

CS CONSULTING  
GROUP

## CS CONSULTING GROUP

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**Sent By:** Email

**Job Ref:** R086

A-NB

**Date:** 2-Nov-21

**RE: Residential Development, Mulladrillen, Rathgory, Ardee, Co. Louth**

### **DMURS Statement of Consistency to An Bord Pleanála**

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by The Ardee Partnership to prepare a DMURS Statement of Consistency for a proposed 272-unit residential development at Bridgeway, Mulladrillen and Rathgory, Drogheda Road, Ardee, Co. Louth.

### **Traffic & Transportation**

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2019)
- Louth County Development Plan 2021–2027
- National Cycle Manual (2011)
- Greater Dublin Area Cycle Network Plan

### **Development Access**

Vehicular and pedestrian access to the development shall be via the internal roads of the adjacent permitted development to the northwest (planning ref. 10/174), which is currently under construction. The adjacent development in turn has vehicular and pedestrian access onto the N2 (Drogheda Road) to the west via a recently constructed simple priority junction.

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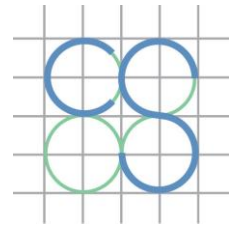
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A pedestrian/cyclist-only route is provided to the northern perimeter of the site at the public park, with an open boundary provided at this location.

The subject development's internal layout also makes provision for a potential future vehicular and pedestrian link via the neighbouring Cherrybrook residential estate, to the west of the site. In addition to this, the internal road network of the subject development allows for potential future road connections to the lands to the east and to the south, if developed.

### **Internal Road Layout**

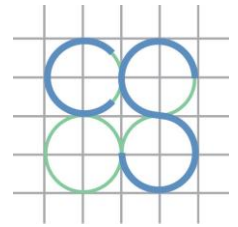
The internal road layout of the proposed development is designed in accordance with the guidance provided in the *Design Manual for Urban Roads and Streets* (DMURS). As stated in the introduction to the DMURS:

*"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."*

The internal road layout of the proposed development comprises a network of local streets, connecting to a link street that traverses the development site along an east-west axis, as well as to a link street that runs through the adjacent permitted development (ref. 10/174 – currently under construction). This link street within the adjacent development in turn connects to the access junction on the N2 Drogheda Road, to the west, which constitutes the vehicular access to both developments from the public road network.

All internal roads have a carriageway width of 5.5m (with the exception of Bridgegate Avenue, which has a carriageway width of 6m), comprising one traffic lane in either direction, and generally shall be flanked to either side by a 2m wide pedestrian footpath. In accordance with DMURS, kerb radii at internal junctions have generally been restricted to a maximum of 6m. This serves to discourage high vehicle speeds, while also allowing for the occasional circulation of large vehicles such as refuse collection trucks and fire tenders. Turning heads are provided at cul-de-sacs.

The provision of good permeability for pedestrians and cyclists, as well as efficient access to public transport, are all key objectives of the proposed site layout. Cyclist and pedestrian access to the development is provided both from the west (via the adjacent Bridgegate development) and at the subject site's northern boundary at the public park. Provision has also been made for a potential future pedestrian link via the neighbouring Cherrybrook residential estate to the west of the site.



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) are omitted to the extent possible within the site layout, to reduce vehicle speeds within the development.

The objectives of the 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 to be implemented in the design include:

- designated and marked pedestrian crossing points;
- smaller corner radii;
- the arrangement of on-street parking;
- horizontal alignment constraints to restrict vehicle speeds;
- vertical deflections (raised tables) at internal junctions;
- implementation of raised local streets;

All road widths, corner radii, pedestrian and cyclist facilities, kerbs, boundary treatments, and landscaping have been designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS).

**Niall Barrett**

Director

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**for Cronin & Sutton Consulting**