CS CONSULTING
GROUP
DUBLIN - LONDON - LIMERICK

CRONIN & SUTTON CONSULTING (part of the CS Consulting Group)
19-22 Dame Street, Dublin 2, D02 E267, Ireland

T | 353 1 5480863 E | info@csconsulting.ie W | www.csconsulting.ie

Planning Development Department
Meath County Council,
Navan,
Co. Meath.

Sent By: Email
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A - NB
Date: 21-Nov-19

RE: Residential Development, Belmount, Academy St, Navan, Co. Meath

DMURS Statement of Consistency to An Bord Pleanála

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by Coindale Ltd. to develop a DMURS Statement of Consistency to accompany a planning application for a proposed 544 unit residential development (consisting of 260 residential dwellings, 198 apartment units, 30 no. Duplex apartments and 56 no. corner blocks) car parking spaces, an internal access road, and ancillary works at Belmount, Academy St, Navan, Co. Meath.

Traffic & Transportation

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (May 2019)
- Meath County Council Development Plan 2013–2019
- National Cycle Manual (2011)
- Greater Dublin Area Cycle Network Plan

Limerick Office:
45 O'Connell Street
Limerick, V94 XE18
Ireland

T: 353 (0)61 594988
E: info@csconsulting.ie
W: www.csconsulting.ie

London Office:
45 Beech Street
London, EC2Y 8AD
UK

T: +44 (0) 207 070 3660
E: info@csconsultinguk.com
W: www.csconsultinguk.com

Internal Road Layout

The internal road layout of the proposed development is designed in accordance with the guidance provided in the *Design Manual for Urban Roads and Streets* (DMURS). As stated in the introduction to the DMURS:

> *"Better street design in urban areas will facilitate the implementation of policy on sustainable living by achieving a better balance between all modes of transport and road users. It will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant."*

Given the location, shape and topography of the site, and the scale and type of the residential development proposed, we submit that the proposed site layout is well suited to this residentially zoned development lands.

The development layout design put forward improves the existing roads environs with enhanced pedestrian facilities. The development design ensures pedestrian permeability to the west, north and east while also providing for future pedestrian connectivity to the south.

The final development layout incorporates features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, raised tabled junctions, plantings, etc.), following the principle that roads should serve a community and not dominate it. The provision of good permeability for pedestrians, cyclists & public transport are all key objectives of the proposed site layout.

The scheme consists of an urban edge to Academy Street fronting a linear park, and a loop route from Academy Street through to the lands beyond. The hierarchy of the plan is clear:

- A linear 5 storey edge to Academy Street, with setback penthouse over, forms the urban town edge to the street which has a district function.
- A loop route from Academy Street forms a memorable wooded route containing the main park, accessing the school, and edged by housing framing local access points into individual character areas.

- Each character area is defined by an open space, usually curating existing trees, and these spaces form a necklace along a quieter tree lined street.
- The inner most part of each character area consists of shared surface homezones.

These traffic calmed pedestrian friendly places in turn interlink to form an outer pedestrian / cycle only loop around the site. This hierarchy decreases like a pond ripple from the bustle of Academy Street, onto the neighbourhood wooded loop, the quiet park necklace street, and finally the interconnected homezones.

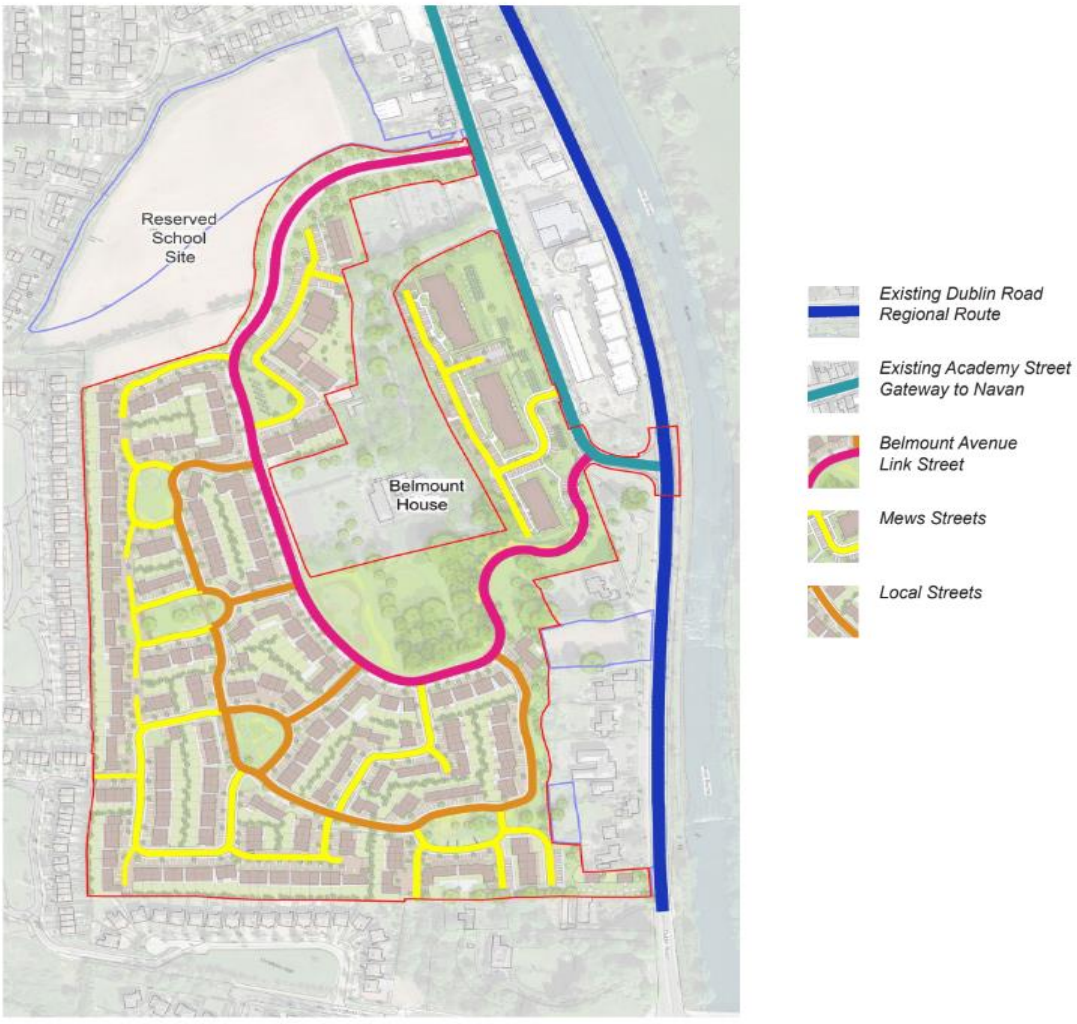

Figure 1 – Site Development Road Hierarchy
(source: Conroy Crowe Kelly)

Dated design elements that reflect poor design standards (such as wide roads, long straights or sweeping curves, unnecessarily large junction corner radii, and large junction visibility splays) shall be omitted to the extent possible within the final site layout, to reduce vehicle speeds within the development.

The objectives of the final site layout design are:

- to keep vehicle speeds low;
- to minimise the intrusion of vehicle traffic;
- to ensure ease of access for emergency services;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.;
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children.

Traffic calming and VRU protection measures in the design include:

- designated and marked pedestrian crossing points;
- smaller corner radii;
- horizontal alignment constraints to restrict vehicle speeds;
- landscaping to frame vehicle sightlines internally;
- a road design for a maximum vehicle speed of 30km/h;

The proposed internal service road has a minimum width of 5.5m, to permit safe access for service and emergency vehicles, with a vehicle turning head provided where required. Car parking areas are arranged so as to minimise conflicts with pedestrian movements.

Raised footpaths flank the service road to either side connecting to existing footpaths along Academy St. Further footpaths connecting directly to adjacent residential communities to the south and west shall provide good permeability for the development lands.

The internal layout of the proposed development incorporates numerous design features such as distinctive surface materials and colours, strong landscaping

proposals and modern furniture structures, in order to establish a sense of place within an urban neighbourhood environment.

Niall Barrett
Chartered Civil & Traffic Engineer
B.Eng (Hons), CEng, M.I.E.I, Cert Health & Safety, Cert RSA, Cert PSDP
For Cronin & Sutton Consulting