

**CS CONSULTING  
GROUP**  
DUBLIN - LONDON - LIMERICK

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**Job Ref:** L086

A - GL

**Date:** 15-Mar-21

**RE: Proposed Strategic Housing Development  
Lands at Devoy Barracks, Naas, Co Kildare  
DMURS Statement of Consistency**

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by the Land Development Agency to develop a DMURS Statement of Consistency to accompany a strategic housing planning application for a development of 221 no. residential units and a 59-place childcare facility on a site of approximately 4.1 ha at Devoy Barracks, John Devoy Road, Naas, Co Kildare. The proposed development also includes the provision of ancillary public open space; residential and visitor car parking spaces; to provide pedestrian/cycle and vehicular access via an existing roundabout arm; internal roadways and all associated and ancillary infrastructure, landscaping, boundary treatments and development works.

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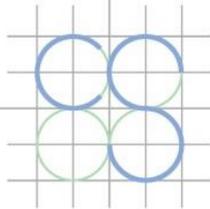
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**Traffic & Transportation**

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2013)
- Kildare County Council Development Plan
- National Cycle Manual (2011)





### **Internal Layout**

The internal 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."*

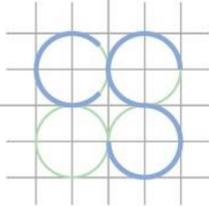
Given the location, shape and topography of the site, and the scale and type of the residential development proposed, we submit that the proposed site layout is well suited to this infill site.

The development layout design put forward improves the existing roads environs with plantings and with enhanced pedestrian facilities. The development design ensures pedestrian permeability to all sides of the development lands.

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. at the proposed development lay-by/drop off), 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 objectives of the evolving site layout design are:

- 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).



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The proposed internal service roads shall vary in width from 4.8m to 6.0m and have been designed to permit safe access for emergency and service vehicles with an internal maximum vehicle speed of 20km/h, with facility for emergency and service vehicle turning movements throughout the development.

Car parking areas are arranged so as to minimise conflicts with pedestrian movements. Raised footpaths through the development are separated from the internal roadway by car parking and planting.

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.

**Gary Lindsay B.E CEng, MIEI**

Associate

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