

DMURS COMPLIANCE STATEMENT

**Ratoath South SHD
For Beo Properties Limited**

PROJECT NO. L308

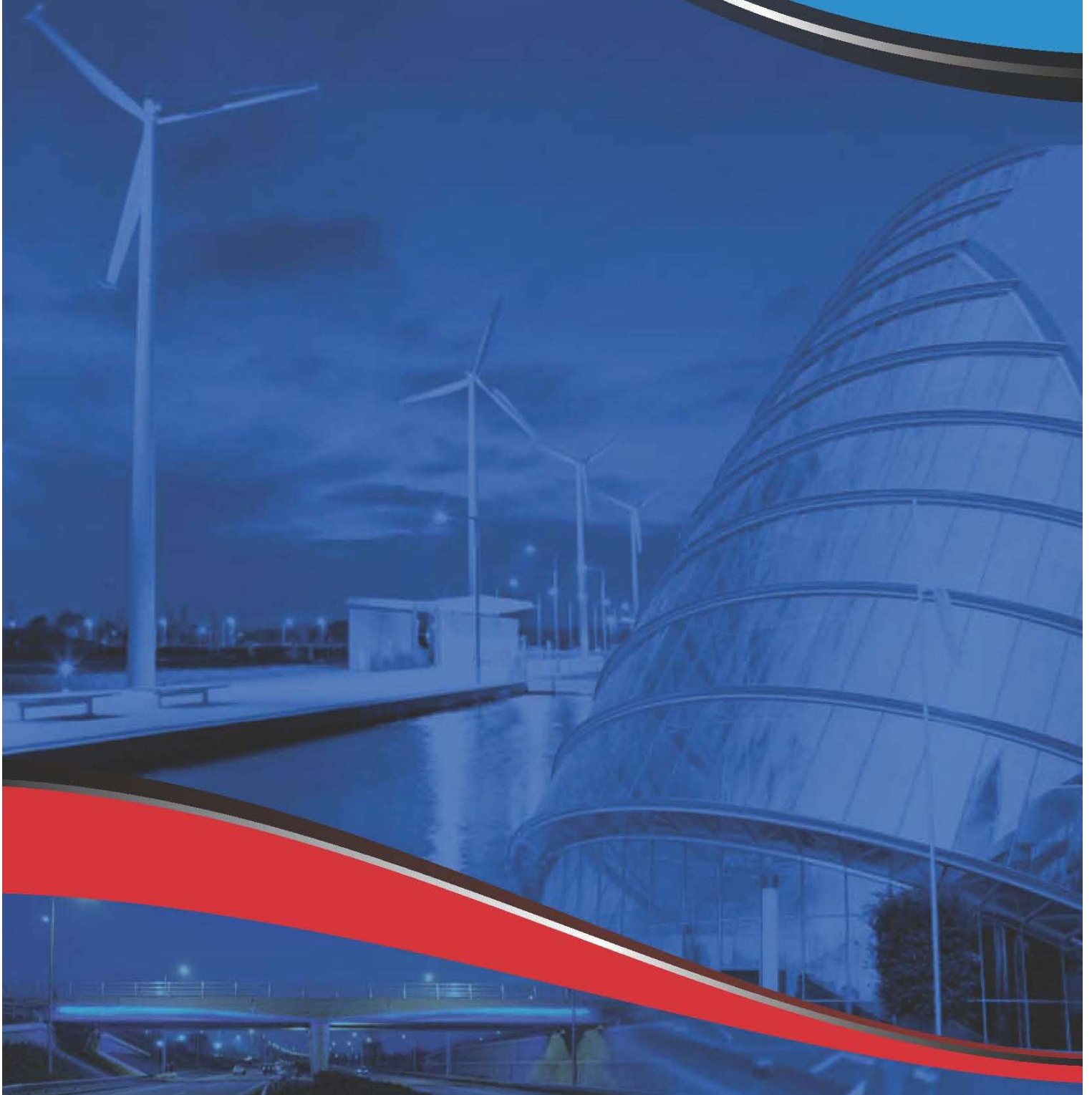
25 May 2022



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



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At Ratoath,

Co. Meath



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DOCUMENT CONTROL & HISTORY

OCSC Job No.: L308	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	L308	OCSC	XX	XX	RP	C	0010	S4	P04
Rev.	Status	Authors	Checked	Authorised	Issue Date				
P04	S4	LA	AH	AH	16.05.22				
P03	S4	LA	AH	AH	19.04.22				
P02	S4	SMG	AH	AH	05.10.21				
P01	S3	SMG	AH	AH	14.09.21				

RESIDENTIAL DEVELOPMENT AT RATOATH STRATEGIC HOUSING DEVELOPMENT APPLICATION

DMURS - STATEMENT OF CONSISTENCY

The development will principally consist of the construction of 452 no. residential units which are located in 12 neighbourhoods. Building heights ranging from 2-3 storey terraced houses and 3-4-storey duplex buildings (1 storey ground floor units and 2 storey first and second floor units; 2 storey ground and first floor units and 2 storey second and third floor units) and 6-storey apartment blocks. Private open space associated with the residential units is provided in the form of rear gardens, balconies, terraces and winter gardens. The development includes a crèche with associated outdoor play areas at ground floor and at roof level; 4 no. commercial/retail units; a landscaped public open space which includes a civic plaza; communal open space in the form of communal courtyards for each neighbourhood; associated car and cycle parking serving the full development and uses therein; solar PV panels; a second phase of the Ratoath Outer Relief Road (RORR), that will run along the southern boundary of the application site join up to the existing constructed section of the RORR, with two priority controlled junctions; a series of pedestrian and cycle connections from the Fairyhouse Road (R155), Cairn Court, Glascarn Lane and the new RORR; internal road and shared surface networks including pedestrian and cycle paths; public lighting and all associated site development and infrastructural works, services provision, ESB substations, foul and surface water drainage, extension to the foul network, access roads/footpaths, lighting, landscaping and boundary treatment works and all ancillary works necessary to facilitate the development. Please refer to the development description within the statutory notices for a complete description of the proposed development.



The second phase of the Ratoath Outer Relief Road (RORR) is proposed as part of this development. The section of the RORR proposed as part of this development runs from a new junction with the R155 east for approximately 1100m to the end of the site boundary, tying into second phase of the RORR. It is proposed to have two access for the site off the RORR. The subject is currently greenfield and used for agricultural purposes and can be accessed from Glascarn Lane to the east and Fairyhouse Road to the west of the site.

The proposed link roads and streets together with the junctions, footpaths and cycle facilities have been designed in accordance with requirements of the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM). DMURS is the design philosophy used in the design of all new residential roads and urban streets and the key objective of DMURS is to achieve safe, attractive, and vibrant streets by balancing the needs of all users, and prioritising alternatives to car journeys. The subject site is fully consistent with this recommended approach and achieves a sense of place and residential amenity whilst also facilitating efficient and secure internal movement. The site layout encourages permeability through the site, connecting to the wider area via pedestrian links and cycleways and seeks to prioritise pedestrian and cyclists in accordance with the policies set out in DMURS.

The scheme complies with the following key DMURS Design Principles:

Integrated Street Networks

The subject site will be linked to Ratoath Village via the R155 Fairyhouse Road & Glascarn Lane. New dedicated pedestrian and cyclist infrastructure will be provided along the proposed section of the Ratoath Outer Relief Road (RORR) & within the internal development. All footpaths within the development will be a minimum of 1.80m to 2.0m wide and will run parallel to the proposed road infrastructure. The subject site will be serviced by way of two uncontrolled junctions that will access on to the newly proposed section of the RORR with an additional new signalised junction on the R155

Fairyhouse Road that will not only provide for safe turning movements of vehicles but will also ensure pedestrian & cyclist safety.

The provision of infrastructure on the RORR will include 3.0m two-way cycle tracks designed in accordance with the National Cycle Manual along with a 2.5m footpath along the north side of the carriageway.

A 3.0m wide greenway will be provided across the site that will connect the R155 Fairyhouse Road with Garraig Na Gabhna road and Glascarn Lane. This greenway will provide pedestrian/cyclist connection to the newly proposed pedestrian/cyclist infrastructure along the RORR.



Figure 1: Site Layout

The Greenway and newly proposed pedestrian/cyclist infrastructure along the RORR both tie into the proposed part 8 Ratoath pedestrian and cycle scheme as indicated below in Figure 2. The scheme allows for a 3m wide shared path that runs on the Eastern side of the R155 Fairyhouse Road.

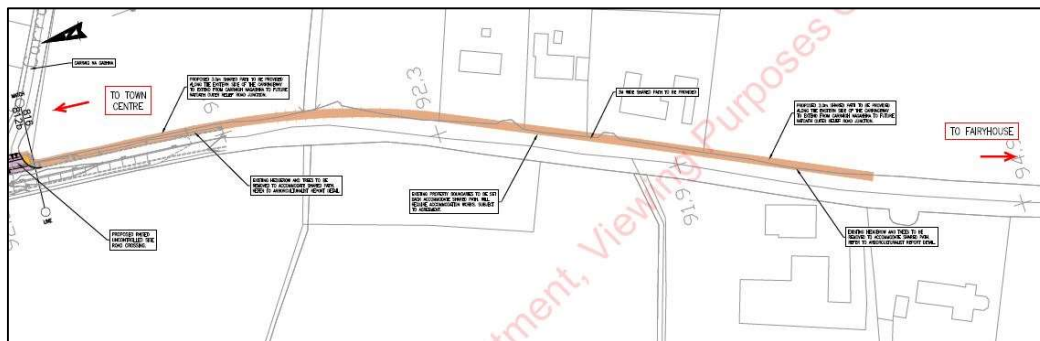


Figure 2: Ratoath pedestrian and cycle scheme tie-in

Movement and Place

The proposed development incorporates a permeable street network that offers route choice and flexibility for managing movement. There is a fully integrated pedestrian network with all the main landscape spaces connected to a universally accessible route. In line with best practice the design incorporates an orthogonal type of street layout thus promoting legibility as well as connectivity.

The proposed network is structured and will draw future occupants toward focal points including the green open spaces and courtyards.

Permeability and Legibility

Pedestrian and cyclist movement is prioritised by providing a layout that restricts vehicular access to the spaces between residential blocks. A high degree of pedestrian permeability throughout the site is created by providing footways that connect the spaces between each block with crossing facilities at the various junctions.

Traffic Management

The access roads linking to the RORR are implemented with a 6m cross section and the remaining local streets a width of 5m. This is accompanied by variations in the horizontal alignment of the access road providing a natural traffic calming effect in both a physical and psychological sense, which will assist in self-regulating vehicular speeds.

There are several shared surface roads that implement a raised rounded imprinted median and road markings to further promote low vehicle speeds within the development. The detail is shown below in Figure 3.

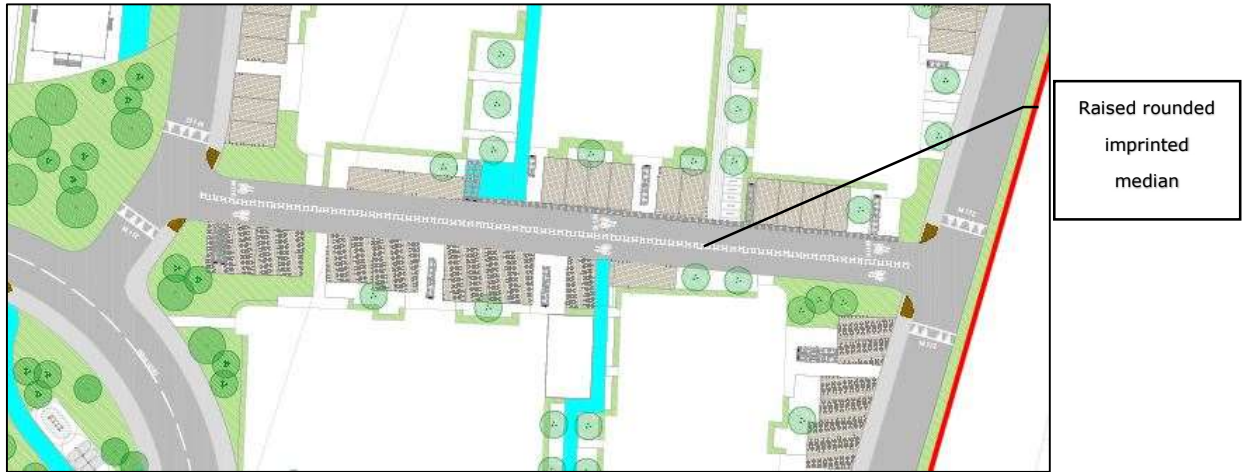


Figure 3: Shared surface road

Gradients proposed minimise the need for revving of engines and associated noise and emissions, while appropriate landscaping will absorb excessive sound. Pedestrian priority will be provided at some internal junctions in the form of raised entry treatments which also serve as a traffic calming measure. The location of the site will promote the use of public transport (Bus Eireann) thus contributing to reduced air emissions.

DMURS Consistency

High levels of pedestrian movement are catered for which supports vibrant and sustainable places. The segregation and exclusion of vehicular traffic, and where appropriate, the use of shared streets within the development also supports the sense of place.

Element	Consistency with DMURS
Streets and Link Roads	All Link Roads and Streets within the development showcase their hierarchy through their widths by means of a 6.0m wide main link road and 5.0m wide minor road network. Maximum road gradients of 4% with minimum gradient of 0.5% are implemented. Corner Radii to be 3.0m to 4.0m depending on the required swept paths. Speed Limits to be 30.0 kph.

	The RORR will be designed as an arterial route with a width of 7.0m and has a design speed of 50kph.
Footpaths	All footpaths provided will be a minimum of 1.8m in line with DMURS. Proposed footpath along RORR will be 2.5m wide. New footpath links will be constructed to enhance connectivity.
Cycle Facilities	<p>The cycle facilities proposed are a combination of dedicated 3.0m two-way off-road cycle tracks along the RORR and a dedicated greenway with a width of 3.0m. In addition, there will be on-road cycle facilities which are shared with vehicular traffic and acceptable for low traffic speed within an urban environment.</p> <p>The New cycle facilities that will be constructed along the RORR will connect to a future Meath County Council Part 8 pedestrian and cycle scheme that aims to connect Ratoath Town Centre to the RORR via pedestrian & cyclist infrastructure.</p>
Junctions	<p>Both entrance junctions are priority junctions with pedestrian and cycle crossings facilities. The RORR will connect to the R155 Fairyhouse Road via a signalised junction. The pedestrian and cycle facility will link to the proposed shared facility to the east of the R155, north of the proposed signalised junction.</p> <p>All crossings will have appropriate tactile paving to aid vulnerable road users and visibility standards will be maintained at all junctions.</p>
Visibility	<p>The internal development's horizontal and vertical visibility is maintained at all junctions and crossings in line with the 30 kph Design Speed.</p> <p>The RORR will be designed in accordance with a 50kph DMURS Design Speed.</p>

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