



Waterman Moylan
Engineering Consultants

DMURS Statement of Consistency

Proposed Strategic Housing Development at Northwood Crescent
Santry Demesne, Dublin 9.

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1. DMURS Statement of Consistency

This statement of consistency has been prepared to accompany a Strategic Housing Development (SHD) planning application for a proposed mixed-use development at Northwood Crescent, Santry Demesne, in the Fingal County Council administrative area.

The site is bounded by Northwood Crescent to the south and south-west; The Crescent Building to the north-west; Northwood Avenue to the north; and Northwood Road to the east. The development, with a total gross floor area of c. 27,904 sqm, will consist of the construction of 268 no. Build-to-Rent apartment units arranged over 2 no. blocks ranging in height from 5 to 11 storeys (Block A will comprise 54 no. 1-bedroom units and 44 no. 2-bedroom units; Block B will comprise 70 no. 1-bedroom units and 100 no. 2-bedroom units); Residential amenity facilities including a reception, post room and building management office; lounge areas, shared workspace, multimedia/games room, meeting rooms and a single storey residents' gym at podium level (145 sqm); ancillary uses comprising a generator room; utilities room; bin stores; water tank rooms; sprinkler tank room; bicycle stores; storage rooms and plant rooms; the provision of all private and communal open space, including balconies/terraces to be provided for each apartment; and communal open space areas including a first-floor central podium garden connecting Blocks A and B and 2 no. rooftop terraces and a single storey 295 sqm crèche with dedicated outdoor play area.

The development will also comprise the construction of a 3-storey office building with a total gross floor area of c.2,868 sqm, including ancillary uses comprising a reception/security area, staff amenities, bike stores, waste room and a plant room. The development will also include the provision of hard and soft landscaping, public realm improvements and amenity areas including public open space, a children's play area and a community outdoor dining area; the provision of internal roads and pathways; 142 no. undercroft car parking spaces at ground floor level, 8 no. crèche set down spaces, and 662 no. bicycle parking spaces at ground floor level and surface level. The development will also include all associated ancillary development including 2 no. ESB switch rooms and 2 no. ESB substations; ground works and foul drainage; stormwater drainage; attenuation tank and related SUDS measures, water supply; service ducting and cabling; electric vehicle charging points; public lighting; boundary treatments; and all ancillary site development and excavation works above and below ground. Vehicular access is proposed via a new entrance on Northwood Road; Vehicular set down area for crèche with access/egress is located on Northwood Crescent. The provision of 2 no. pedestrian crossings on Northwood Crescent and Northwood Road.

It is a requirement of the SHD regulations that the proposed housing development is compliant with the requirements of the Design Manual for Urban Roads and Streets (DMURS). The development does not require internal streets but does however include a parking area, footpaths and cycle links for pedestrians and cyclists alike.

The stated objective of DMURS is to achieve a 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 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 internal layout of the proposed development will provide pedestrian pathways across the podium. All footpaths for the proposed development will be provided in accordance with Section 4.3.1 of the DMURS which suggests that a minimum 1.8m footpath should be provided where possible. The footpaths leading into the development via the main vehicular entrance on Northwood Road are the exception to this minimum footpath width and have been designed to a minimum width of 1.2m.



Pedestrian and cyclists connectivity is provided from the open space park area in the southwestern corner of the site and at the intersection between Northwood Crescent and Northwood Road at the south-eastern corner of the development. Separate pedestrian access on Northwood Crescent will be provided for the Creche.

It is also proposed to relocate the existing zebra crossing facility at the main access of the development further north to cater for the existing pedestrian desire lines along Northwood Road.

The site is served by high-frequency bus service to and from the city centre and other key sites such as Dublin Airport, hospitals, shopping centres and employment hubs. Pedestrian connectivity is in close proximity to public modes of transport with footpaths surrounding the site and a travel time of c. 3-minutes to the nearest bus stop. The second closest bus stop is a short c. 4-minute walk from the site.

Furthermore, bus stops on the R132, to the east of the site, can be accessed and an additional 2 no. bus stops exist on the R108 to the west of the subject site and can be reached by the pedestrian within a c. 7-minute walk. Refer to Figure 2-1 for a map of the nearby bus stops which will service the proposed development.

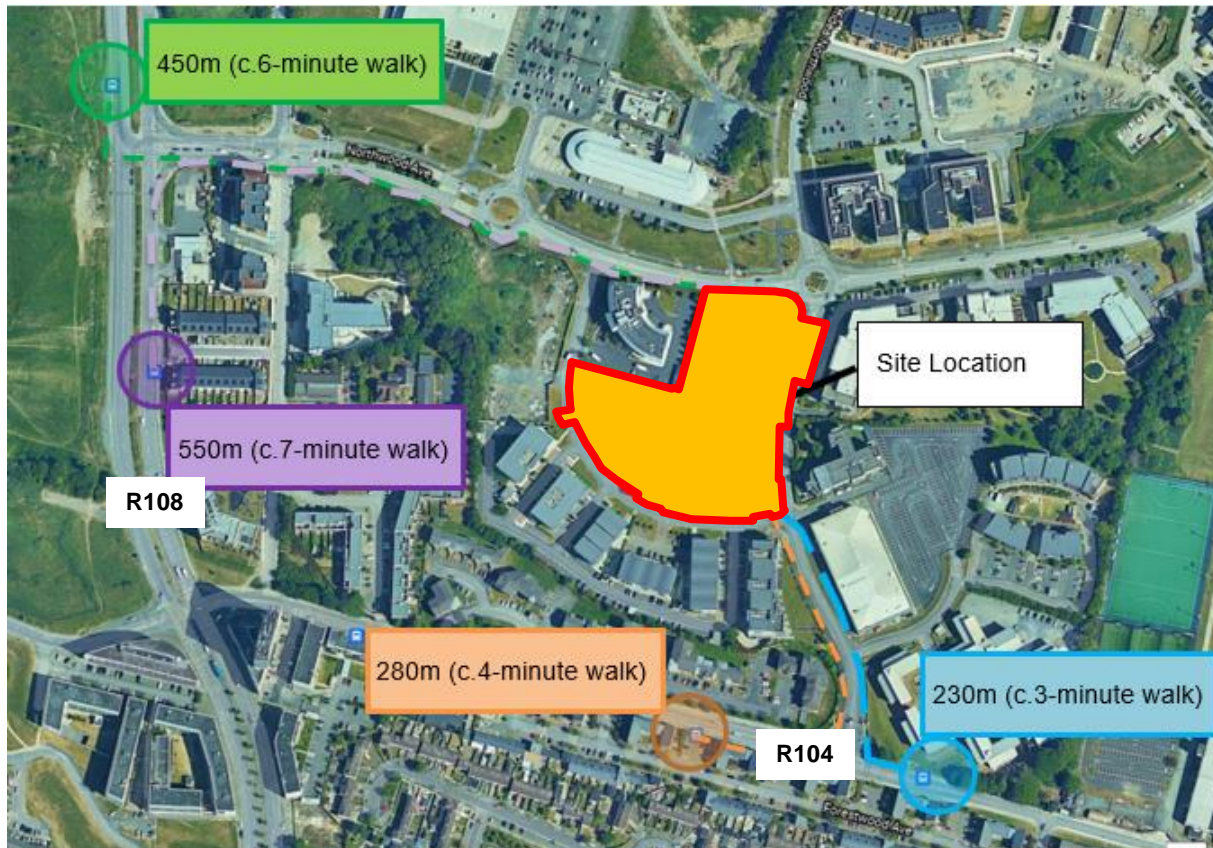


Figure 2-1: Bus Stop Locations Map

On R104 Santry Road there is bus stop 5055 which facilitates westbound travel and bus stop 6009 which facilitates eastbound travel. Both these stops serve the 17A bus route to and from the City Centre. The 5055 and the 6009 are approximately 280 metres (C. 4 minutes walking) and 230 metres (c. 3-minutes walking) away from the proposed development, respectively.

An additional two bus stops are on R108 Ballymun Road, these are bus stop 322 which facilitates southbound travel and bus stop 7113 which facilitates northbound travel. Both bus stops service the 4 and 155 in opposite directions, bus stop 322 also services the 13.

The 322 and the 7113 are approximately 450 metres (C. 6-minutes walking) and 550 metres (c. 7-minutes walking) away from the proposed development, respectively. The sole means of accessing the site is from Northwood Road.

The Bus Connects project currently being promoted by the National Transport Authority aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA). The proposed development is served by the R108 Ballymun Road which offers the Spine Routes E1 and E2. Other relevant routes would be the N6 and 19 and to the East, the D4, A2, A4, and the 22. The A2 and A4 routes, which are located on the R132, travel to and from the City Centre to Dublin Airport. Refer to Figure 2-2 for the map illustrating the BusConnects routes.

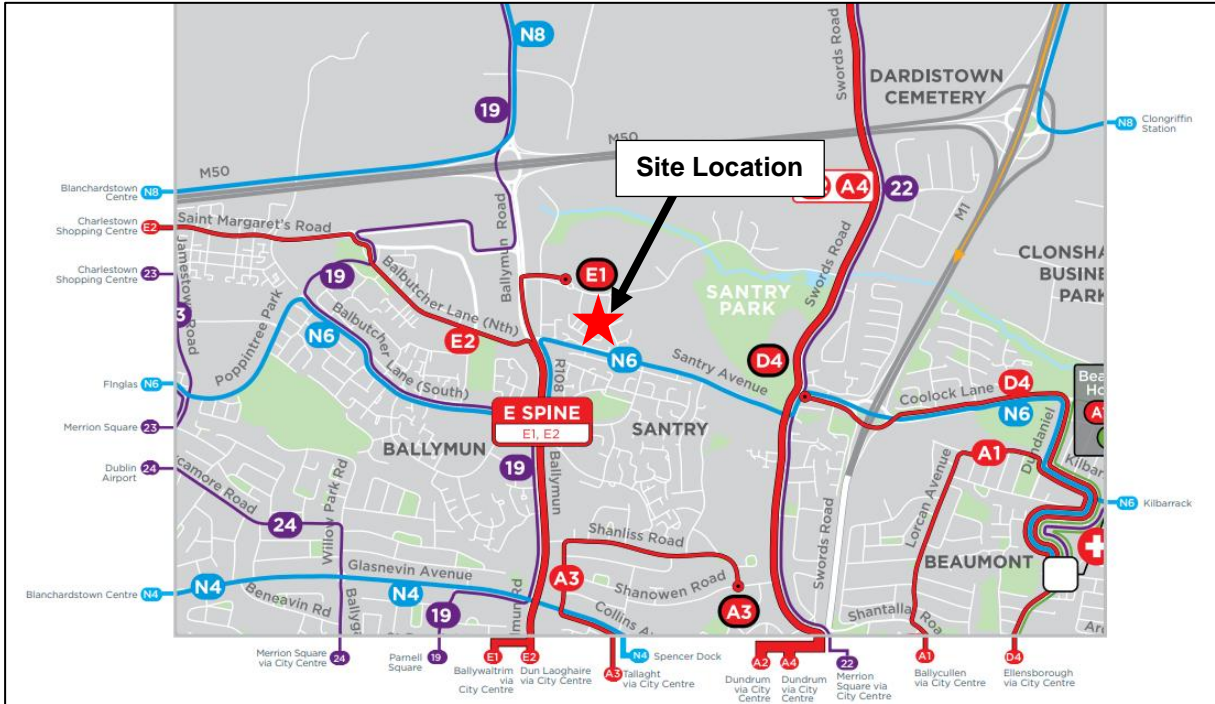


Figure 2-2: BusConnects Route Map

MetroLink is a proposed high-capacity, high-frequency rail line running from Swords to Charlemont. MetroLink is expected to carry up to 50 million passengers annually, current journey times from Swords to the city centre to 25 minutes. The preferred route for MetroLink is currently undergoing consultation and an application for planning approval for the MetroLink Scheme is expected to be made to An Bord Pleanála in 2021. It is anticipated that the construction period would be about six years and that the MetroLink service would be operational in 2027.

The current station plans for a metro-link station along R108 Ballymun Road, approximately 650m (c. 6-minute walk away) away from the proposed development. This will offer fast public transport and access to the city centre. Figure 2-3 shows the location of the MetroLink.

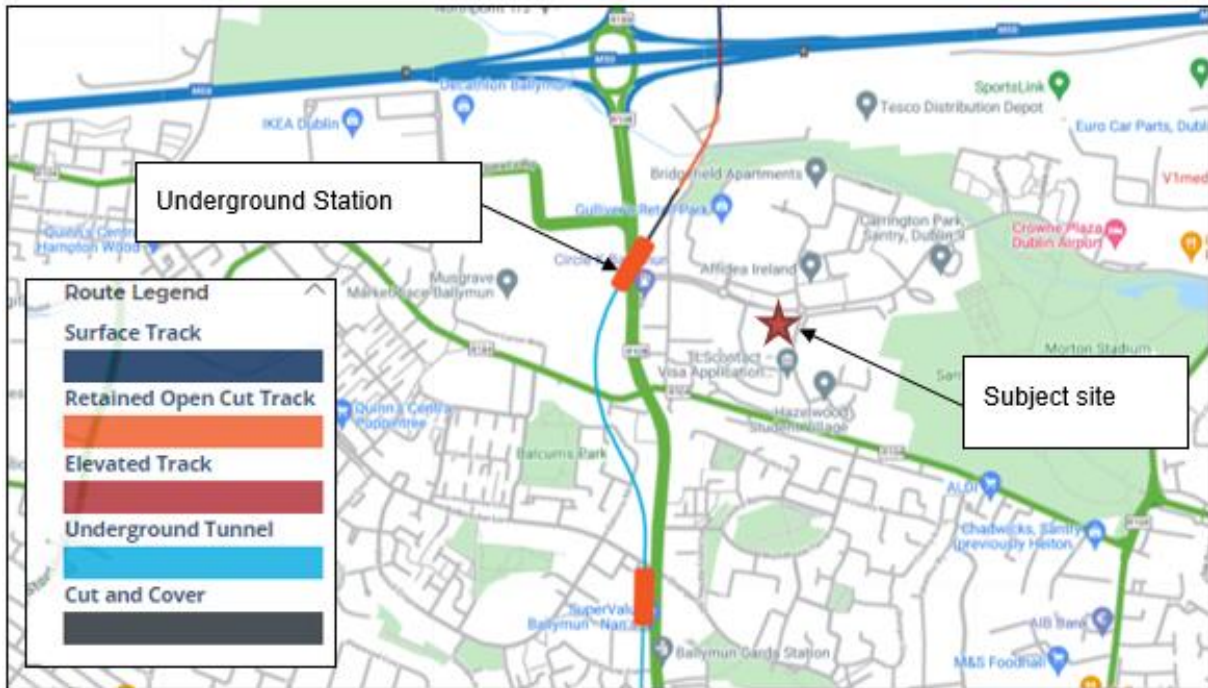


Figure 2-3: Metro-Link Route Map

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 external streets and public open space which provides passive surveillance. Landscaping and tree planting are provided within the open space park area which assists in providing a sense of enclosure.

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 residential apartment blocks are located in such a manner that they front directly onto the roads surrounding the development. Entrances to the buildings are provided at several locations around the site from the external roads and footpaths.

The pedestrian and cycle links proposed for the development 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 is primarily a pedestrian environment with no roads or streets, only access to an undercroft parking area from the surrounding existing streets. There is excellent pedestrian infrastructure in the area which provides safe walking routes to public transport. The proposed development connects well with the surrounding infrastructure. 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 1.8m 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 1.8m wide footpath is appropriate for the proposed development and has been designed to adhere to this recommendation where possible. The exception is at the vehicular entrance on Northwood Road where a dual vehicular lane has been designed with a pedestrian footpath on either side of the carriageway.

3. Key Design Principles

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 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 Northwood Road, Northwood Crescent, Santry Avenue (R104), Affidea Northwood and the R108.

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 development does not require internal streets but includes footpaths and cycle facilities.

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 within the scheme, allocating two main access routes at the southern side of the site.

The open space park area 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.

Particular attention has been paid to the detailed design of footpaths, lighting and screening, by the Architect. The aim is to achieve a balance between architecture, safety, privacy and practical durability. Again, the hierarchy of surfaces will reinforce the 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 MOLA Architects working together with Waterman Moylan Consulting Engineers, and Áit Urbanism + Landscape Limited. The developer and promoter of the scheme, Kategale Limited, 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 Kategale Limited. to provide Engineering advice for the proposed residential development at Northwood Crescent, Santry Demesne, Dublin 9.
- The statement set out above demonstrates how the proposals achieve the objective set out in DMURS to achieve better street/pedestrian/cyclists design to encourage people to choose to walk or use public transport over the use of 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

