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Sent By: Email

Job Ref: D111

A – LJ/NB

Date: 28-Feb-24

RE: Responses to Large Scale Development (LRD) Opinions in relation to Cavan County Council LRD Planning Reference 23-001 for a proposed residential development at Drumlark, Cavan.

INTRODUCTION

This LRD Opinions response document has been prepared by Cronin & Sutton Consulting Engineers (CS Consulting) on behalf of the applicant Drumlark Developments in relation to LRD Planning Reference 23-001 for a proposed residential development at Drumlark, Cavan.

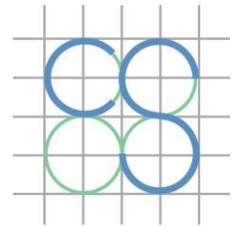
This document addresses engineering related items of the LRD Opinions issued on the 20th of September 2023 by Cavan County Council in respect of the above development application.

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Roads Infrastructure/ Traffic Impacts

OPINION 2

The scheme layout is requested to take cognisance of the Northern Strategic Link Road plan for the area.

IN RESPONSE TO OPINION 2:

The proposed scheme has taken cognisance of the Northern Strategic Link Road plan for the area.

OPINION 3

The Traffic and Transportation Assessment is requested to be updated as follows: A full operational assessment is requested to be completed on the following 6 no. junctions:

- L-1532/L-1513 Loreto Road junction
- L-1532/Drumgola Wood junction
- L-1532/The Gallops junction
- L-1532/L-5538 Keadue Lane junction
- L1532/R-212 Latt Cross Roundabout
- R212/ L-6633 Athbara/ R-901 Church Street/ L-5538 Keadue Lane / Cathedral exit junction.

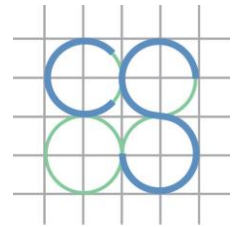
The assessment is requested to detail the development's impact on queue lengths and delays at the said junctions (queue lengths during the am peak hour is requested to be measured) and, where required, propose mitigation to reduce the impacts of the development generated traffic on the surrounding road network.

IN RESPONSE TO OPINION 3:

A full operational assessment has been completed at the 6no. junctions mentioned above. The assessment gives details regarding the development's impact on queue lengths and delays at the said junctions. Refer to Section 5.0 of Traffic and Transport Assessment submitted under a separate cover with this planning submission for details.

OPINION 4:

Sightlines at the development's access is requested to be based on the measured 85th percentile speed of traffic at the location. The applicant should provide a detailed sightline drawing indicating the requisite unobstructed visibility splays in both directions at the site access. The drawing is



requested to detail the extent of proposals for removal of and/or works to the existing roadside boundaries, as well as relocation of any affected road furniture/utility infrastructure to facilitate same

IN RESPONSE TO OPINION 4:

A speed survey was carried out at the location of the development access junction to measure the 85th percentile of the speed at this location. The speed survey results indicated that the 85th percentile speed at the development access junction was 65.2kmph. It was agreed with the local authority that the sightlines of 59m in both directions of L1532 in accordance with Design manual for urban Roads and Street (DMURS) for a design speed of 60kmph is feasible at this location.

OPINION 5:

Drawings is requested to be revised to indicate the allowance of a 4m wide setback along the full L-1532 road frontage of the lands within the applicant's control to facilitate potential future upgrading of public infrastructure/Active Travel facilities benefiting the development.

IN RESPONSE TO OPINION 5:

Refer to CS Consulting Drawing no. **D111-CSC-XX-XX-DR-C-0001** which indicates the allowance of a 4m wide setback along the full L1532 road frontage.

Internal Roads Layout

OPINION 6:

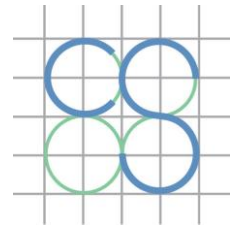
In order to control vehicular speeds within the development it is recommended that the layout be revised to incorporate appropriate traffic calming measures. Consideration is requested to be given to the provision of raised junction treatments on 'ROAD 2' and 'ROAD 3' as appropriate.

IN RESPONSE TO OPINION 6:

A raised junction shall be provided along Road 2 and Road 3. Refer to CS Consulting Drawing no. **D111-CSC-XX-XX-DR-C-0001** submitted with this planning application for further details.

OPINION 8:

Drawings to be provided indicating 30km/h signs (incl. slow zone) to be provided in the estate in accordance with section 7.3.2.1 of the Speed Limit Guidelines (signage).



IN RESPONSE TO OPINION 8:

Refer to CS Consulting Drawing no. **D111-CSC-XX-XX-DR-C-0013** submitted with this planning application which indicates the 30km/h (incl. slow zone) signage provided in the estate in accordance with section 7.3.2.1 of the Speed Limit Guidelines (signage).

OPINION 10:

The site layout is requested to make provision for EV charging spaces in line with Cavan County Development Plan. Review and update Section 6.4 of the Traffic and Transport Statement as appropriate (Refers to Carlow Dev. Plan etc.) Details of EV Charging spaces to be agreed with the Planning Authority.

IN RESPONSE TO OPINION 10:

The site layout has been updated to provide EV Charging spaces in accordance with Cavan County Development Plan. Section 6.4 of the Traffic and Transport Assessment has now been updated.

Drainage:

OPINION 11:

The drainage design is requested to ensure that no surface water flows from the site onto the public road, or negatively impacts surrounding lands/property. The public road surface water regime is requested to not be negatively impacted by the development. Drainage details including discharge locations to be agreed with the MD.

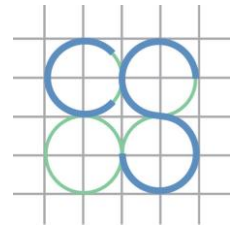
IN RESPONSE TO OPINION 11:

The drainage has been designed to ensure that no surface water flows from the site onto the public road, or negatively impacts surrounding lands/ property. The public road surface water regime shall not be negatively impacted by the development.

Active Travel:

OPINION 12:

In line with Active Travel Objectives in the County Development Plan and having regard for the Cavan Town Sustainable Communities Development objectives; it is recommended that the applicant should provide proposals demonstrating how pedestrian linkages can improve connectivity between the development and the town core and Cavan Greenway, and provide



shorter pedestrian travel times, in line with the “10-minute town” concept. Any connection between the proposed development and existing infrastructure is requested to be open, inviting and lit.

IN RESPONSE TO OPINION 12:

It is proposed to provide a 3.25m wide shared surface which shall connect to the existing and proposed (proposed future road infrastructure works by Cavan County Council) road infrastructure which reduces the travelling time for the active travel users. It is also proposed to provide a zebra crossing over the existing L1532 road where the shared surface connects to allow pedestrians to cross safely on to the existing footpath. The zebra crossing shall have a width of 4m to allow for two-way crossing for both pedestrians and cyclists.

The proposed shared surface shall be in close proximity to the proposed future bus stop location, which shall further support the concept of 10-minute town concept for the occupants who participate in active travel from the proposed development to the Cavan Town Centre.

OPINION 13:

The applicant is requested to review the access road design of ‘ROAD 01’ from its junction with the public road (L-1532) to provide an improved cross section proposal that better facilitates vulnerable road users and supports greener and more sustainable transport to and from the development (e.g., footpaths and cycle paths accommodating the need on both sides of the carriageway).

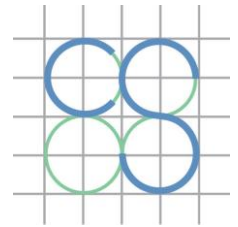
IN RESPONSE TO OPINION 13:

It is proposed to provide a 3.25m wide shared surface along the central section of the site layout. This shared surface shall cater for both pedestrians and cyclists. This proposed shared surface shall connect the internal road layout to the existing public road infrastructure L1532.

Road Safety:

OPINION 15:

The revised scheme layout (including any revisions to incorporate recommendations outlined above) is requested to be subject to a Stage 1/2 Road Safety Audit to be carried out by an independent qualified engineer in accordance with TII Publication GE-STY-01024 and submitted to the Planning Authority. All recommendations of the Road Safety Audit is requested to be incorporated into the design.



IN RESPONSE TO OPINION 15:

A Road Safety Audit was carried out by RoadPlan as part of a Quality Audit for the scheme. All the recommendations of the Road Safety Audit have been incorporated within the final design of the proposed development. Refer to the Quality Audit Response document and CS Consulting Drawing no. **D111-CSC-XX-XX-DR-C-0025** submitted with this planning application for further details.

OPINION 16:

A Quality Audit of the design is requested to be undertaken in accordance with Section 5.4.2 and Advice Note 4 of the Design Manual for Urban Roads and Streets (DMURS).

IN RESPONSE TO OPINION 16:

A Quality Audit was carried out by RoadPlan. Please refer to Quality Audit Response document and CS Consulting Drawing no. **D111-CSC-XX-XX-DR-C-0025** submitted with this planning application for further details.

Environment

OPINION 17:

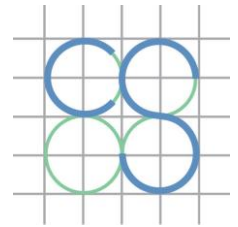
The Construction Environmental Management Plan (CEMP) should include a site layout demonstrating all proposed mitigation measures and associated infrastructure for the protection of the environment including both surface and ground waters, during construction.

IN RESPONSE TO OPINION 17:

Please refer to sub-section 7.1 of OCEMP submitted under a separate cover which provides details regarding proposed mitigation measures and associated infrastructure for the protection of the environment including both surface and ground waters, during construction.

OPINION 18:

All mitigation measures associated with protecting surface and groundwater quality must be included in the CEMP, this includes mitigation measures referenced in other reports submitted e.g. NIS/AA, etc.



IN RESPONSE TO OPINION 18:

All mitigation measures associated with protecting surface and groundwater quality have been included in the updated CEMP. Please refer to Construction and Environmental Management Plan (CEMP) submitted with this planning application for further details.

OPINION 19:

The applicant is requested to confirm that the development will not commence until Uisce Eireann confirms that a connection to the public sewer and public mains is approved.

IN RESPONSE TO OPINION 19:

The development shall not commence until the Uisce Eireann confirms that a connection to the public sewer and public mains is approved.

OPINION 20:

The surface water drainage system proposed to serve the development must have appropriate infrastructure including but not limited to attenuation as well as appropriate flow control mechanism on the outfall.

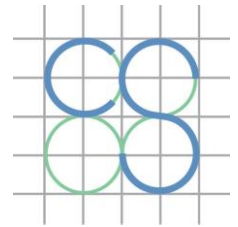
IN RESPONSE TO OPINION 20:

The surface water drainage system proposed to serve the development shall have appropriate infrastructure including attenuation as well as appropriate flow control mechanism before the final outfall into public sewer. Refer to CS Consulting Drawing no. **D111-CSC-XX-XX-DR-C-0002** submitted with this planning application for further details.

Waste

OPINION 21:

It is noted that it is the intention to re-use excavated material (soils) on-site where possible (as per Section 6.4 of the Outline Construction Environment Management Plan). There will be a requirement for fill on-site which is indicated on Drawing Ref. 23001-BCD-MFA-00-ZZDR- A-507 – this drawing shows various cross sections. However, no volume calculations have been provided in relation to earthworks which should be submitted in the application.



IN RESPONSE TO OPINION 21:

Refer to sub-section 5.2 of the CEMP submitted under separate cover which provides the details of the estimated volume of materials to be excavated from site.

OPINION 22:

The Outline Construction Environment Management Plan refers to waste generation and removal and the use of authorised waste collectors and sites. However, the plan references outdated (revoked) waste legislation (Waste Permit Regulations, 1998) and refers to outdated guidelines on Construction and Demolition Waste, DoE, 1996 – which have been replaced by the ‘Best Practice Guidelines for the preparation of resource & waste management plans for construction & development projects’ (EPA, 2021). Therefore, the plan should be revised and amended accordingly.

IN RESPONSE TO OPINION 22:

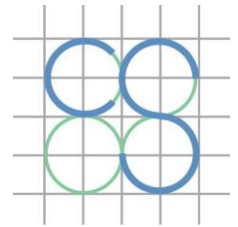
The Outline Construction Environment Management Plan has been updated to omit any references of the outdated waste legislation, and reference has been made to the ‘Best Practice Guidelines for the preparation of resource & waste management plans for construction & development projects’ (EPA, 2021).

OPINION 23:

The applicants are requested to submit a comprehensive and detailed plan is requested to in relation to the proposed works (to include site clearance works and construction works) and all wastes that may arise. The plan is requested to be prepared in accordance with the ‘Best Practice Guidelines for the preparation of resource & waste management plans for construction & development projects’ (EPA, 2021). The plan is requested to be submitted to the planning authority on completion for approval prior to any works commencing.

IN RESPONSE TO OPINION 23:

Refer to section 6.0 of the Outline Construction Environment Management Plan submitted under separate cover which provides information in relation to the proposed works (to include site clearance works and construction works) and all wastes that may arise. The plan has been prepared in accordance with the ‘Best Practice Guidelines for the preparation of resource & waste management plans for construction & development projects’ (EPA, 2021).



OPINION 24:

The Construction Environmental Management Plan (CEMP) should include a site layout demonstrating all proposed mitigation measures and associated infrastructure for the protection of the environment including both surface and ground waters, during construction.

IN RESPONSE TO OPINION 24:

Please refer to sub-section 7.1 of OCEMP submitted under a separate cover which provides details regarding proposed mitigation measures and associated infrastructure for the protection of the environment including both surface and ground waters, during construction.

OPINION 25:

All mitigation measures associated with protecting surface and groundwater quality must be included in the CEMP, this includes mitigation measures referenced in other reports submitted e.g. NIS/AA, etc.

IN RESPONSE TO OPINION 25:

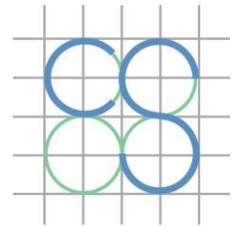
All mitigation measures associated with protecting surface and groundwater quality have been included in the updated CEMP. Please refer to Construction and Environmental Management Plan (CEMP) submitted with this planning application for further details.

OPINION 27:

The surface water drainage system proposed to serve the development must have appropriate infrastructure including but not limited to attenuation as well as appropriate flow control mechanism on the outfall.

IN RESPONSE TO OPINION 27:

The surface water drainage system proposed to serve the development shall have appropriate infrastructure including attenuation as well as appropriate flow control mechanism before the final outfall into public sewer. Refer to CS Consulting Drawing no. **D111-CSC-XX-XX-DR-C-0002** submitted with this planning application for further details.



OPINION 28:

The provision of all Water Services infrastructure relating to this proposed development must be agreed in writing with both Uisce Eireann and Cavan County Council and thereafter provided and installed by the developers in strict accordance with the respective Uisce Eireann detailed specifications and/or expressed written directions in force at the time the Project reaches Construction stage.

IN RESPONSE TO OPINION 28:

The provision of all Water Services infrastructure relating to this proposed development shall be agreed in writing with both Uisce Eireann and Cavan County Council and thereafter provided and installed by the developers in strict accordance with the respective Uisce Eireann detailed specifications and/or expressed written directions in force at the time the project reaches construction stage.

Linganand Jewargi

Civil and Traffic Engineer

BEng. (Hons), MEng, MIEI

for Cronin & Sutton Consulting