

DMURS Statement of Consistency

Charlestown Place SHD, Charlestown Place & St Margaret's Road,
Charlestown, Dublin 11.

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1.0 INTRODUCTION

POGA Consulting Engineers were appointed by Puddenhill Property Ltd to provide engineering design services for SHD application for a proposed scheme at Charlestown Place, Finglas, Dublin 11.

The road network for the proposed development has been designed in accordance with the principles outlined in the *Design Manual for Urban Roads and Streets* (DMURS) 2013, and the 2019 revisions. The scheme presented in this application is the result of an integrated design approach from members of the multidiscipline design team. The principle designers are McCrossan O'Rourke Manning Architects, RMDA Landscape Architecture, Atkins Consulting Engineers (Transport), and us (POGA) as Civil & Structural Engineers.

The proposed development consists of the following:

- 590 new 1, 2 and 3 bed apartments
- 350m² Retail
- 542m² Crèche
- 224m² Office
- 525m² Medical Facility

2.0 SCOPE

This report has been prepared for the purpose of making a Strategic Housing Development planning application to An Bord Pleanála.

This document should be read in conjunction with all other planning application drawings and supporting documents from other members of the design team prepared for the purpose of the application.

The conclusions noted in this document are based on the drawings and documents prepared as part of the planning application and are the opinion of POGA Consulting Engineers at the time of making the application.

3.0 DESIGN CONSIDERATIONS

As part of the design process the multidiscipline design team propose have met and consulted with Fingal County Council. The scheme design prioritises pedestrian first, then cyclists, then public transport and finally the private motor car. The scheme design and layout has followed the Design Principles 1 to 4 as noted in chapters 3, 4 and 5 of DMURS.

Design Principle 1:

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 access road and internal road network has been designed to maximise connections to local amenities and services. A high level of permeability and legibility has been provided by providing pedestrian connectivity from the new development onto Charlestown Place in two locations to the North and at two locations on St Margret’s Road to the east. Vehicle access has been provided on to Charlestown Place. Public transport in the form of bus routes are available on both Charlestown Place and St Margret’s Road. The main plaza has been designed as a pedestrian only boulevard running from the parkland to the south northwards towards Charlestown Place and the entrance is linked to the Charlestown shopping centre via a pelican crossing. Pedestrian phases are provided on both the traffic signals at the main entrance and at the Charlestown Place/St Margret’s road junction.



Fig 3.1 Site Plan (from RMDA Landscape Architects)

Design Principle 2:

The promotion of multifunctional streets that balance the needs of all users within a self-regulating environment. The aim is to enhance the value of place while at the same time calming traffic and improving pedestrian and cyclist comfort.

This design principle has been primarily achieved by creating a pedestrian & cyclist only plaza at the centre of the scheme between Block 1 and 2 which runs from north to south and from links the Charlestown shopping centre to the landscaped open space. This boulevard will provide segregated cycle and pedestrian routes which enable free movement of vulnerable users. The main vehicular access is provided from a separate signalised junction off Charlestown Place. The access road is defined as a local street with a raised table at the junction to promote pedestrian and cyclist's movement and so as to lower traffic speeds within the new development. The pedestrian boulevard which runs from the park between Block 1 and Block 2 will be paved with a high quality finish to promote pedestrian usage and integrate the street into the landscaped open space. On street parking bays have been set back from the junctions to provide sightlines thus improving junction safety.

Design Principle 3:

The quality of the street is measured by the quality of the pedestrian environment.

This design principle is achieved as the Street design has focused on the provision of a high quality public space with priority for the pedestrian/cyclist. The materials, finishes and street furniture will be rationally and strategically applied. The landscape scheme provides for high quality materials and use of trees will prevent verges from being mounted by vehicular traffic while also enhancing the overall environment.

Design Principle 4:

Greater communication and cooperation between design professionals through the promotion of a plan led, multidisciplinary approach to design.

The design of this development has been carried out by a multidisciplinary design team of consultants comprising of Town Planning, Architecture, Landscape Architecture, Engineering, and Environmental.

DMURS compliance has been a major focus of all members of the design team and has been given priority in relation to the design of the roads network within the site layout and selection of materials.

4.0 CONCLUSIONS

This statement of consistency sets out how the proposed scheme has been designed by the multi-disciplinary team to achieve the key design principles and objectives set out in DMURS.

With regard to these objectives, we are of the opinion that the proposed scheme presented is consistent with the key design principles and requirements as set out in DMURS.

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