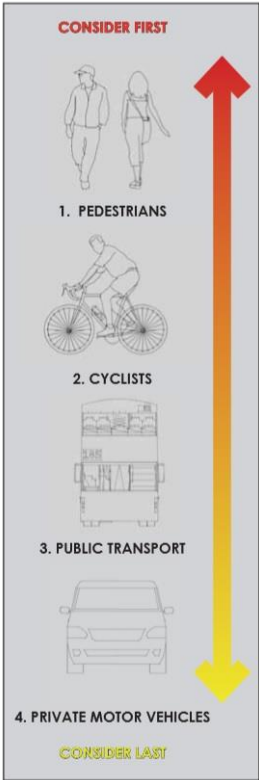
Four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods. These are:

- a) Connectivity;
- b) Enclosure;
- c) Active Edge; and
- d) Pedestrian Activity/Facilities

Each of these characteristics are set out in the sections below, together with a commentary setting out how the proposed development complies with each of them.

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 cyclists’ connectivity is provided throughout the development with good links to the nearby amenities as well as linkages to the approved Linear Park to the south and to the existing greenway/future greenway and off-road cycle track to the east. A portion of the future greenway and off-road cycle track running along the eastern boundary of the site, which is currently under construction, will improve connectivity to the south. Damastown Avenue is accessible to the north via the proposed footpath along the site boundary and provide direct access onto the newly constructed pedestrian/cycling facilities along Damastown Avenue.

The subject site is mainly served by 2 inbound and 2 outbound bus stops on the R121 and the Ladyswell Road, c. 950m to the east and c. 850m to the south of the site, respectively. These stops are currently served by 9 Dublin Bus and Go-Ahead bus routes which the frequencies combined result in a good operational service for the area. Further to this, the proposed development site is also located in close proximity to four new BusConnects routes that will be in place in the future, being the Spine Branch Route B3, the Local Routes L62 and L63 and the Peak Time Route P63.

The diversion of the Local Route L63 and the Peak-Only Route P63 from their original Ladyswell Road - Damastown Road – Damastown Drive route to the Church Fields Link Road – Damastown Avenue route would increase accessibility from the proposed development to the future bus network. This routes

diversion has been discussed and agreed in principle with the NTA. Residents of the existing, approved and future developments would also benefit from the route's diversion.

Vehicular access to the site is proposed from west via the approved residential development adjacent to the site (Ref. PARTXI/012/21) which will be accessed via a permitted cycle friendly roundabout on the Church Fields Link Road. Straight and through access roads have been avoided to reduce vehicle's speed and also to eliminate through traffic.

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

There are a number of minor roads and cul-de-sacs which provide enclosed residential communities and give a sense of place to these individual communities.

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 housing units and apartment blocks are all located so that they front onto footpaths which are served by on-street parking and treescape all along the street edge.

Although some of the streets/roads are cul-de-sacs, the pedestrian and cycle links at the end of these cul-de-sacs provide so-called “shortcuts” that 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 make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.”

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 proposed development has also been designed to reduce traffic speeds. In this regard, long straight sections of road which encourage higher traffic speeds have been avoided by introducing slight bends into the roads. In order to provide some additional traffic calming and prioritise pedestrian movement, raised pedestrian crossings have been added at specific locations to prioritise the movement of pedestrians.

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 2m wide footpath is appropriate for the proposed development.

As described in Section 2.1, there is a network of interconnecting footpaths onto 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 existing and approved dedicated cycle tracks in the surrounding road network, creating a fully integrated cycle network that will increase the overall accessibility by this mode.

3. Key Design Principles

DMURS sets out four core design principles that designers must have regard in the design of roads and streets. These four core principles are set out below together with a commentary setting out how these design principles 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 providing access to each of the dwellings 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 Damastown Avenue to the north, as well as Ladyswell Road, via the Wellview Lane extension, to the south.

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 housing layout have been designed in order to tie in with the adjoining approved development's road layout to the west and in a hierarchical way to enhance the street usage for both pedestrians and vehicles. With all DMURS principles in mind, it is therefore proposed to eliminate long straight roads by adding frequent bends and access onto minor roads/cul-de-sacs areas. A series of raised pedestrian crossings have also been added across the subject site, which will ensure further speed reduction on these roads/streets. In addition, the proposed street trees will provide a complementary visual design to the streets and will act as a buffer to traffic noise.

Footpaths are incorporated into the road network providing numerous cross-site links including pedestrian and cyclist links where vehicular cul-de-sacs are present. This design will encourage a multi-functional use and create balance. The hierarchical internal road network creates a calm environment by virtue of the number, layout and composition of dwellings and the design will contribute to a positive urban response to the local context, place-making and identity of the area and in the process promote the multi-functional, place-based street.

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 pedestrians. Connectivity throughout the scheme is heavily weighted towards pedestrian usage, especially along the southern and eastern edges of the site providing access onto the Linear Park and the greenway running parallel to Church Road.

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 detailed design of roads, kerbs, margins, footpaths, lighting and screening. The aim is to achieve a balance between architecture, safety, privacy and practical durability. Therefore, 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 Walsh Associates Architects & Project Managers and Brady Shipman Martin (BSM) Landscape Architect working together with Waterman Moylan Consulting Engineers. The developer and promoter of the scheme, Fingal County Council, is committed to delivering a high-quality development that complies with the recommendations of DMURS.

4. Conclusion

Waterman Moylan Consulting Engineers have been appointed by Fingal County Council to provide Engineering advice for the proposed residential development at Church Fields East, Mulhuddart, Dublin 15 in the townland of Tyrrelstown, Co. Dublin.

The statement set out in this report demonstrates how the proposals achieve the objective set out in DMURS to achieve better street design to encourage people to choose to walk, cycle or use public transport overusing the private car.

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

UK and Ireland Office Locations

