

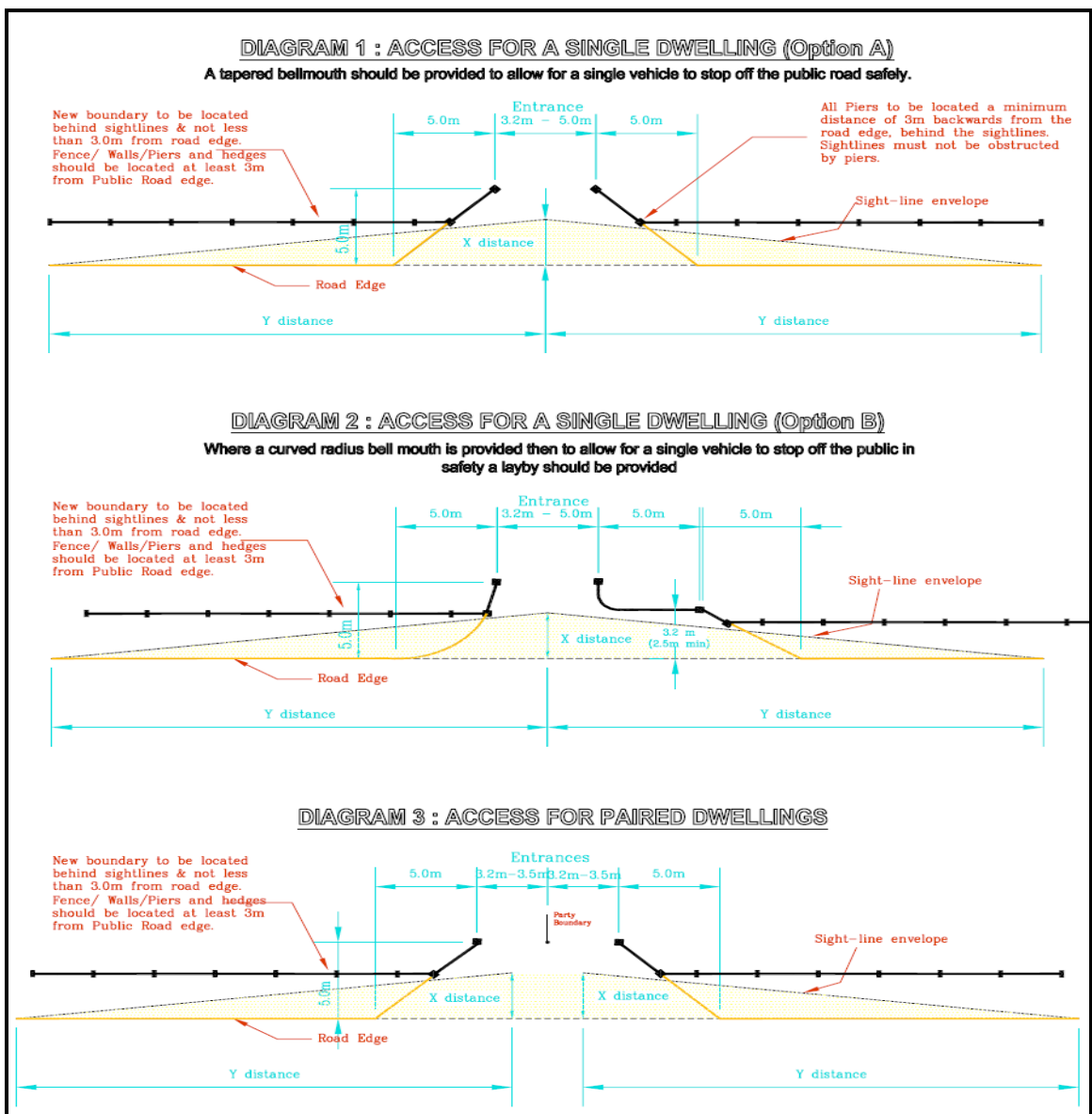
# Appendix 12

## Access Details

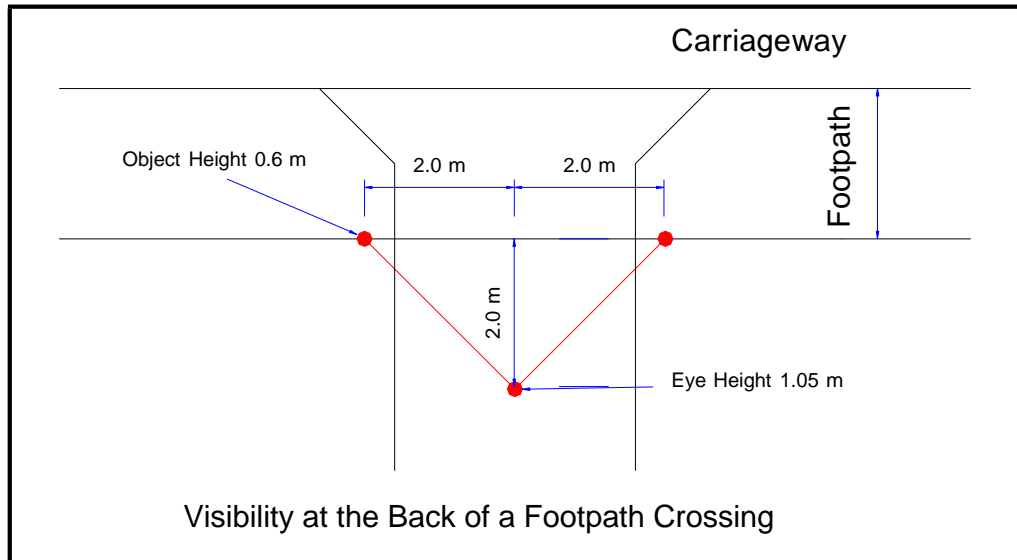
### Layout of Accesses for Single or Paired Dwellings

Entrances should form a bellmouth of 5.0 metres with edge of new boundary and the entrance gates shall open inwards only. Recessed entrance shall be of sufficient dimensions to allow a stationary vehicle to wait off the public road.

Diagrams 1 and 2 on the following page outline two different options (A and B) for proposed new accesses to single dwellings. Diagram 3 shows the required layout for paired accesses to dwellings.



- i. The minimum width of a single access will normally be 3.2m with a maximum width of 5.0m.
- ii. Where the access crosses a footpath it is important to have inter-visibility between pedestrians and emerging motorists. In these circumstances there should normally be visibility splays between the drivers viewpoint 2.0 m back into the access and a distance measured along the footpath for 2.0 m on each side of the viewpoint.



- iii. Gradient of access road to be not greater than 1:20 (5.0%) for the first 5 metres outside the public road boundary. To avoid excessive gradients over the remainder of the access a gradient of 1:10 (10.0%) or less ought to be provided to ensure it may continue to be used during wintry weather.
- iv. The Area within the visibility splays shall be cleared to provide a level surface no higher than 250 mm above the level of the adjoining carriageway and shall be retained and kept clear thereafter to ensure clear and safe visibility views.
- v. Any new boundary or entrance work (i.e. hedge, fence, wall or piers) to be located not less than 3.0/4.5 metres from the public road carriageway (refer to table 15.3)
- vi. The line of any new fence, hedge, wall or piers must be positioned behind the visibility splays. Any new trees or shrubs should be planted back from the visibility splays to allow for future growth and some species will require additional set back. All existing planting must be kept trimmed behind visibility splays.
- vii. Where a timber post and rail fence is erected along a road boundary. The timber rails should be placed on the site side of the posts; to ensure that if the fence is hit by a vehicle the rails will be less likely to be propelled into the cabin, this is in the interest of road safety.

- viii. Any pole, column or sign that may be exposed by the removal of the front boundary should be repositioned alongside the new front boundary line or removed concurrently with the overall site development works as failure to relocate it could create a hazard to other road users.
- ix. Where there is a concern about the structural integrity of the public road the area between road edge and the new boundaries should to be soled with 300mm depth of 100mm stone, blinded with quarry dust and rolled to level and camber of existing road.
- x. Entrance or access road should be surfaced with concrete, bitmac or asphalt from the edge of public road for a minimum of 5 metres this is to help ensure that no loose material is washed out onto the public roadway and create a hazard.
- xi. Measures should be taken during construction to protect the structure of the public road and not to create a hazard to road users. Site works required in relation to sight distance and drainage works should be carried out prior to the commencement of any building operations.
- xii. During Construction, measures should be taken to prevent material being deposited on the road and causing a hazard to road users. This is an offence under the roads acts. Where there is the potential for material to be deposited on a road from a development a wheel wash should be installed at exit of the site to prevent material being drawn onto road. Where any material is deposited on the public roadway this should be removed immediately (a brush on a tractor is insufficient as this only moves the material it does not remove it).
- xiii. All site works required in relation to sight distance and drainage works to be carried out prior to the commencement of any building operations. Failure to do this could result in forfeiture of part or all of cash security.

## Layout of Other Accesses

- i. The layout of all other accesses shall be in accordance with the National Roads Authority D.M.R.B. details of which can be found on the National Roads Authority's web site [www.tii.ie](http://www.tii.ie) or from the NRA.
- ii. The entry and exit radii shall be sufficient to accommodate the largest vehicle likely to use the access. In most cases 10m radius should be adequate but where little or no Heavy Goods Vehicles will use the entry then a minimum of 6m may be permitted in Urban Areas.
- iii. The minimum width of the access shall be 6.0m for a two-way access and 3.75m for a one-way access.
- iv. The gradient of the access shall not normally exceed 4% over the first 10m outside the public road boundary. The remainder of the access should have a gradient less than 10% so that it may be used during wintry weather.
- v. Entrance gates should normally be sited far enough from the edge of the carriageway to allow the largest vehicle likely to use the access to stop clear of the carriageway when the gates are closed. Where this is not possible the provision of a deceleration lane or lay-by may be required. Gates must be hung so that they do not open towards the carriageway or, where this is not possible, sited so that when open they do not project into the public road area.
- vi. It may be necessary to control the internal layout to prevent vehicles queuing back onto the public road. For example, a weighbridge or car park barrier should be located a sufficient distance from the access.
- vii. Where the access crosses a footpath it is important to have intervisibility between pedestrians and emerging motorists. In these circumstances there should normally be visibility splays between a driver's viewpoint 2m back into the access and a distance measured along the back of the footpath for 2m on each side of the viewpoint. See figure in 8.15.7
- viii. Measures should be taken during construction to protect the structure of the public road and not to create a hazard to road users. Site works required in relation to sight distance and drainage works should be carried out prior to the commencement of any building operations.
- ix. During Construction, measures should be taken to prevent material being deposited on the road and causing a hazard to road users. This is an offence under the roads acts. Where there is the potential for material to be deposited on a road from a development a wheel wash should be installed at exit of the site to prevent material being drawn onto road. Where any material is deposited on the public roadway this should be removed immediately (a brush on a tractor is insufficient as this only moves the material it does not remove it).
- x. All site works required in relation to sight distance and drainage works to be carried out prior to the commencement of any building operations. Failure to do this could result in forfeiture of part or all of cash security.

- xi. In housing developments all roads, footpaths and lighting within the estate to comply with Monaghan County Council's "*Standards for Private Housing Estates*" and "*Recommendations for Site Development Works for Housing Areas*", "*Traffic Management Guidelines*" and "*Design Manual for Urban Roads and Streets*" from DOEHLG.
- xii. Traffic signs and markings for estate roads to comply with "*Traffic Signs Manual*" from DOEHLG.
- xiii. It is important that speed restraint and traffic control measures are integrated into a development (rather than the retro fitting of speed ramps). "*Traffic Management Guidelines*" and "*Design Manual for Urban Roads and Streets*" from DOEHLG. Sets out guidelines and provide design standards for Traffic control and calming measures within estates.

## Drainage

- i. Drainage shall be provided where necessary to prevent water from the access flowing onto the public road. Similarly, when an access is being constructed the existing road drainage must either be maintained or effective alternative measures provided.
- ii. Entrance between road carriageway and boundary to be graded back so that level at 3.0 metres from road edge is 100 mm below road level. This is to ensure water does not collect on or run onto the road carriageway and therefore create a hazard to road users.
- iii. Where a drain is located inside or outside the existing road boundary it may be necessary to pipe it for access purposes or for safety. It should be piped with a pipe strong enough to withstand the loads to be placed on it and of sufficient diameter to carry the flow safely. The pipeline should be backfilled to ground level with suitable granular filter material. This should discharge to the nearest watercourse; this is normally the existing one. If a new pipeline needs to be placed under the public road than a separate application needs to be made to the relevant Local Authority for a road opening licence.
- iv. Where the development changes the layout of the ground the Council may ask for a French drain and gullies to be installed. This is to ensure that surface water is collected in a safe manner to prevent it discharging onto the road or site and to protect the bearing capacity of the road pavement. The French drain will be of a sufficient diameter (not less than 225 mm) and capable of carry the loads placed on it. It should be backfilled to ground level with suitable free draining granular filter material to be placed along the full site frontage. It should be piped to the nearest watercourse. Suitable gullies to be placed at start, end, and intersection of other drains and at not greater than 40 metres intervals. If the new pipeline needs to be placed under the public road than a separate application needs to be made to the relevant Local Authority for a road opening licence.
- v. At the entrance or access, measures should be put in place to prevent water from the entrance flowing onto or collecting on the public road or entrance. These measures should consist of a cattlegrid, ACO drain or gullies; the discharge from these should be piped to drainage pipeline.
- vi. Existing surface water discharge from the public road by surface and subsoil drainage onto the site must remain unimpeded and must be catered for in the design and construction.
- vii. With any application surface water collection and drainage on the site must be dealt with to ensure no surface water flows onto the public roadway or adjoining properties.
- viii. No development exempt or otherwise shall be erected over a public sewer, drain or watermain.