TRANSPORT PLANNING

MRA

PARTNERSHIP

4 September 2026

Jack Corcoran
Bell | Rolston
The Corner House
183-185 Ballyclare Road
Newtownabbey
BT36 5JP

Dear Jack,

B3 general industrial building for anaerobic digestate management, Lands near 28 Carrowreagh Road Dundonald LA05/2025/0400/F

The DfI Roads response to this application has sought further amendments to the Carrowreagh Road (dated 13 August 2026). When the application was initially submitted, DfI Roads were content (consultation response 4 August 2025). A subsequent response sought a runoff area are vehicle tracking, and this was provided. This improved access to the site for HGV traffic, which will be predominantly arriving from the Upper Newtownards Road.

DfI Roads are now seeking further road improvements to accommodate HGVs arriving from the rural direction along Carrowreagh Road.

Apart from the applicant agreeing to provide an enhanced access, nothing has changed since DfI Roads were first content.

The Transport Assessment quantified 26 HGV movements per day, ie 13 loads. Including staff, there are estimated to be 36 trips per day. The Transport Assessment Form included a traffic survey, which quantified daily traffic movements on the Carrowreagh Road to be between 1500 and 1700 vehicles per day. in terms of a traffic impact, this development is increasing traffic by 2.4% ie insignificant. This is assuming all traffic approaches from the Upper Newtownards Road. This impact reduces further if some vehicles do approach form the rural side, but this will be very much a minority given the commercial nature of the business.

DfI Roads request for further road widening is difficult to justify for these low increases in traffic. This may well be nice to have, but it is not necessary. And the consequence of the unnecessary widening would be permanent tree loss. This widening would impact upon the driveway to No28. The drive to this dwelling is parallel to the Carrowreagh Road, separated by a line of mature trees (see adjacent image). This run of seven trees would need removed to widen the road and restore the visibility splays to this access.



The current access plans facilitate HGV access from the primary direction and retains these trees.

In the context of the initial acceptance of the proposals by DfI Roads, our willingness to deliver reasonable improvements, this third response seeking yet more improvements is hard to justify, given the limited vehicles approaching from this direction and the impact the unnecessary widening will have on the surrounding environment ie tree loss. For these reasons, we do not believe that the widening should be required as part of this application.

Should you wish to discuss any aspect of this further, please do not hesitate to contact me by telephone on 075 1347 3440 or by email (richard@mrapartnership.co.uk).

Yours sincerely,

[redacted]

Richard Agus
MRA Partnership Ltd