

**Rathgowan, Mullingar Housing
Development, Co. Westmeath**

Tri-Partite Opinion Summary Response

June 2022

Document Control

Document Number: 202215-PUNCH-XX-XX-RP-C-0008

Status	Revision	Description	Date	Prepared	Checked	Approved
A0	C01	Stage 3 SHD	23/06/2022	P. Casey	J. Tiernan	T. Murnane

Table of Contents

Document Control.....	i
Table of Contents.....	2
1 Introduction.....	3
2 Summary Table.....	4

1 Introduction

This document seeks to outline items raised by An Bord Pleanála (ABP) and Westmeath County Council (WCC) in their Opinion document that relate to the engineering aspects of the proposed development (ABP Reference ABP-312089-21). It also provides summary responses to the WCC comments and provides specific guidance to the relevant locations within the planning submission that actively address these issues.

The purpose of the document is therefore to actively demonstrate how the development proposals have sought to address local authority concerns/requests, and to assist in the easy identification of where these items are addressed in detail within the overall planning documentation.

2 Summary Table

The following table outlines items raised by An Bord Pleanála (ABP) and Westmeath County Council in their Opinion documents that relate to the engineering aspects of the proposed development (ABP Reference ABP-312089-21) and provides summary responses to the WCC comments and provides specific guidance to the relevant locations within the planning submission that actively address these items.

Ref No.	Page No.	ABP Comment	PUNCH Response
1	2 of 5	<p>2. Permeability & Connectivity</p> <p>Further consideration and/or justification of the documents as they relate to the permeability and connectivity both across the R394, between the existing residential estates and throughout the site. In this regard further consideration of the connectivity shall incorporate the provision of appropriate play facilities, landscaped areas, boundary treatments and pedestrian/ cycle ways throughout the site clearly delineating public, semi-private and private spaces, having regard to the requirements of Design Manual for Urban Roads and Streets (DMURS), the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities' (2020) and 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (2009). Further consideration of these and the following issues may require an amendment to the documents and/or design proposals submitted to reflect the design solution to the movement of pedestrian/cyclist across the R394 and the prioritisation of pedestrian/cycle activity within the subject site.</p>	<p>The design proposals outlined in the planning submission demonstrate permeability and connectivity both across the R394, between the existing residential estates and throughout the site. This is demonstrated throughout the planning application content, including but not limited to:</p> <ul style="list-style-type: none"> - Architectural Design Statement - DMURS Compliance Statment - Architectural Drawings - Engineering Drawings <p>Refer to PUNCH's 'DMURS Compliance Statement' included in the final planning submission for demonstration/illustration of these permeability and connectivity measures, the provision for pedestrian/cyclist activity and provisions to accommodate movement of pedestrian/cyclist across the R394.</p>

Ref No.	Page No.	ABP Comment	PUNCH Response
2	3 of 5	2. Submission of a Road Safety Audit.	Refer to Road Safety Audit completed by Bruton Consulting Engineers as included in the final planning submission.
3	3 of 5	4. A statement DMURS compliance regarding permeability and connections with existing street network; hierarchy of routes and street function; enclosure including building frontage, furniture and planting along streets; parking; widths of carriageways and footpaths; pedestrian crossing points; and types of junctions and corner radii. The internal road layout should require measures to avoid the use of parallel roads. The submitted documents should demonstrate specific compliance with the particular stated provisions of DMURS. Generalised assertions regarding principles are not sufficient.	Refer to PUNCH's 'DMURS Compliance Statement' included in the final planning submission.
4	4 of 5	9. Submission of a Mobility Management Plan.	Refer to PUNCH's 'Mobility Management Plan' included in the final planning submission.

Ref No.	Page No.	WCC Comment	PUNCH Response
1	25	Further consideration should be afforded to the internal road layout proposed, to include the provision of a revised 5.5m road width (except where necessary at bends to accommodate turning manoeuvres. It is noted that some of the main access roads proposed are 6 metres and wider).	<p>The road layout has been updated to provide a maximum carriageway width of 5.5m. Vehicle swept path analysis has also been undertaken to ensure turning manoeuvres can be accommodated at bends and turning heads.</p> <p>Please refer to PUNCH engineering drawings and DMURS Compliance Statement for illustration.</p>
2	25	A Stage 1/2 Road Safety Audit in accordance with the provisions of TII document GE-STY-01024 Road Safety Audit (December 2017 Revision) on the final design for the proposed road layout for the development should be submitted prior to commencement of any development. A Stage 3 Road Safety Audit should also be provided post construction. This matter and other road safety considerations in respect of public lighting, parking specifications, traffic calming/signage measures should be addressed by way of condition in the event of a grant of permission.	Refer to Road Safety Audit completed by Bruton Consulting Engineers as included in the final planning submission.
3	26	It is considered that the proposal does not adequately incorporate sustainable modes of travel into the design of the development. It is considered that the Mobility Management Plan accompanying the application does not adequately detail measures that could be included as part of this development to drive a modal shift towards active travel measures and away from private car use.	<p>Please refer to PUNCH's updated Mobility Management Plan.</p> <p>Measures to drive a modal shift towards active travel measures and away from private car use include the following:</p> <ul style="list-style-type: none"> - Compliance with Westmeath Co Co Development Plan 2021-2027 with respect to car parking requirements.

Ref No.	Page No.	WCC Comment	PUNCH Response
			<ul style="list-style-type: none"> - Provision of cycle parking facilities far in excess of the requirements of the ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (Dec 2020)’. - Provision of dedicated and segregated pedestrian and cyclist routes running north/south throughout the development with future connectivity to the lands to the east. - The provision of a bus stop along the site frontage with the R394, coincident with the creche and apartment facilities. - Provisions to accommodate movement of pedestrian/cyclist across the R394 via a Toucan Crossing arrangement.
4	26	A requirement should be included for the extension of the existing footpath and narrowing the running carriageway on the R393 from the proposed shared footpath / cycleway at the north of the site to the existing facilities on the eastern end of the R393. Furthermore, the incorporation of a new cycleway along this section of the R393 should also be considered in this context.	The proposed development would welcome the inclusion of an appropriate condition or contribution element to address any potential public road upgrade measures on the R393 that would benefit the wider road network.
5	26	<p>It is also considered that that the connection between the proposed development and the R394 (C- link) for active travel modes (segregated pedestrian and cycle facilities) requires further consideration.</p> <p>Consideration should also be given to the incorporation of pedestrian/cycle/vehicular links for permeability to potential</p>	<p>The proposed development incorporates a dedicated and segregated pedestrian and cyclist routes running north/south throughout the development that connects to the R394 (C-link) in the southeast corner of the site. This location also coincides with the proposed bus stop location.</p> <p>Refer to PUNCH’s ‘DMURS Compliance Statement’ included in the final planning submission for demonstration/illustration of the</p>

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		future development on adjoining lands (north west/west of the proposed development).	permeability and connectivity measures incorporated into the development proposals.
6	26	Provision for a bus stop along the site frontage with the R394 is considered desirable.	Provision for a bus stop along the site frontage with the R394 has been illustrated in the planning proposals. We have reflected an arrangement that is acceptable to Westmeath Co Co based on feedback/confirmation received from WCC in email of 16 th June 2022. This arrangement has also taken into consideration the relationship between the bus stop and toucan crossing and feedback from the RSA and seeks to address items highlighted therein.
7	27	<p>It is noted that there is an absence of parallel car parking provision within the scheme which is desirable in order to reinforce narrower carriageways (Refer Fig. 4.76 DMURS).</p> <p>There are also concerns in relation to road safety having regard to the proposed perpendicular carparking along the main access road (at Rathgowan Park) near the proposed creche, adjacent to the roundabout with the R394 (particularly having regard to peak hour drop-offs and interaction with vehicular/pedestrian/cycle traffic from the development at such times).</p>	<p>The design includes for the incorporation of some parallel parking spaces. However, compliance with DMURS is not contingent on providing parallel parking spaces. Please refer to the DMURS Compliance Statement included in the planning submission for demonstration of specific compliance with the particular stated provisions of DMURS.</p> <p>The perpendicular parking at this location has been reduced and as a result the remaining perpendicular spaces are located further from the existing roundabout with the R394. It is further noted that these spaces are now in line with the existing car parking spaces associated with the existing dwellings on Rathgowan Wood. Furthermore, it is also noted that the proposed perpendicular spaces are located on the far side of an existing speed hump relative to the existing roundabout with the R394. This existing traffic calming measure will further mitigate any perceived road safety issue.</p>

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			Refer to Road Safety Audit undertaken by Bruton Consulting Engineers as included in the final planning submission.
8	27	Mobility impaired spaces should be provided in accordance with "Building for Everyone - Planning and Policy", published by the National Disability Authority.	<p>16 no. parking spaces (5.5% total spaces) are proposed as designated disabled user car-parking spaces which meets the requirements of the WCC Development Plan (2021-2027), which requires that a minimum of 5% of car parking spaces provided should be designed for disabled car parking. The disabled spaces are to be demarcated with yellow lines, a protected hatched area and appropriate road markings to identify these spaces.</p> <p>Refer to PUNCH and BKD drawings for illustration of the location/distribution of mobility impaired spaces throughout the development.</p>