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Sent By: Post

Job Ref: S037

A-NB

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RE: **Proposed Residential Development, Boycetown, Kilcock, Co. Kildare**

DMURS Statement of Consistency

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by Teresa Monaghan to develop a DMURS Statement of Consistency to accompany a planning application for a proposed Strategic Housing Development (SHD) at Boycetown, Kilcock, Co. Kildare. The proposed development (30,839m^2 GFA) will consist of the demolition of a detached, vacant cottage (69m^2 GFA) and the construction of 272no. residential units (149no. houses, 65no. apartments, and 58no. duplexes), childcare facility, and foul pumping station, along with associated ancillary works and site works.

ROAD DESIGN, TRAFFIC & TRANSPORTATION

The subject development has been designed in compliance with the following:

- Design Manual for Urban Roads and Streets (May 2019)
- Kildare County Development Plan 2017–2023
- Kilcock Local Area Plan 2015-2021
- National Cycle Manual (2011)

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 these 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 LAP zoned lands.

The final development layout incorporates features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, raised table 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 a residential development with several pocket parks and a link street through to adjoining zoned development lands to the southeast. The road hierarchy within the scheme is as follows:

- A proposed 3-arm priority junction at the west of the development on the R158.
- A Link Street from the R158 (new western junction) through to the southeast of the site facilitating zoned development lands. The Link Street will be 6.5m in carriageway width. Refer to Figure 1 below.
- The Applicant has liaised with the adjacent landowner's design team outlining the agreed roads design strategy/road cross section and alignment (as outlined above) to facilitate the delivery of the required link street, which is a transport objective under the *Kilcock Local Area Plan 2015-2021*. Refer to Figure 2 below.
- This hierarchy of roads provided comprises Link Streets and Local Streets, interconnected with good permeability on foot and by bicycle.
- The joining of the Link Street with the extension of the adjacent zoned lands has been coordinated with the adjacent landowner to ensure a seamless transition exists at the site boundary.
- Road surface finishes will be standard tarmacadam finish to taking in charge standards.

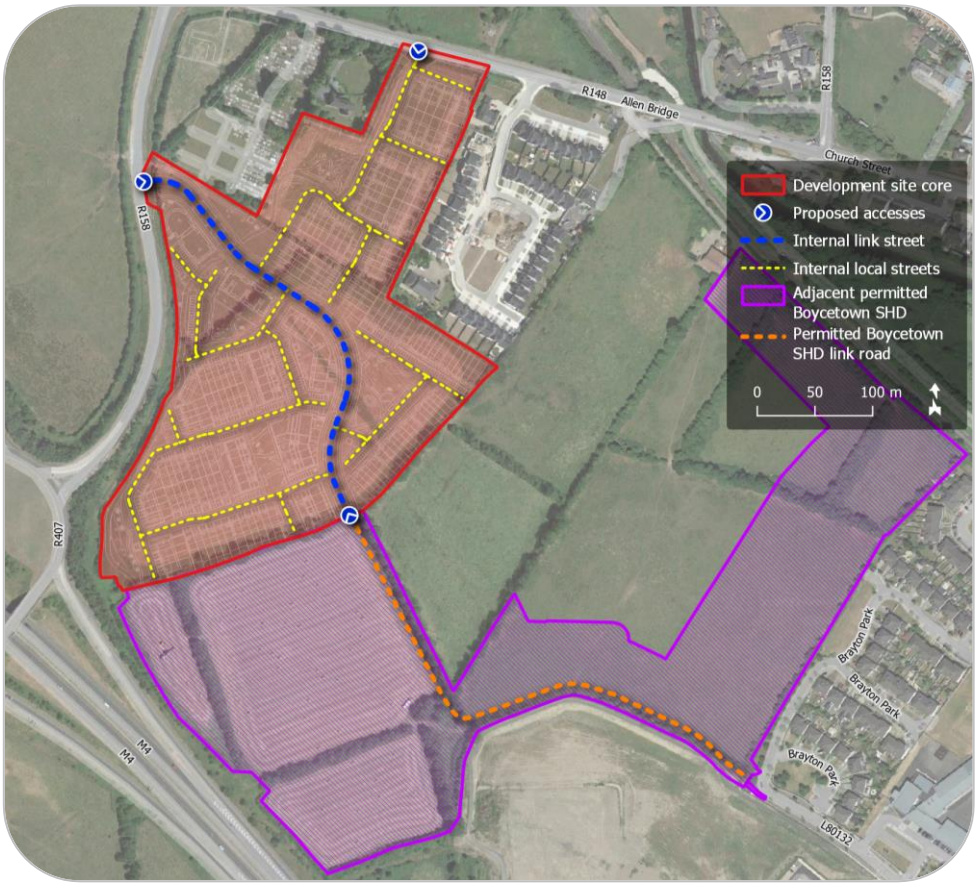

Figure 1 – Internal road hierarchy of development
(*map data & imagery: OSM Contributors, Google*)

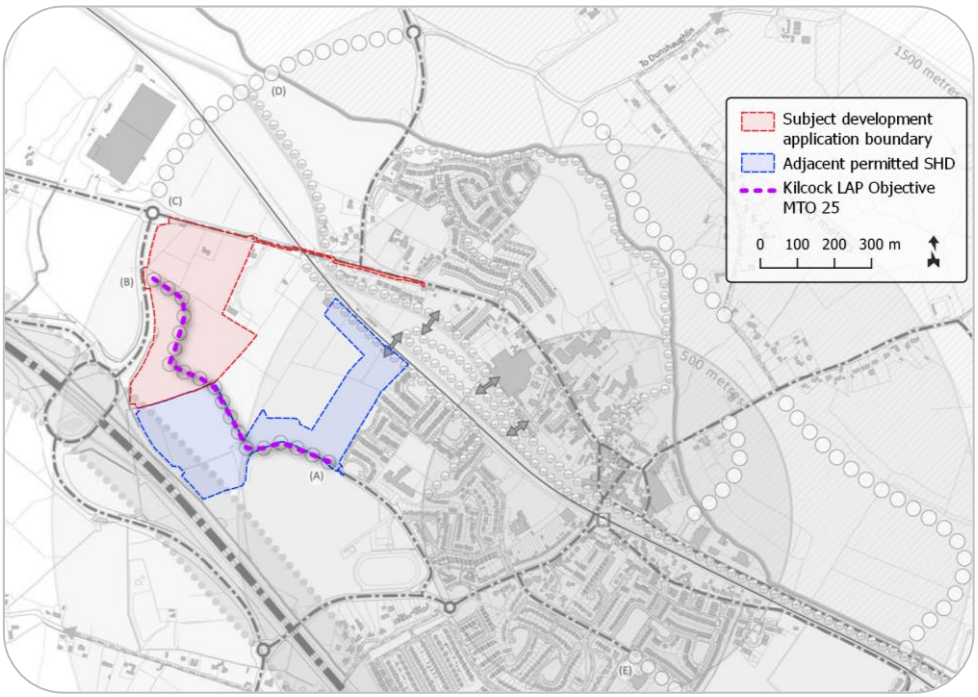

Figure 2 – Extract of Kilcock LAP Transport Objectives map
(*background image source: Kildare County Council*)

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;
- dropped kerbs and tactile paving at crossing points;
- off-road cycle tracks;
- smaller corner radii;
- horizontal alignment constraints and vertical deflections to restrict vehicle speeds;
- landscaping to frame vehicle sightlines internally;
- a road design for a maximum vehicle speed of 30km/h;

The proposed internal Link Street has a minimum carriageway width of 6.5m, to permit safe access for service and emergency vehicles, with connectivity to other LAP lands provided. No direct unit access will be considered onto the Link Street. Speed control measures such as raised tabled junctions have been included within the development.

Raised footpaths and cycle tracks flank the Link Street to either side connecting to existing road infrastructure and zoned development lands. Further footpaths connecting directly to adjacent residential communities to the northeast via the R148 shall provide good permeability for the development lands.

Local Streets with a minimum width of 5.5m with footpaths provided will create good service routes for local access only whilst promoting good permeability throughout the site. The internal layout has been designed to discourage HGVs and other large vehicles from using the Local Streets within the scheme.

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.

As part of this planning application, the following further relevant documentation is also submitted:

- Roads and parking layout drawings
- Road details and drainage drawings
- Quality Audit (including Road Safety Audit)
- Outline Construction Environmental Management Plan



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For Cronin & Sutton Consulting