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Strategic Housing Unit
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Sent By: Email

Job Ref: A091

A - GF

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**RE: Strategic Housing Development, Clonattin, Gorey, Co. Wexford
DMURS Statement of Consistency**

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by AXIS Construction, in conjunction with a multi-disciplinary design team, to develop a DMURS Statement to accompany a strategic housing planning application for a proposed 363-unit Housing Development and a Creche at Clonattin, Gorey, Co. Wexford. The proposed development also includes the provision of ancillary public open space; residential car parking spaces; visitor car parking spaces; internal roadways and all associated and ancillary infrastructure, landscaping, boundary treatments and development works.

Traffic & Transportation

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2019)
- Wexford County Development Plan 2013–2019
- Gorey Local Area Plan 2017-2023
- National Cycle Manual (2011)
- Department of Transport, Tourism and Sport Smarter Travel guidelines

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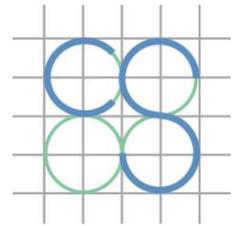
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Internal Road Layout

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 site.

The final development layout shall incorporate features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, kerb buildouts, 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.

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) have been omitted to the extent possible within the masterplan site layout, to reduce vehicle speeds within the development.

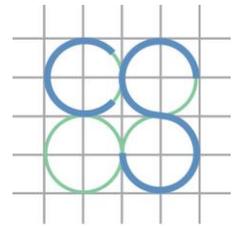
The objectives of the evolving site layout design are:

- 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:

- smaller corner radii;
- arrangement of on-street parking;
- horizontal alignment constraints to restrict vehicle speeds;

The proposed internal service roads shall vary in width from 5.5m to 6.0m and have been designed to permit safe access for emergency and service vehicles with an internal maximum vehicle speed



of 30km/h, with facility for emergency and service vehicle turning movements with the scheme layout.

Car parking areas are arranged so as to minimise conflicts with pedestrian movements. Raised footpaths through the development, separated from the internal roadway by car parking and planting, shall connect to the existing footpaths on the existing section of the access road to the north of the site.

The internal layout of the proposed development shall incorporate 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.

Gordon Finn

Roads & Traffic Engineer

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for Cronin & Sutton Consulting