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DMURS Statement of Consistency

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lands at Baldoyle, Co. Dublin

Client

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DMURS STATEMENT OF CONSISTENCY

AMENDMENT APPLICATION TO BLOCKS A AND D OF GA01 LANDS AT BALDOYLE, CO. DUBLIN

CONTENTS

1.0	INTRODUCTION	1
1.1	Traffic & Transportation	1
1.2	Access, Internal layout, Pedestrian & Cyclists	1
2.0	CREATING A SENSE OF PLACE	2
2.1	Connectivity.....	2
2.2	Enclosure	4
2.3	Active Edge	4
2.4	Public Realm and Pedestrian Facilities	5
2.5	Key Design Principles	5
2.6	Design Principle 1 (Connected Networks)	5
2.7	Design Principle 2 (Multi-Functional Street)	8
2.8	Design principle 3 (Pedestrian Focus)	9
2.9	Pedestrians Crossings (DMURS Sections 4.3.2)	9
2.10	Design Principle 4 (Multi-disciplinary Approach)	10

1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by The Land Development Agency (LDA) to prepare a DMURS Statement of Consistency to accompany a LRD Opinion Request in respect of proposed amendments to permitted development of GA01 Lands, as permitted under ABP Reg. Ref. 310418-21 / FCC Reg. Ref. SHD/011/20. The proposed amendments comprise of alterations to the permitted Blocks A and D and Stapolin Square only.

1.1 Traffic & Transportation

The proposed scheme is designed in compliance with the following:

- Previously Permitted Planning Application under FCC Reg. Ref. SHD/011/20
- Baldoyle-Stapolin Local Area Plan 2013, extended to 2023
- Fingal County Development Plan 2023–2029
- Design Manual for Urban Roads and Streets (2019)
- National Transport Authority (NTA) Cycle Design Manual (2023)
- Greater Dublin Area Cycle Network Plan
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2023

1.2 Access, Internal layout, Pedestrian & Cyclists

The vehicular access for Blocks A and D shall be via 2no. primary access points as per permitted development;

- The undercroft level for Block A shall be accessed via Red Arches Road along the southern boundary of the development site extents; and
- The undercroft level of Block D shall be accessed via the Bus Ramp which is proposed under this application along the northern boundary of the site extents. Refer to Traffic and Transport Assessment submitted with this application for further details of Bus Ramp. The vehicles exiting Block D shall only be allowed to turn right onto the bus ramp to travel eastwards to join Longfield Road.

The undercroft level for Blocks A and D shall comprise of 330no. car parking spaces to serve the residents and staff of the development. The undercroft level shall also comprise of 5no. bicycle storage areas which shall have a total of 1,124no. bicycle spaces.

Unobstructed sight distances of 49m in either direction along Red Arches Road and the proposed Bus Ramp are achieved for vehicles exiting the undercroft level, as measured from

a set-back of 2.4m from the road edge, in accordance with the requirements of the *Design Manual for Urban Roads and Streets (DMURS)*. Please refer to traffic and Transport Assessment submitted with this application for further details.

2.0 CREATING A SENSE OF PLACE

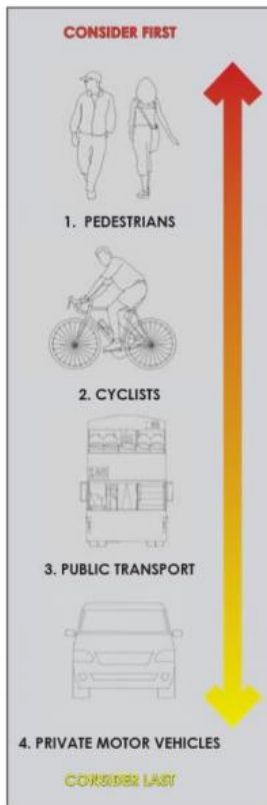
DMURS defines four characteristics which represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods. These are:

- a) Connectivity;
- b) Enclosure;
- c) Active Edge; and
- d) Pedestrian Activity/Facilities.

Each of these characteristics are set out in the sections below together with a commentary setting out how the proposed development complies with each of these characteristics.

2.1 Connectivity

"The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected."



In order of importance, DMURS prioritises pedestrians, cyclists, public transport then private cars.

This is illustrated in the adjacent image extracted from DMURS.

The proposed development has been designed with pedestrians and cyclists taking precedence over other modes of transport. Pedestrian and cyclist's connectivity is provided throughout the development with good links to sustainable public transport, car sharing, walking and cycling.

Cyclists shall use the same access points as vehicles to access the bicycle storage areas within the undercroft level.

The development layout ensures a high degree of pedestrian and cyclist permeability into and through the development. A pedestrian plaza shall be created at Stapolin Square (providing an east-west link across the square). Access to Clongriffin railway station for pedestrians and cyclists from the eastern side of the railway line is currently possible via lifts and stairs located within the subject site. As part of the proposed development, new lifts and stairs shall be provided at Stapolin Square, providing access to the railway

station. The existing lifts and stairs shall be maintained in operation until such time as the proposed new lifts and stairs have been completed. Raised footpath shall also be provided along the entire extent of the bus ramp.

The existing footpath facilities in close proximity of development site are of good condition, with public lighting in place along both the roads in the close proximity of the development site.

The proposed development shall include a total of 1,538 bicycle spaces. The commercial elements of the development (Retail + Gym + Creche) shall be provided with a total of 88no. bicycle spaces (including long-stay and short-stay spaces). All long-term spaces shall be provided within a secure storage area within the blocks and all short-stay spaces shall be provided in close proximity of each of these elements.

The residential development shall include a total of 1,450no. bicycle spaces, of which 1,150no. bicycle spaces (including 50no. cargo spaces) shall be long-stay spaces to serve the residents of the proposed development and shall be provided within multiple secure storage areas at ground floor level of Blocks A and D, and the remaining 300no. spaces shall be short-stay (visitor) spaces.

It is worth noting that a phased approach shall be taken for the provision of visitor bicycle parking to serve the development's residential units, consistent with the permitted scheme. Initially 50% (150no. spaces) of the total publicly accessible short-stay shall be delivered within the public realm, with designated areas identified/ set aside for the future provision of additional visitor bicycle parking, up to full quantum recommended in Traffic and Transport Assessment submitted with this application. The need and usage of visitor bicycle parking shall be monitored by the Mobility Management Coordinator, and additional visitor cycle parking facilities shall be installed in response, this will be a commitment to be made by the facilities management of the development.

In line with the recommendations received during the S247 meeting with FCC, the proposed development will provide a range of long-stay bicycle parking types, including Sheffield stands, double-stack spaces, e-charging bicycle stands, battery power station, service area, changing rooms locker facilities and cargo bicycle spaces.

The final development layout incorporates features that benefit vulnerable road users by restricting vehicular access. The provision of good permeability for pedestrians and cyclists, as well as efficient access to public transport, are all key objectives of the proposed site layout.

It is considered that the proposed development is fully compliant with the connectivity objectives of the DMURS design guidance.

2.2 Enclosure

"A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure."

The proposed development has been designed so that proposed building uses are overlooking streets and public open spaces which provide passive surveillance. Landscaping and tree planting are provided along the roads/streets which assist in providing a sense of enclosure.

2.3 Active Edge

"An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings."

Building uses are located so that they front directly onto the roads and streets. Entrances to these units are provided directly from the street which will ensure that there is plenty of activity as staff and visitors come and go.

2.4 Public Realm and Pedestrian Facilities

"The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity."

As outlined in the items above the proposed development has been designed to provide excellent pedestrian and cycle connectivity. The proposed building uses are located so that they front directly onto the roads and streets, which will create activity and also provide surveillance to enhance pedestrians feeling of safety and wellbeing. Direct frontage also helps to slow and calm traffic speeds.

2.5 Key Design Principles

DMURS sets out four core design principles to which designers must have regard in the design of roads and streets in new developments. These four core principles are set out below together with commentary setting out how these design principles have been incorporated into the design of the proposed development.

2.6 Design Principle 1 (Connected Networks)

"To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users and in particular more sustainable forms of transport."

The proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The provision of high levels of connectivity within the internal layout of the proposed development for pedestrians and cyclists are intended to promote walking and cycling by making them a more attractive option to the private car.

The development layout design ensures pedestrian permeability through the development site and includes open spaces at surface level accessible to pedestrians and cyclists from Longfield Road.

Place Context (DMURS Section 3.2.2)

The site falls within the “Neighbourhood” category defined at section 3.2.2 of DMURS and will generate moderate levels of pedestrian activity. The proposed development provides a clear sense of place by provision of a proposed landscaping and improved pedestrian facilities. The proposed narrow carriageway width and the design speed shall communicate to road users to reduce road speed.

Permeability and Legibility (DMURS Section 3.3)

Development Access

The vehicular access for Blocks A and D shall be via 2no. primary access points as per permitted development;

- The undercroft level for Block A shall be accessed via Red Arches Road along the southern boundary of the development site extents; and
- The undercroft level of Block D shall be accessed via the Bus Ramp which is proposed under this application along the northern boundary of the site extents. The vehicles exiting Block D shall only be allowed to turn right onto the bus ramp to travel eastwards to join Longfield Road.

The undercroft level for Blocks A and D shall comprise of 330no. car parking spaces to serve the residents and staff of the development. The undercroft level shall also comprise of 5no. bicycle storage areas which shall have a total of 1,124no. bicycle spaces.

Unobstructed sight distances of 49m in either direction along Red Arches Road and the proposed Bus Ramp are achieved for vehicles exiting the undercroft level, as measured from a set-back of 2.4m from the road edge, in accordance with the requirements of the *Design Manual for Urban Roads and Streets (DMURS)*.

The kerb radii at the road junctions shall be restricted to a maximum of 4.5m to 6.0m. This serves to discourage high vehicle speeds; while also allowing for the occasional circulation of large vehicles such as refuse collection trucks and fire tenders.

All connections between the development's road network and the existing external road network have been designed in accordance with the requirements of the Design Manual for Urban Roads and Streets (DMURS).

The objectives of the site layout design are to:

- Keep vehicle speeds low;
- Minimise the intrusion of vehicle traffic;

- Ensure ease of access for emergency services;
- Encourage walking and cycling;
- Create short walking routes to shops, public transport, etc.; and
- Create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children.

Traffic calming and VRU protection measures to be implemented within the design include:

- Designated and marked pedestrian crossing points;
- Smaller corner radii;
- Horizontal alignment constraints to restrict vehicle speeds;
- Landscaping to frame vehicle sightlines; and
- Local street design with a maximum vehicle speed of 30km/h.

The final development layout shall incorporate features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced carriageway widths, raised crossing points, reduced road corner radii, plantings, etc.), 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.

Signage and Line Marking (DMURS Section 4.2.4)

In line with section 4.2.4 of DMURS, only mandatory street signage, as outlined in the Traffic Signs Manual (TSM) (2010) have been incorporated in the development. This allows for the implementation of a self-regulating street environment so that drivers are forced to navigate the development with full regard to their own behaviour and the behaviour of those around them.

Street Furniture & Street Lighting (DMURS Section 4.2.5)

A site-specific public lighting plan has been designed for the scheme and is included with the application. This public lighting scheme makes use of LED units as required by *Dublin City Council Public Lighting Technical Specification & Requirements*, which is consistent with the guidance contained in DMURS. The proposed public lighting scheme will ensure that both the vehicular carriageway and pedestrian / cycle paths are sufficiently illuminated. The public lighting design has been taken into account by the Landscape Architect to ensure that trees would not interfere with public lighting performance.

Materials and Finishes (DMURS Section 4.2.6)

Materials and finishes have been chosen to provide a robust finish

Tactile paving will be used at crossing points to assist the visually impaired and the use of tactile paving is consistent throughout the development.

2.7 Design Principle 2 (Multi-Functional Street)

“Designers must balance speed management, the values of place and reasonable expectations of appropriate speed according to Context and Function”.

The subject development has been designed with a particular focus on vulnerable road users such as pedestrians and cyclists. As such, the external road network shall be subject to a reduced speed limit (50km/h) and the internal car parking circulation area is subject to a reduced speed limit (30km/h) in accordance with Table 4.1 of DMURS (replicated below).

PEDESTRIAN PRIORITY							VEHICLE PRIORITY		
FUNCTION	ARTERIAL	30-40 KM/H	40-50 KM/H	40-50 KM/H	50-60 KM/H	60-80 KM/H			
	LINK	30 KM/H	30-50 KM/H	30-50 KM/H	50-60 KM/H	60-80 KM/H			
	LOCAL	10-30 KM/H	10-30 KM/H	10-30 KM/H	30-50 KM/H	60 KM/H			
		CENTRE	N'HOOD	SUBURBAN	BUSINESS/ INDUSTRIAL	RURAL FRINGE			
CONTEXT									

Table 4.1: Design speed selection matrix indicating the links between place, movement and speed that need to be taken into account in order to achieve effective and balanced design solutions.

The proposed internal street network shall balance the needs of different road users and provide a sense of place, thereby managing vehicle speed and street function. The proposed street layout includes many design elements which serve to increase the sense of place and control vehicle speeds, such as:

- Active frontages at ground floor level and associated pedestrian activity.
- Minimising road signage.
- Reduced visibility splays and on-street parking.
- Tighter Corner Radii

As a result, the street functions for vehicles while providing priority to pedestrians and cyclists.

2.8 Design principle 3 (Pedestrian Focus)

"The quality of the street is measured by the quality of the pedestrian environment."

The design of the scheme has placed a particular focus on pedestrian movement. In this regard, connectivity throughout the scheme is heavily weighted towards the pedestrian and away from the private car. The streetscape has been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians sense of safety and wellbeing. The street design incorporates well thought out pedestrian facilities such as improved footpath width, improved pedestrian priority at crossings, and changes in vertical alignment.

2.9 Pedestrians Crossings (DMURS Sections 4.3.2)

Due to the lightly trafficked and low speed nature of the development, uncontrolled crossing points are provided, in the form of dropped kerbs and tactile paving to align with key desire lines such as crossing points to main desire line to the site access. It is proposed to provide a signalised pedestrian crossing in close proximity of the development access junction and the existing community centre and sports grounds north of the proposed development access.

Reduced corner radii significantly improves safety for both pedestrians and cyclists at junctions therefore corner radii of 4.5m to 6.0m is used for local and link streets in line with section 4.3.3 of DMURS to improve the pedestrian and cyclist environment.

Cycle Facilities (DMURS Section 4.3.5) and Provision of Cycle Parking within the Proposed Development at Street Level

The proposed development shall include a total of 1,538 bicycle spaces. The commercial elements of the development (Retail + Gym + Creche) shall be provided with a total of 88no. bicycle spaces (including long-stay and short-stay spaces). All long-term spaces shall be provided within a secure storage area within the blocks and all short-stay spaces shall be provided in close proximity of each of these elements.

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It is worth noting that a phased approach shall be taken for the provision of visitor bicycle parking to serve the development's residential units, consistent with the permitted scheme.

Initially 50% (150no. spaces) of the total publicly accessible short-stay shall be delivered within the public realm, with designated areas identified/ set aside for the future provision of additional visitor bicycle parking, up to full quantum recommended in Traffic and Transport Assessment submitted with this application. The need and usage of visitor bicycle parking shall be monitored by the Mobility Management Coordinator, and additional visitor cycle parking facilities shall be installed in response, this will be a commitment to be made by the facilities management of the development. All short-stay spaces will be publicly accessible and shall be located within the public realm of the proposed development.

2.10 Design Principle 4 (Multi-disciplinary Approach)

“Greater communication and co-operation between design professionals through promotion plan led multidisciplinary approach to design.”

The design of the proposed development has been developed through the design team working closely together. The proposed development design is led by Henry J Lyons Architects working together with CS Consulting Engineers, OCSC, Paul Hogarth Landscape Architects, Brady Shipman Martin, and the Land Development Agency.

Linganand Jewargi

Civil, Traffic, and Transport Engineer

B.Eng. (Hons), MEng (Hons), MIEI

for Cronin & Sutton Consulting



CS CONSULTING

Civil, Structural & Traffic Engineering