



APPENDIX 4-8

**DMURS COMPLIANCE
STATEMENT**

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STRATEGIC EMPLOYMENT ZONE (BIOTECHNOLOGY & LIFE SCIENCES CAMPUS)

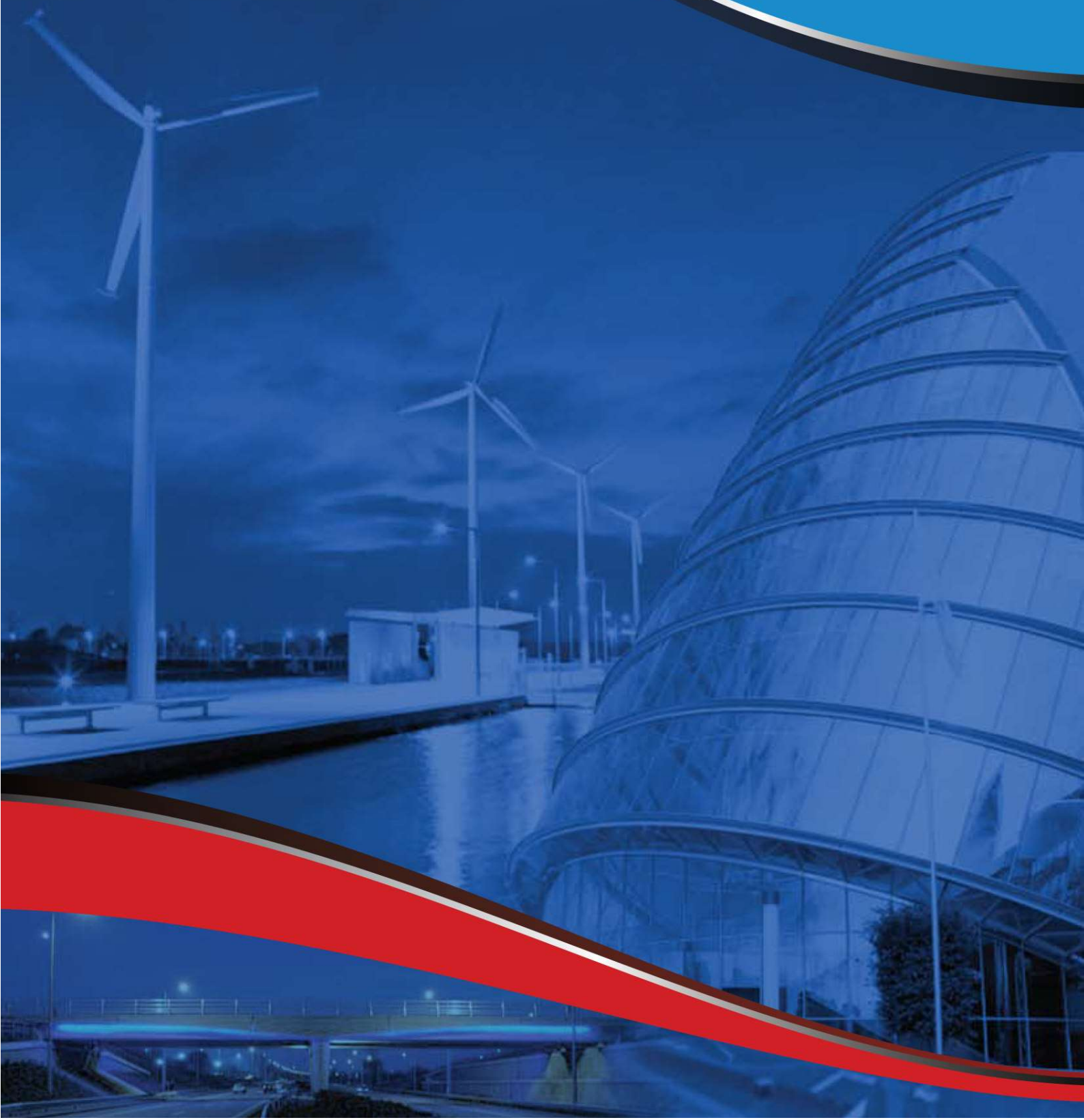
Sky Castle Ltd
S665
24 August 2022



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



DMURS COMPLIANCE STATEMENT

Strategic Employment Zone (Biotechnology & Life Sciences Campus)

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**DOCUMENT CONTROL & HISTORY**

OCSC Job No.: S665	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	S665	OCSC	1A	XX	RP	C	0006	S4	P04
Rev.	Status	Authors	Checked	Authorised	Issue Date				
P04	S4	JT	WM	AH	24/08/22				
P03	S4	WM	AH	AH	26/04/22				
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P01	S2	SMG	SMG	AH	16/12/21				

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Sky Castle Ltd to carry out the design of the civil engineering services associated with the development of a proposed 3-block Office Innovation Campus on lands at Moygaddy, Co. Meath, which is located northeast of the town of Maynooth, Co. Kildare.

Sky Castle Limited are applying for planning permission for Phase 1 of a proposed Strategic Employment Zone Office Campus Development at Moygaddy, Co. Meath.

The proposed development comprises 3 no. office blocks and all associated site development works (GFA: 20,633.26 sq.m) as follows:

- Block A: 5 storey office building providing offices, stair and lift cores and plant rooms (GFA: 10,260.42 sq.m)
- Block B: 3 storey office building providing offices, stair and lift cores and plant rooms (GFA: 5,186.54 sq.m)
- Block C: 3 storey office building providing offices, stair and lift cores and plant rooms (GFA: 5,186.30 sq.m)
- The development includes a surface car park which includes 323 no. car parking spaces and 320 no. bicycle car parking spaces (including 12 no. accessible car parking spaces and 16 no. EV charging spaces)
- Undertaking of road upgrade works including the provision of a signalised junction on the R157 Dunboyne Road and the construction of a section of the Maynooth Outer Orbital Route and provision of associated pedestrian and cycle infrastructure, as well as a realignment of a section of the R157. The works to the R157 adjoin the Carton Demense Wall which is a Protected Structure (RPS Ref 91556).
- Vehicular access to the site will be provided via the R157 Dunboyne Road and provision is made for a secondary vehicular access via the proposed section of the Maynooth Outer Orbital Route.
- Provision of water, foul and surface water drainage infrastructure including pumping station.
- Provision of a new pedestrian & cycle bridge structure at the River Rye Water adjacent to the existing Kildare Bridge.
- Provision of roof mounted solar PV panels on Office Blocks A, B & C.

- Provision of 3 no. ESB Kiosks.
- Provision of bin stores, bike stands, landscaping, boundary treatments and public lighting and all other site development works and services ancillary to the proposed development.

A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) will be submitted to the planning authority with the planning application.

The upgrade of the proposed section of the R157 will take cognisance of the existing approved Part VIII design by Meath County Council Reference P8/10011, and the strategic plan for the Maynooth Outer Relief Road (MOOR).

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 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 Maynooth Town Centra via the existing R157, which will be upgraded from the access to the office development, up to the north-eastern boundary of the site, as part of this application. New dedicated pedestrian and cyclist infrastructure will be provided along this section & within the internal development. All footpaths within the development will be a minimum of 1.80m wide and will run parallel

to the proposed road infrastructure. The development will be serviced by way of a priority-controlled T-junction with the R157.

The provision of infrastructure on the R157 will include 7.0m carriageway, 1.5m verge, footpath and also cycle tracks designed in accordance with the National Cycle Manual.

Pedestrian and cyclist infrastructure will also be provided along the R157 linking the office development to the rest of the developments on the Moygaddy lands, as well as the greater Maynooth Environs.



Figure 1: Site Layout

MOVEMENT AND PLACE

The proposed development incorporates a permeable and legible 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 street layout thus promoting legibility as well as connectivity.

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

PERMEABILITY AND LEGIBILITY

Pedestrian and cyclist movement is prioritised by providing a layout that restricts the speed of vehicular movements by use of vertical and horizontal deflection and by use of shared streets. A high degree of pedestrian permeability throughout the site is created by providing footways that connect the spaces between the office buildings with crossings located at each internal junction.

TRAFFIC MANAGEMENT

By assigning carriageway widths of 6.0m to the internal link road access and where perpendicular parking occurs on both sides of the road and the remaining of local streets, along with variations in the horizontal alignment of the access road, a natural traffic calming effect is provided in both a physical and psychological sense, which will assist in self-regulating vehicular speeds. 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 and tactile paving at crossing which also serve as a traffic calming measure. The location of the site will promote the use of public transport, walking and cycling thus contributing to reduced air emissions.

MOVEMENT, PLACE AND SPEED

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 Road and Streets within the development to have a Hierarchy of Widths to include 6.00m for the main link road and where perpendicular parking occurs and 5.0m for the minor roads. Maximum road gradient 1:12 with minimum gradient 1:100. Corner Radii to be 6.0m on external junctions and 3.0m on all internal junctions. Speed Limits to be 30.0 kph.
Footpaths	All footpaths provided will be a minimum of 1.8m in line with DMURS. Proposed footpaths along the R157 will be 2.0m wide. New footpath links will be constructed to enhance connectivity
Cycle Facilities	The cycle facilities proposed are a combination of dedicated 1.75m off road cycle tracks along the R157. In addition, there will be on-road cycle facilities which are shared with vehicular traffic and acceptable for low traffic speed urban environments. The New cycle facilities that will be constructed along the R157 will eventually connect to the planned sections of the MOOR.
Junctions	The entrance junction is a priority junction with pedestrian and cycle crossings where required. All crossings to have appropriate tactile paving to aid vulnerable road users. Visibility standards maintained at all junctions.
Visibility	The internal development horizontal and vertical visibility to be maintained at all junctions and crossings in line with the 30 kph Design Speed.

CONCLUSION

As can be seen in the table above, it is considered that the design elements of the proposed street and link road in the development are in compliance with the objective of the Design Manual for Urban Roads and Streets (DMURS) which aims to provide safe, attractive and vibrant streets by balancing the needs of all users and prioritising alternatives to car journeys.

It is noted that the Road Safety Audit report for the proposed development has been prepared under a separate cover and will be submitted as part of planning application.

VERIFICATION

This report was compiled and verified by:

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