

Document Title

Stage 1/2 Road Safety Audit Response Document

Project

Amendment Application to Blocks A and D of GA01
lands at Baldoyle, Co. Dublin

Client

Land Development Agency



L108-CSC-ZZ-XX-RP-C-0007

Job No. L108

17 July 2026

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STAGE 1/2 ROAD SAFETY AUDIT RESPONSE DOCUMENT

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

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Land Development Agency to prepare a Stage 1/2 Road Safety Audit Response Document to accompany a planning application for proposed amendments to permitted development of GA01 Lands, as permitted under ABP Reg. Ref. 310418-21 / FCC Reg. Ref. SHD/011/20.

2.0 RESPONSE TO STAGE 1/2 AUDIT

Item 2.1

The existing tie-in to the railway overbridge may have resulted in reduced Stopping Sight Distance (SSD). It is unclear whether adequate Stopping Sight Distance will be provided at the proposed tie-in arrangement. Restricted Stopping Sight Distance may prevent drivers from perceiving hazards in sufficient time to stop safely, thereby increasing the risk of rear-end collisions.

Suggestion:

Ensure adequate Stopping Sight Distance is provided.

Response to Item 2.1

Adequate stopping sight distance shall be provided.

Item 2.2

The existing tie-in to the railway overbridge may have resulted in reduced Stopping Sight Distance (SSD). It is unclear whether adequate Stopping Sight Distance will be provided at the proposed tie-in arrangement. Compromised Stopping Sight Distance may be exacerbated by operation of proposed bus stops when occupied by buses, especially for Eastbound traffic. This may result in blind overtaking with an increased risk of head on collisions.

Suggestion:

Ensure adequate Stopping Sight Distance to buses stopped. Consider additional traffic calming measures including a central reservation to prevent overtaking.

Response to Item 2.2

Adequate stopping sight distance shall be provided. However, the solid road marking indicates that no overtaking is permitted. In addition there is an existing pedestrian crossing point which will warn road users and act as a traffic calming measure.

Item 2.3

Proposed Trees overhanging on Stapolin Rise may encourage overrunning of the central line, resulting in an increased risk of sideswipe collisions.

Suggestion:

Ensure adequate street space for all vehicle movements. Select appropriate trees in conjunction with an Arborist. Ensure adequate maintenance of trees.

Response to Item 2.3

Adequate streetscape for all vehicles movements will be provided. Any trees intruding upon said streetscape will be moved as required.

Item 2.4

Proposed visibility splays may be obscured by proposed trees, cycle parking and vehicles parked in adjacent parking bays. Compromised visibility splays may result in an increased risk of vehicular collisions.

Suggestion:

Ensure all visibility splays are free of obstructions.

Response to Item 2.4

Adequate unobstructed sightlines of 49m with a set back of 2.4m can be achieved in both directions in accordance with DMURS.

Item 2.5

It is unclear how refuse collections will occur in reality. Bin storage on footways may compromise junction intervisibility and/or result in disorientation for pedestrians with vision impairments, potentially resulting in them wandering along carriageways and being struck by moving vehicles.

Suggestion:

Ensure an appropriate Refuse Collection Strategy which won't compromise junction intervisibility or result in bin storage along pedestrian routes/desire lines.

Response to Item 2.5

The bin storage area shall be positioned as not to affect pedestrian routes/ desired lines.

Item 2.6

It is unclear how EV Charging spaces will operate in reality. Trailing charging leads can pose a tripping hazard, especially at nighttime and/or for pedestrians with vision or mobility impairments.

Suggestion:

Ensure layout of EV charging space do not pose navigational challenges.

Response to Item 2.6

The EV spaces will not have any navigational challenges within the development.

Item 2.7

It is unclear what the proposed footway widths across the development will be. Inadequate footway width can result in pedestrians walking along carriageway footways to pass each other. The risk of potentially inadequate footways is heightened due to the immediate proximity to a major railway station.

Suggestion:

Ensure an appropriate level of service for all footways in the development.

Response to Item 2.7

The minimum width of footpath throughout the development shall be 1.8m as per DMURS.

Item 2.8

Formal pedestrian crossing points have not been provided along all likely desire lines, which are likely to be frequent due to proximity to the train station. Pedestrians crossing without adequate infrastructure may increase risk of pedestrians being struck by passing vehicles.

Suggestion:

Ensure appropriate pedestrian crossing infrastructure at all desire lines.

Response to Item 2.8

Appropriate pedestrian desire lines are provided.

Item 2.9

Intervisibility between pedestrians and drivers of vehicles approaching pedestrian crossings may be restricted by planning, cycle parking and cars parked in car parking spaces adjacent to the pedestrian crossing locations. A lack of adequate intervisibility may contribute to pedestrian collisions at the pedestrian crossings.

Suggestion:

Ensure adequate intervisibility between pedestrians and motorists is achievable at all pedestrian crossings.

Response to Item 2.9

Appropriate pedestrian inter visibility has been provided.

Item 2.10

It is unclear how pedestrian crossings may tie-in to existing/adjacent pedestrian crossings. Incomplete crossings may result in disorientation of pedestrians with vision impairments, resulting in potentially wandering on front of moving traffic.

Suggestion:

Ensure complete appropriate tactile paving at all crossing points. Ensure appropriate tactile paving at tie-ins to existing infrastructure with completeness throughout.

Response to Item 2.10

This is out the redline of the development.

Item 2.11

There are a number of locations within the basement car parks where visibility at the internal junctions may be restricted by vehicles parked in car parking spaces adjacent to the junction. A lack of adequate visibility may contribute to a side impact collision at these locations.

Suggestion:

Ensure that adequate visibility is provided at all locations within the underground car parks.

Response to Item 2.11

Adequate visibility shall be provided at all locations within the undercroft car park area.

Item 2.12

Bicycle parking is provided throughout the proposed development. However, it is unclear how cyclists can safely access the bicycle parking areas from the proposed internal carriageway.

Suggestion:

Ensure provisions are provided to allow cyclists to safely access the bicycle parking areas.

Response to Item 2.12

Adequate provisions are provided to allow cyclists to safely access the bicycle parking areas.

Item 2.13

Street lighting is not shown to be provided within the proposed development. Road safety would be enhanced with the provision of street lighting

Suggestion:

Provide adequate street within the proposed development.

Response to Item 2.13

Adequate street lighting is provided within the proposed development.

APPENDIX A
STAGE 1/2 ROAD SAFETY AUDIT BY ROADPLAN CONSULTING

26104-01-001

PROPOSED DEVELOPMENT AT BALDOYLE, CO. DUBLIN

Road Safety Audit Stage 1/2

for

CS CONSULTING

On behalf of

HENRY J LYONS

JULY 2026



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Kilkenny.
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DOCUMENT CONTROL SHEET

Project Title	Proposed development at Baldoyle, Co. Dublin
Project No.	26104-01
Document Title	Road Safety Audit Stage 1/2
Document No.	26104-01-001

Status	Author(s)	Reviewed By	Approved By	Issue Date
Draft 1	GH / GF	GF	GF	29/6/2026
Final	GH / GF	GF	GF	17/7/2026

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1. INTRODUCTION

- 1.1 This report describes a Stage 1/2 Road Safety Audit carried out at the proposed development at Baldoyle, Co. Dublin commissioned by CS Consulting on behalf of Henry J Lyons. The audit was carried out on 24th June 2026 in the offices of Roadplan Consulting, Kilkenny.
- 1.2 The audit team members were as follows:
 - George Frisby, BE CEng MIEI
Auditor Number GF51255
 - Glenn Hingerty, BEngSc ME CEng MIEI MCIHT
Auditor Number GH3426816
- 1.3 The audit team members visited the site by day on the 13th June 2026. The audit comprised of an examination of the drawings relating to the scheme supplied by CS Consulting and an examination of the site.
- 1.4 The speed limit at the proposed works location is 30 km/h.
- 1.5 This Stage 1/2 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The team has examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other criteria.
- 1.6 All problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence.
- 1.7 Appendix A contains copies of the audited drawings.

2. STAGE 1/2 AUDIT

2.1 **Problem:** Compromised Stopping Sight Distance

Location: Railway Overbridge Tie-in

The existing tie-in to the railway overbridge may have resulted in reduced Stopping Sight Distance (SSD). It is unclear whether adequate Stopping Sight Distance will be provided at the proposed tie-in arrangement. Restricted Stopping Sight Distance may prevent drivers from perceiving hazards in sufficient time to stop safely, thereby increasing the risk of rear-end collisions

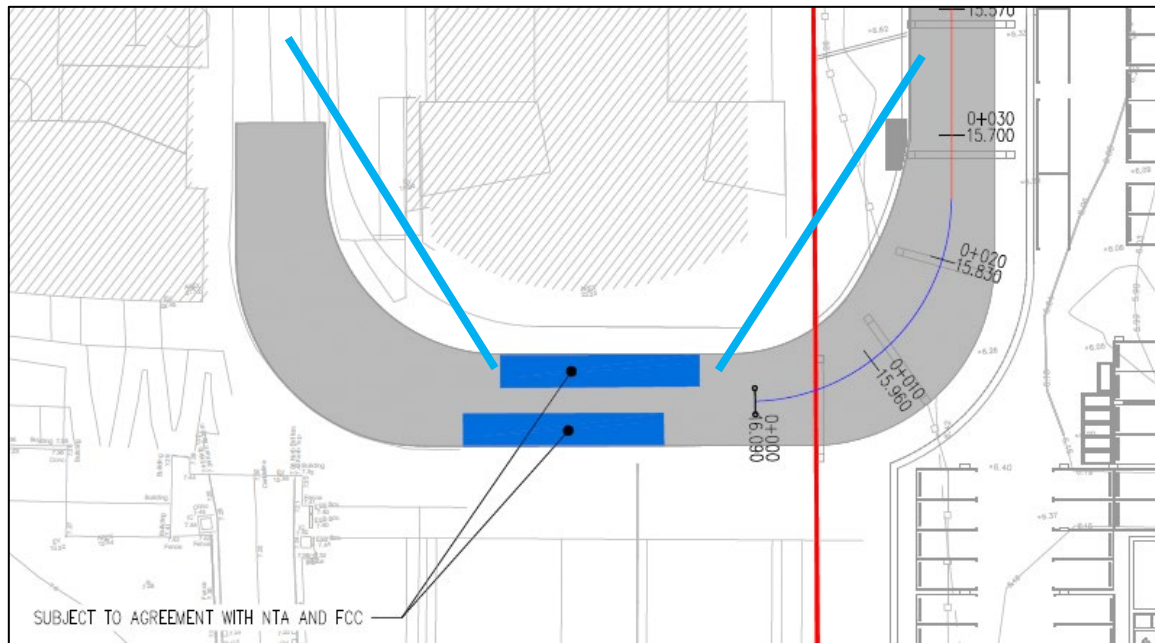


Figure 2.1 – Proposed Tie-in at Railway overbridge



Figure 2.2 – Existing Tie-in at Railway overbridge as observed on site visit

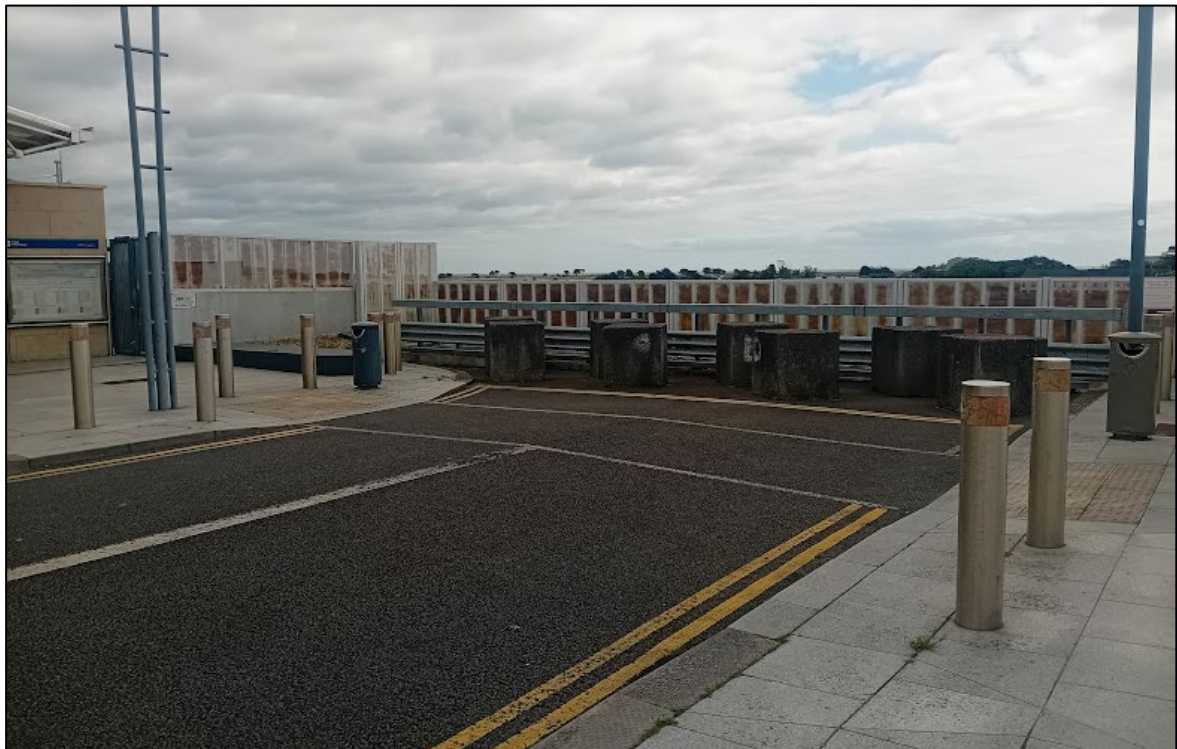


Figure 2.3 – Proposed Tie-in location at Railway overbridge as observed on site visit

Recommendation: Ensure adequate Stopping Sight Distance is provided.

2.2 Problem: Compromised Stopping Sight Distance with proposed Bus Stops

Location: Railway Overbridge Tie-in

The existing tie-in to the railway overbridge may have resulted in reduced Stopping Sight Distance (SSD). It is unclear whether adequate Stopping Sight Distance will be provided at the proposed tie-in arrangement. Compromised Stopping Sight Distance may be exacerbated by operation of proposed bus stops when occupied by buses, especially for Eastbound traffic. This may result in blind overtaking with an increased risk of head on collisions.

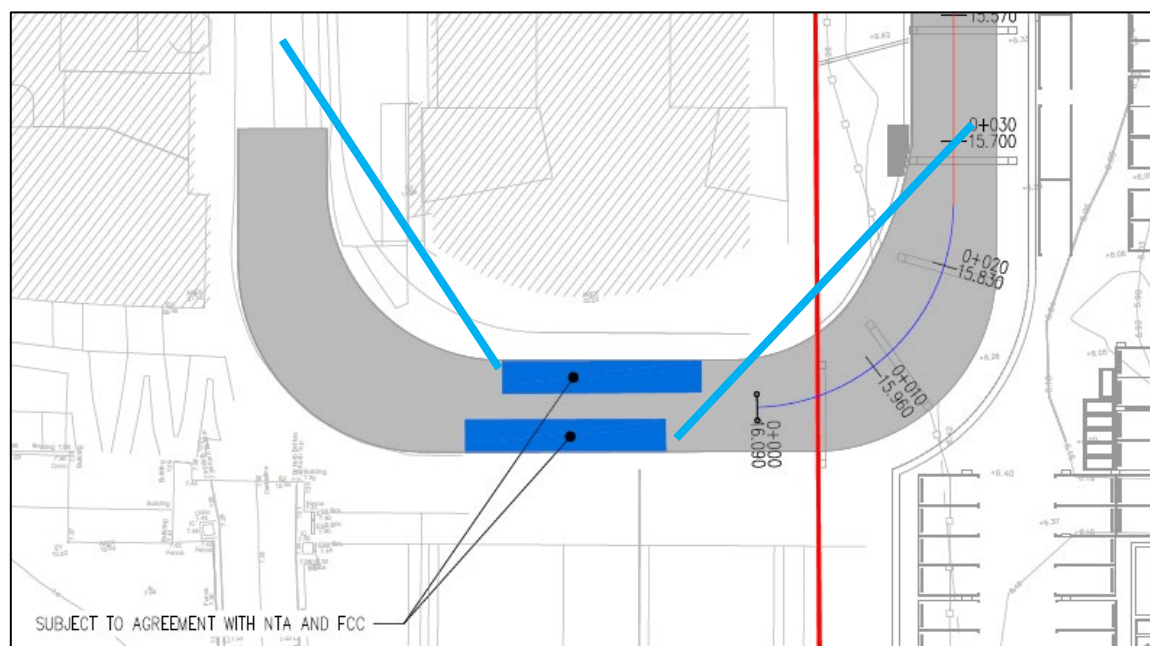


Figure 2.4 – Proposed Bus Stops at Existing Railway overbridge



Figure 2.5 – Existing Tie-in at Railway overbridge as observed on site visit

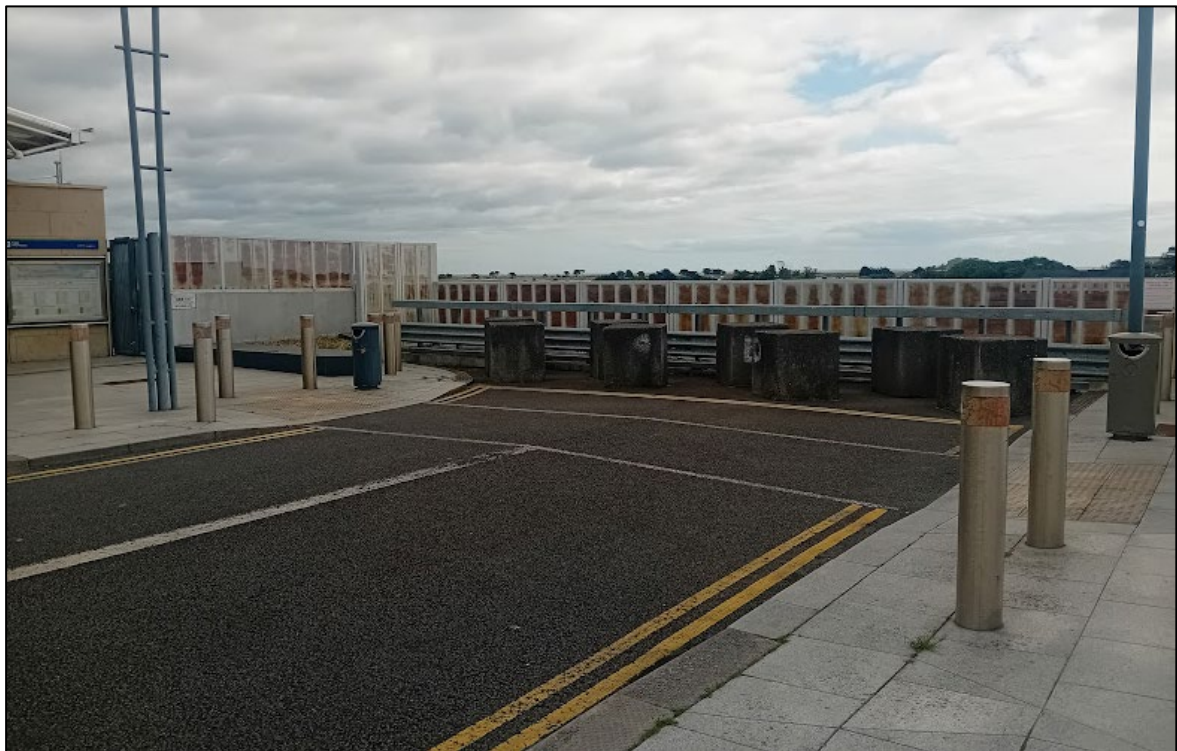


Figure 2.6 – Proposed Tie-in location at Railway overbridge as observed on site visit

Recommendation: Ensure adequate Stopping Sight Distance to buses stopped. Consider additional traffic calming measures including a central reservation to prevent overtaking.

2.3 **Problem:** Compromised Carriageway Space

Location: Stapolin Rise

Proposed Trees overhanging on Stapolin Rise may encourage overrunning of the central line, resulting in an increased risk of sideswipe collisions.

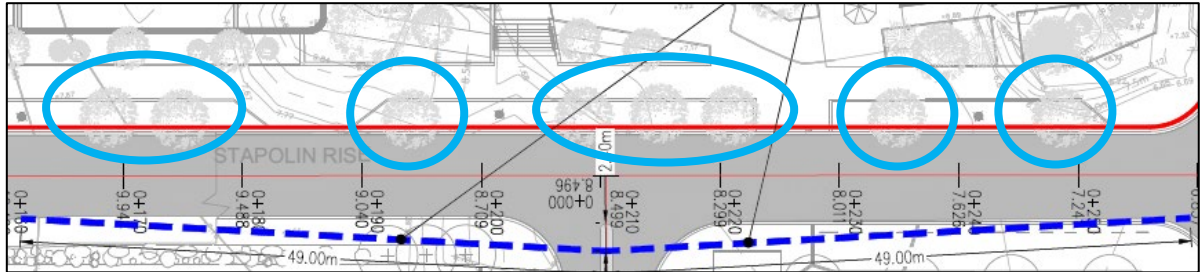


Figure 2.7 – Proposed Overhanging Trees

Recommendation: Ensure adequate street space for all vehicle movements. Select appropriate trees in conjunction with an Arborist. Ensure adequate maintenance of trees.

2.4 **Problem:** Compromised Junction Sightlines

Location: Various

Proposed visibility splays may be obscured by proposed trees, cycle parking and vehicles parked in adjacent parking bays. Compromised visibility splays may result in an increased risk of vehicular collisions.

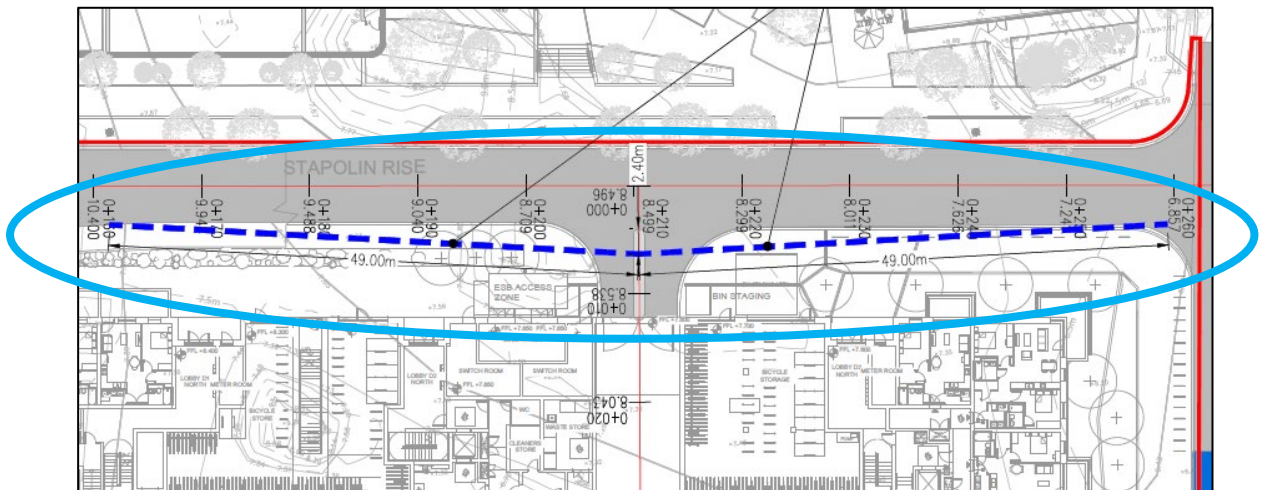


Figure 2.8 – Proposed Sightlines with obstructions - Overhanging Trees

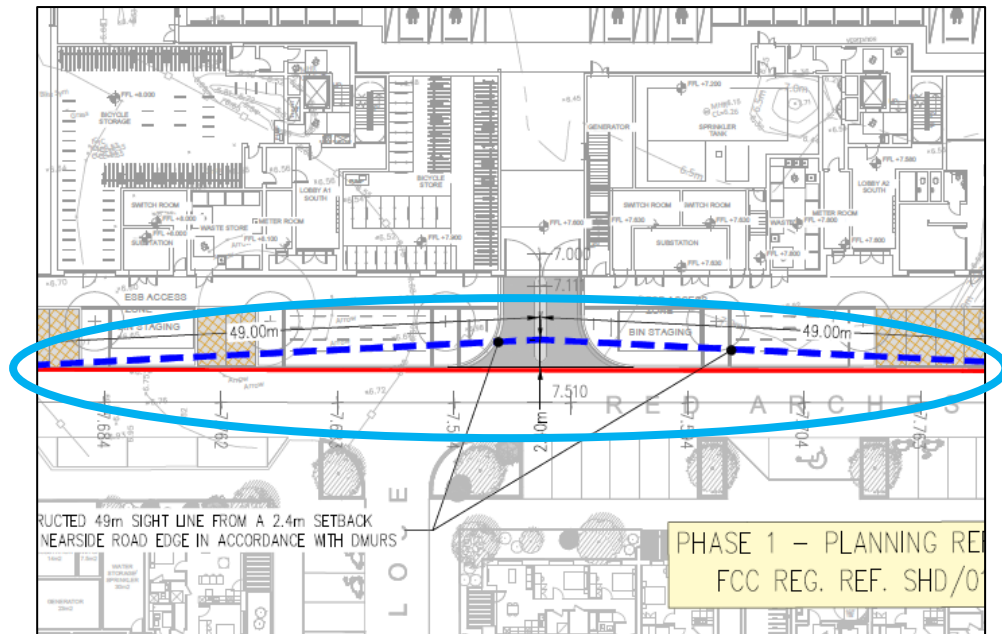


Figure 2.9 – Proposed Sightlines with obstructions – Parking bays

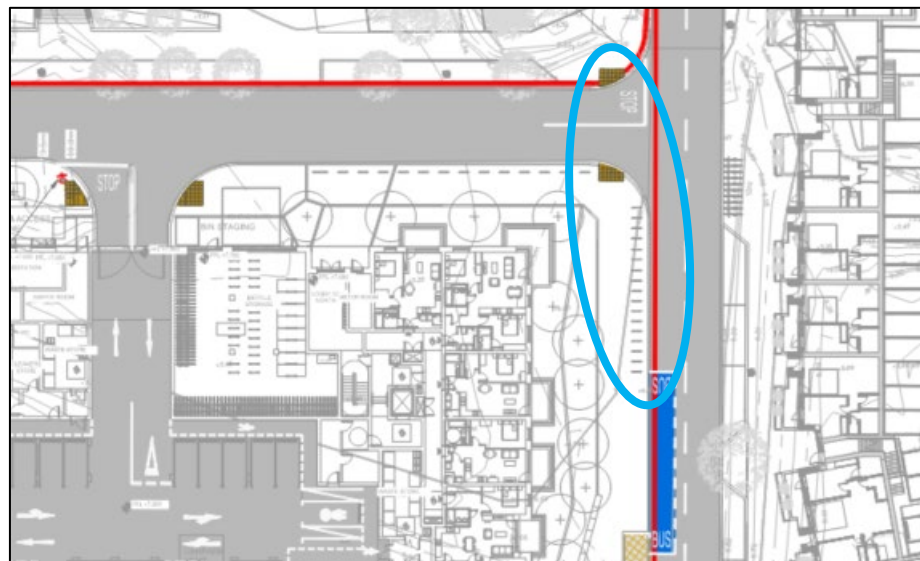


Figure 2.10 – Proposed Sightlines with obstructions – Cycle Parking

Recommendation: Ensure all visibility splays are free of obstructions.

2.5 **Problem:** Refuse Collection

Location: Various

It is unclear how refuse collections will occur in reality. Bin storage on footways may compromise junction intervisibility and/or result in disorientation for pedestrians with vision impairments, potentially resulting in them wandering along carriageways and being struck by moving vehicles.

Recommendation: Ensure an appropriate Refuse Collection Strategy which won't compromise junction intervisibility or result in bin storage along pedestrian routes/desire lines.

2. 6 **Problem:** EV Chargers

Location: Various

It is unclear how EV Charging spaces will operate in reality. Trailing charging leads can pose a tripping hazard, especially at nighttime and/or for pedestrians with vision or mobility impairments.



Figure 2.11 – Proposed EV Chargers

Recommendation: Ensure layout of EV charging space do not pose navigational challenges.

2. 7 **Problem:** Pedestrian Level of Service

Location: Various

It is unclear what the proposed footway widths across the development will be. Inadequate footway width can result in pedestrians walking along carriageway footways to pass each other. The risk of potentially inadequate footways is heightened due to the immediate proximity to a major railway station.

Recommendation: Ensure an appropriate level of service for all footways in the development.

2.8 Problem: Pedestrian Desire Lines

Location: Various

Formal pedestrian crossing points have not been provided along all likely desire lines, which are likely to be frequent due to proximity to the train station. Pedestrians crossing without adequate infrastructure may increase risk of pedestrians being struck by passing vehicles.

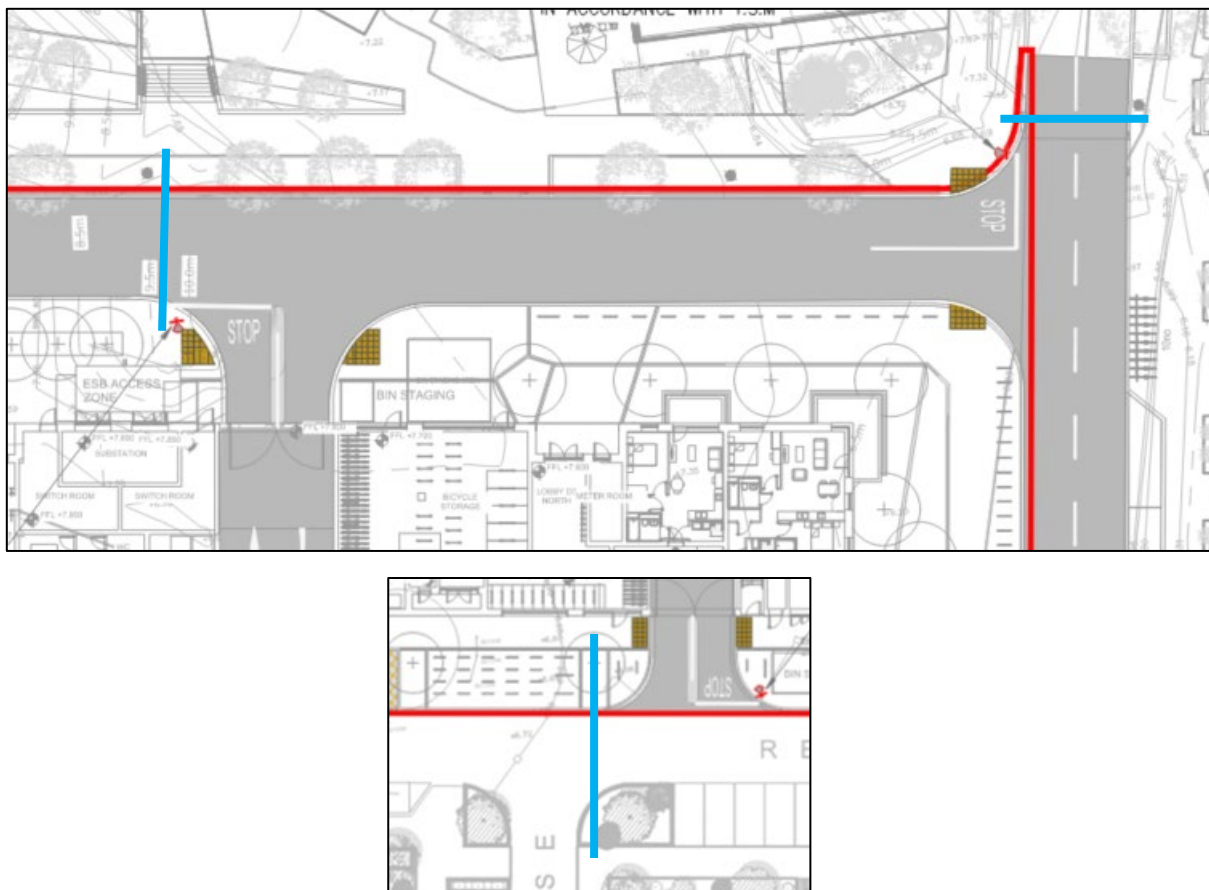


Figure 2.12 – Pedestrian Desire Lines with no Infrastructure

Recommendation: Ensure appropriate pedestrian crossing infrastructure at all desire lines.

2.9 Problem: Pedestrian Crossing Points - Intervisibility

Location: Various

Intervisibility between pedestrians and drivers of vehicles approaching pedestrian crossings may be restricted by planning, cycle parking and cars parked in car parking spaces adjacent to the pedestrian crossing locations. A lack of adequate intervisibility may contribute to pedestrian collisions at the pedestrian crossings.

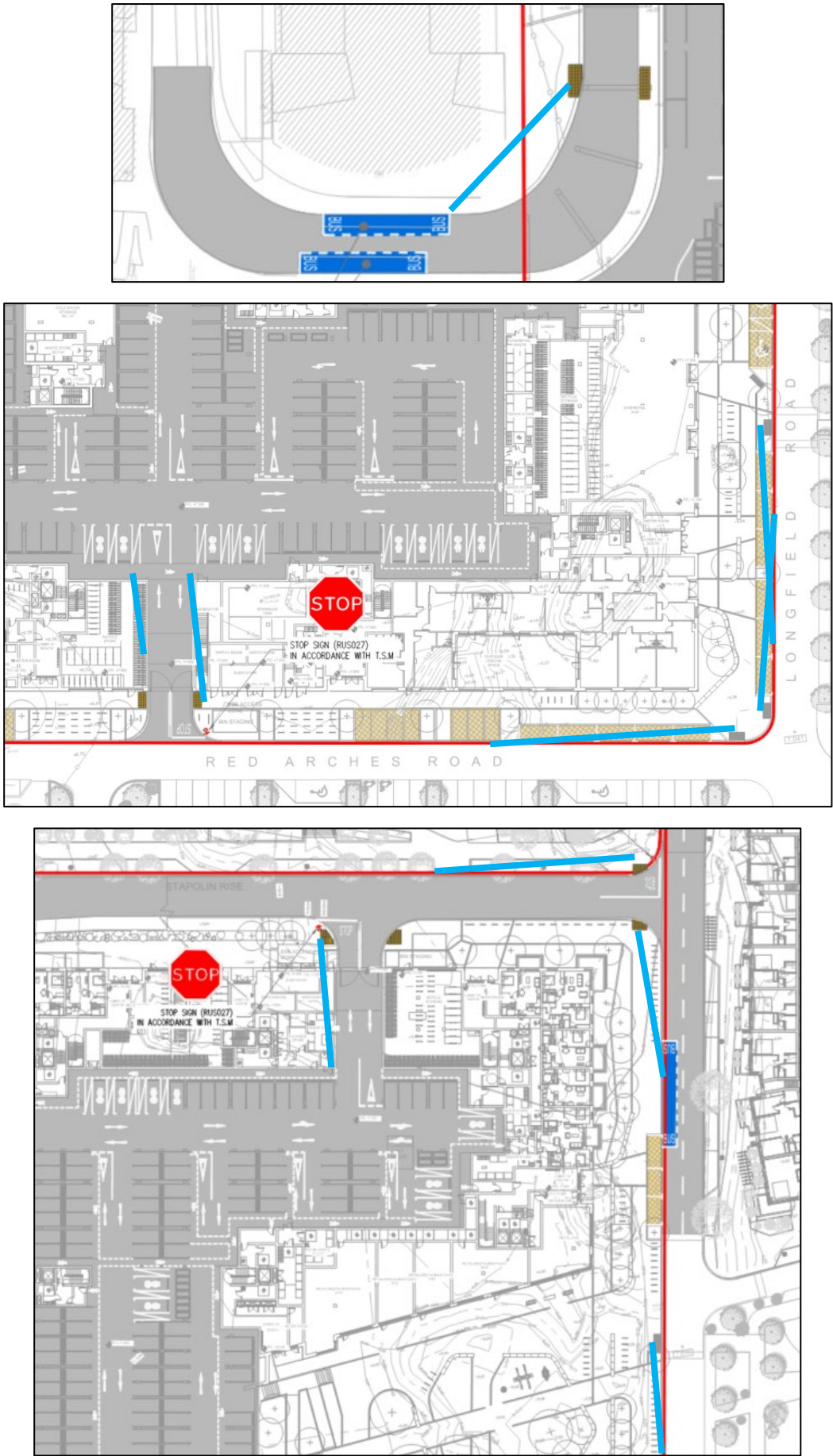


Figure 2.13 – Pedestrian Crossings with restricted Intervisibility

Recommendation: Ensure adequate intervisibility between pedestrians and motorists is achievable at all pedestrian crossings.

2. 10 **Problem:** Tactile Paving - Completeness

Location: Various

It is unclear how pedestrian crossings may tie-in to existing/adjacent pedestrian crossings. Incomplete crossings may result in disorientation of pedestrians with vision impairments, resulting in potentially wandering on front of moving traffic.



Figure 2.14 – Incomplete pedestrian crossings nearby

Recommendation: Ensure complete appropriate tactile paving at all crossing points. Ensure appropriate tactile paving at tie-ins to existing infrastructure with completeness throughout.

2. 11 **Problem:** Junction Visibility

Location: Basement Carpark

There are a number of locations within the basement carpark where visibility at the internal junctions may be restricted by vehicles parked in car parking spaces adjacent to the junction. A lack of adequate visibility may contribute to a side impact collision at these locations.

Recommendation: Ensure that adequate visibility is provided at all locations within the underground car parks.

2. 12 **Problem:** Access to Bicycle Parking Areas

Location: Various

Bicycle parking is provided throughout the proposed development. However, it is unclear how cyclists can safely access the bicycle parking areas from the proposed internal carriageway.

Recommendation: Ensure provisions are provided to allow cyclists to safely access the bicycle parking areas.

2. 13 **Problem:** Street Lighting

Location: Various

Street lighting is not shown to be provided within the proposed development. Road safety would be enhanced with the provision of street lighting.

Recommendation: Provide adequate street within the proposed development.

3. AUDIT TEAM STATEMENT

- 3.1 We certify that we have examined the drawings listed in Appendix A and have inspected the site. This examination has been carried out with the sole purpose of identifying any features of the scheme that could be removed or modified to improve the safety of the scheme.

Signed.....  George Frisby

Date 24th June 2026.....

Signed  Glenn Hingerty

Date 24th June 2026.....

4. SAFETY AUDIT FEEDBACK FORM

Scheme: Proposed development at Baldoyle, Co. Dublin

Document Number: 26104-01-001

Audit Stage: Stage 1/2

Date Audit Completed: 24th June 2026

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure Accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Yes	Yes	Adequate Stopping sight distance will be provided.	-----
2.2	Yes	No	The solid road marking indicates that no overtaking is permitted. In addition, there is an existing pedestrian crossing point which will warn road users and act as a traffic calming measure.	Yes
2.3	Yes	Yes	-----	-----
2.4	Yes	Yes	-----	-----
2.5	Yes	Yes	-----	-----
2.6	Yes	Yes	-----	-----
2.7	Yes	Yes	-----	-----
2.8	Yes	Yes	-----	-----
2.9	Yes	Yes	-----	-----
2.10	No	No	This lies outside the red line boundary of the development	Noted
2.11	Yes	Yes	-----	-----
2.12	Yes	Yes	-----	-----
2.13	Yes	Yes	-----	-----

Safety Audit

Signed off

Design Team Leader

Print Name

Date

09/7/2026

Safety Audit

Signed off **Employer**

Print Name

Date

Safety Audit
Signed off **Audit Team Leader**

George Frisby

Print Name George Frisby

Date 10/7/2026

Please complete and return to:

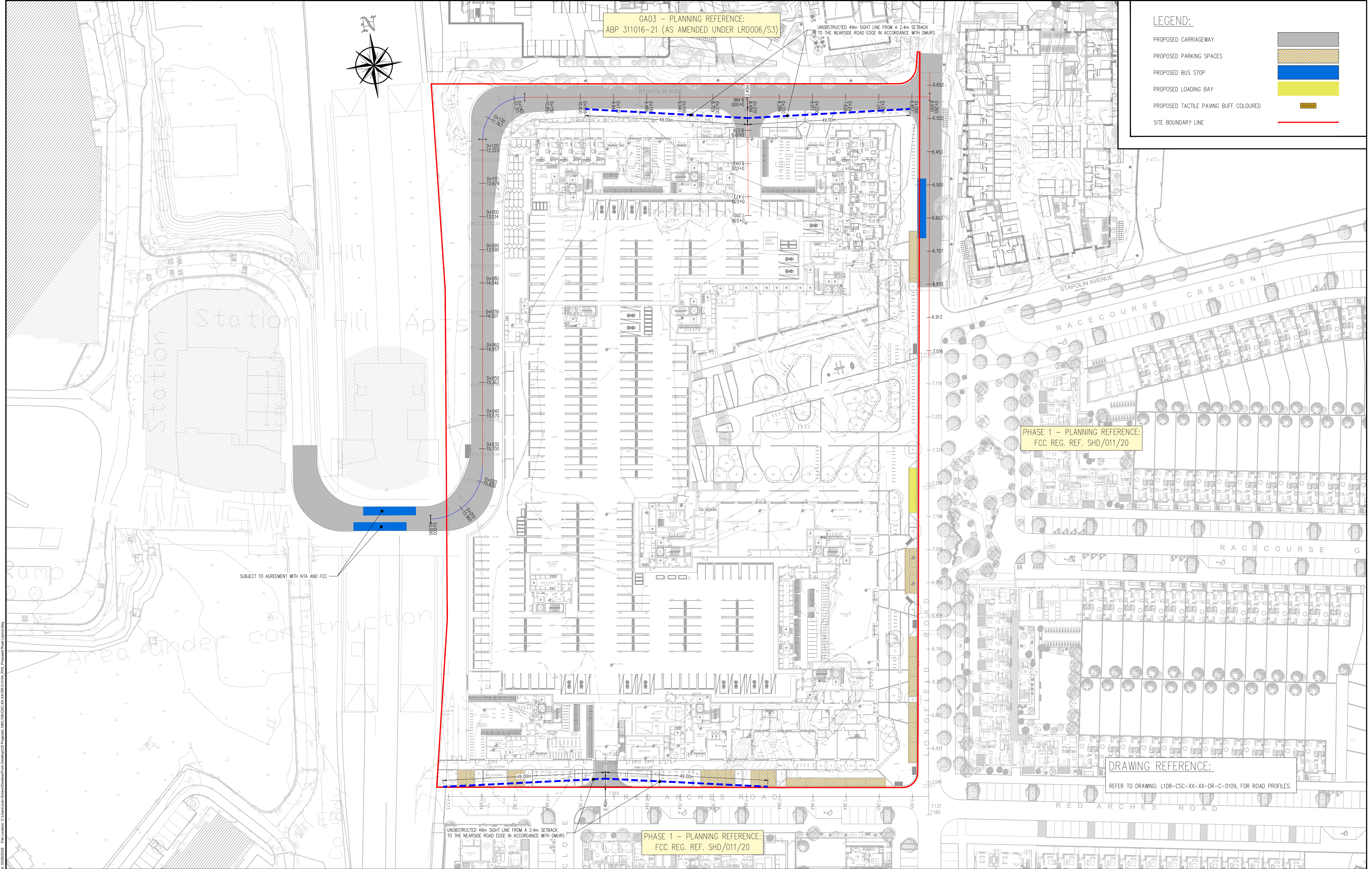
Roadplan Consulting,
7, Ormonde Road
Kilkenny
E-mail: info@roadplan.ie

APPENDIX A

List of Drawings Examined

The following drawings have been provided electronically in PDF format by CS Consulting and are appended here.

Drawing Number	Rev	Drawing Title
L108-CSC-XX-XX-DR-C-0104	P3.1	Proposed Road Layout
L108-CSC-XX-XX-DR-C-0105	P4.1	Proposed Road Markings & Traffic Signs
L108-CSC-XX-XX-DR-C-0106	P3.1	Swept Path Analysis – EV Bus
L108-CSC-XX-XX-DR-C-0107	P3.1	Swept path Analysis – Fire Tender & Refuse Vehicle
L108-CSC-XX-XX-DR-C-0129	P01.1	Swept Path Analysis - Undercroft



LEGEND:

- PROPOSED CARRIAGEWAY
- PROPOSED PARKING SPACES
- PROPOSED BUS STOP
- PROPOSED LOADING BAY
- PROPOSED TACTILE PAVING BUFF COLOURED
- SITE BOUNDARY LINE

GA03 – PLANNING REFERENCE:
ABP 311016-21 (AS AMENDED UNDER LR0006/S3)

UNOBSTRUCTED 49m SIGHT LINE FROM A 2.4m SETBACK
TO THE NEARSIDE ROAD EDGE IN ACCORDANCE WITH DMURS

PHASE 1 – PLANNING REFERENCE:
FCC REG. REF. SHD/011/20

DRAWING REFERENCE:

REFER TO DRAWING: L108-CSC-XX-XX-DR-C-0109, FOR ROAD PROFILES.

PHASE 1 – PLANNING REFERENCE:
FCC REG. REF. SHD/011/20

INFORMATION ONLY

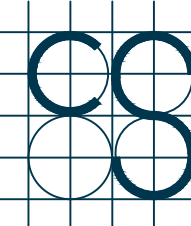
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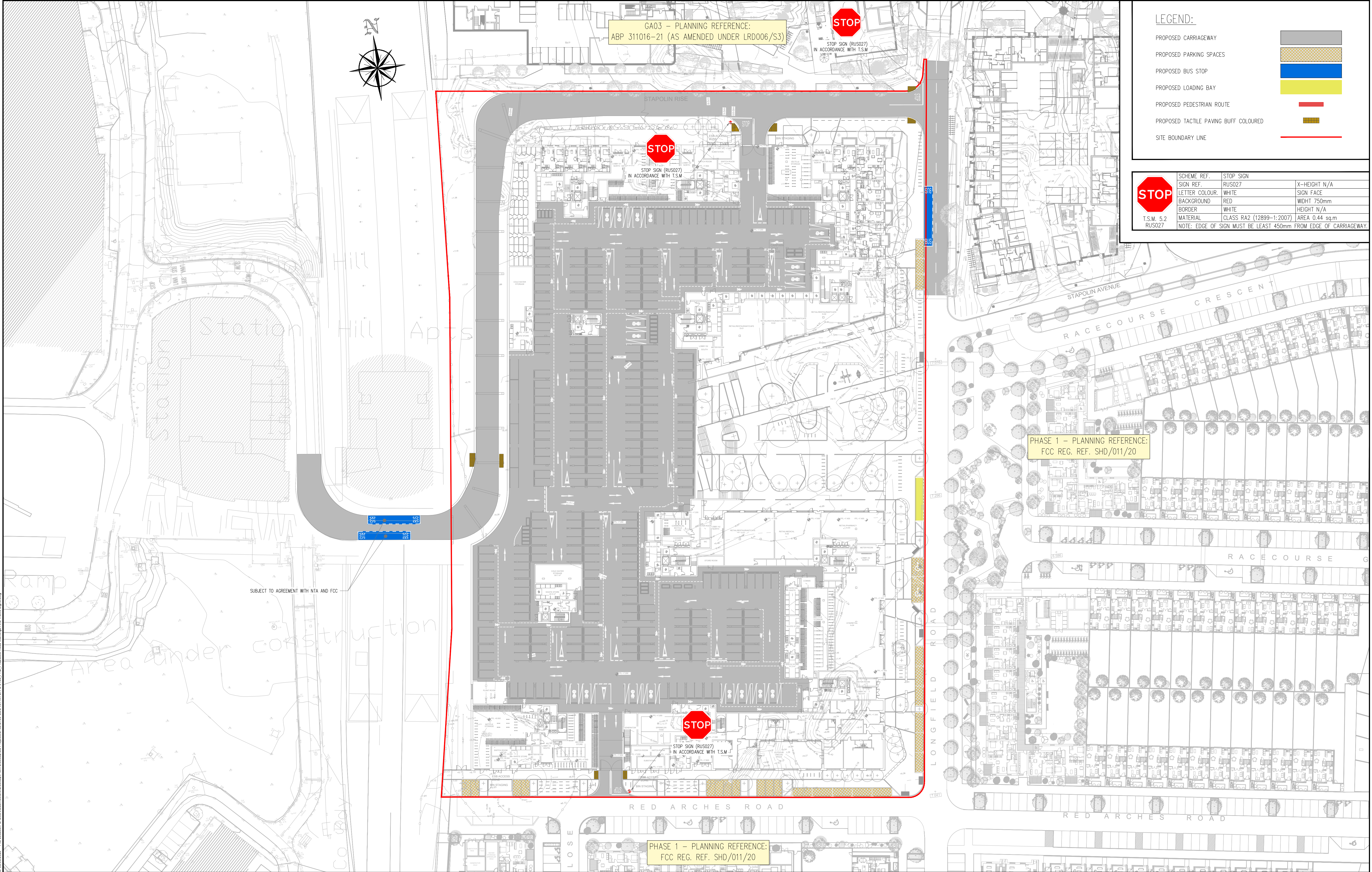
- For setting out refer to Architect's drawings.
- This drawing to be read in conjunction with all other Architectural and Engineering drawings and all other relevant drawings and Specifications.
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REV	DESCRIPTION	DRN. BY	CHK. BY	DATE
P1	DRAFT ISSUE	JS	LJ	16.01.2026
P2	ISSUED FOR STAGE 2 LR0 OPINION	JS	LJ	05.02.2026
P3.1	ISSUED FOR INFORMATION	JS	FD	05.06.2026

PROJECT	Blocks A and D, Baldoye, Co. Dublin
CLIENT	LDA
JOB No.	L108
DRAWING No.	L108-CSC-XX-XX-DR-C-0104
STATUS	S2 - Shared (Information)
TITLE	Proposed Road Layout

	CS CONSULTING	
	Civil, Structural & Traffic Engineering	
Head Office: 19-22 Dame Street, Dublin 2. t: +353 (0)1 5460363 e: info@csconsulting.ie w: www.csconsulting.ie		
DRAWN BY	CHKED BY	REVISION
JS	LJ	P3.1
SCALE	DATE	
1:500 @ A0	DEC 2025	

Last saved by: Jim.Sullivan (05/06/2026) File Location: C:\Users\Jim.Sullivan\Desktop\From Desktop\CS Projects\1108\1108-CSC-XX-XX-DR-C-0108_P108_Proposed Road Markings And Traffic Signs.dwg Last Printed: 06/06/2026



LEGEND:

- PROPOSED CARRIAGEWAY
- PROPOSED PARKING SPACES
- PROPOSED BUS STOP
- PROPOSED LOADING BAY
- PROPOSED PEDESTRIAN ROUTE
- PROPOSED TACTILE PAVING BUFF COLOURED
- SITE BOUNDARY LINE



SCHEME REF.	STOP SIGN	
SIGN REF.	RUS027	X-HEIGHT N/A
LETTER COLOUR.	WHITE	SIGN FACE
BACKGROUND	RED	WIDTH 750mm
BORDER	WHITE	HEIGHT N/A
MATERIAL	CLASS RA2 (12899-1:2007)	AREA 0.44 sq.m
NOTE: EDGE OF SIGN MUST BE AT LEAST 450mm FROM EDGE OF CARRIAGEWAY.		

INFORMATION ONLY

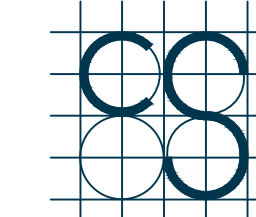
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REV	DESCRIPTION	DRN. BY	CHK. BY	DATE
P1	DRAFT ISSUE	JS	LJ	16.01.2026
P2	ISSUED FOR STAGE 2 LRD OPINION	JS	LJ	05.02.2026
P3	ISSUED FOR STAGE 2 LRD OPINION	TR	LJ	20.05.2026
P4.1	ISSUED FOR INFORMATION	JS	FD	05.06.2026

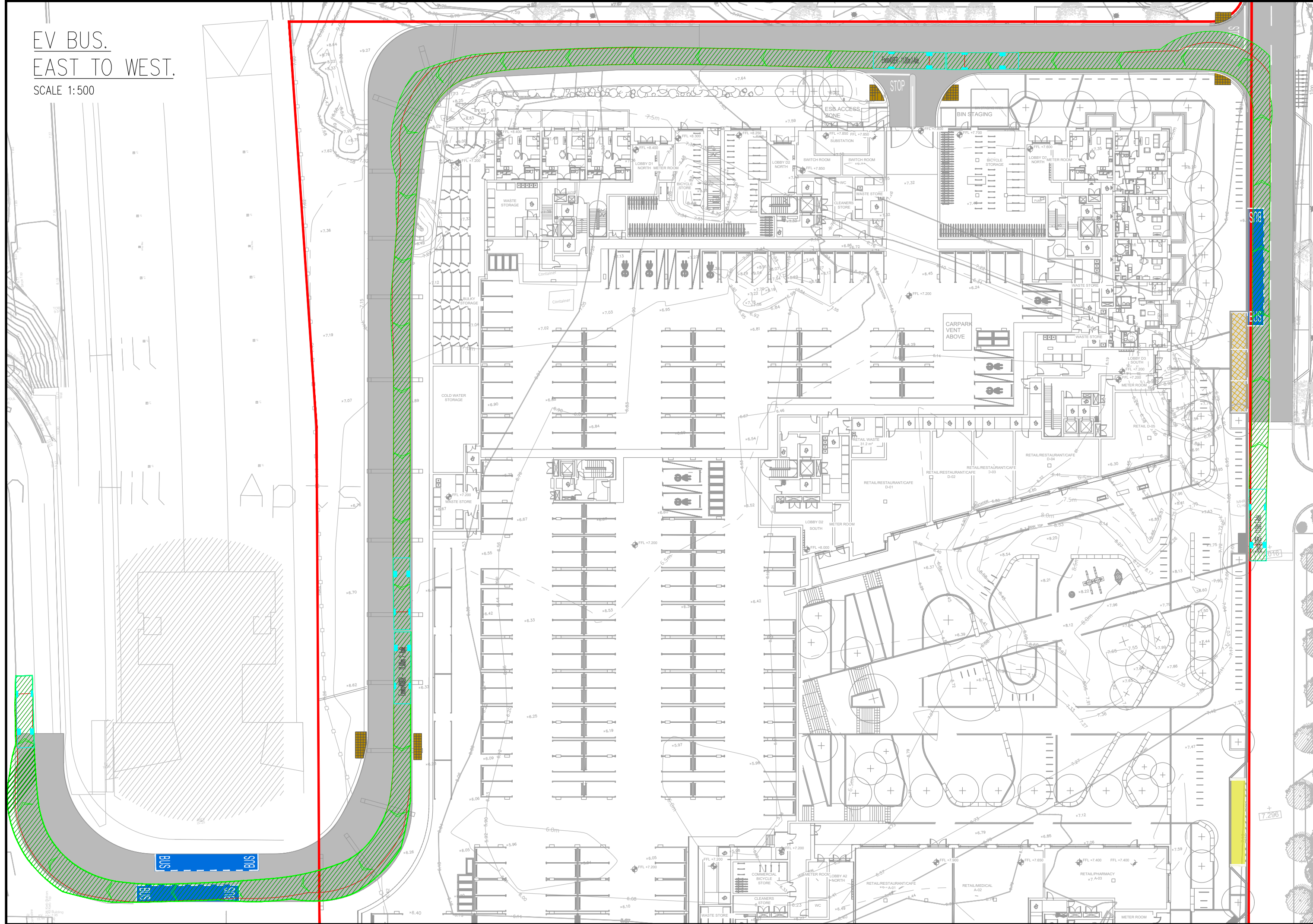
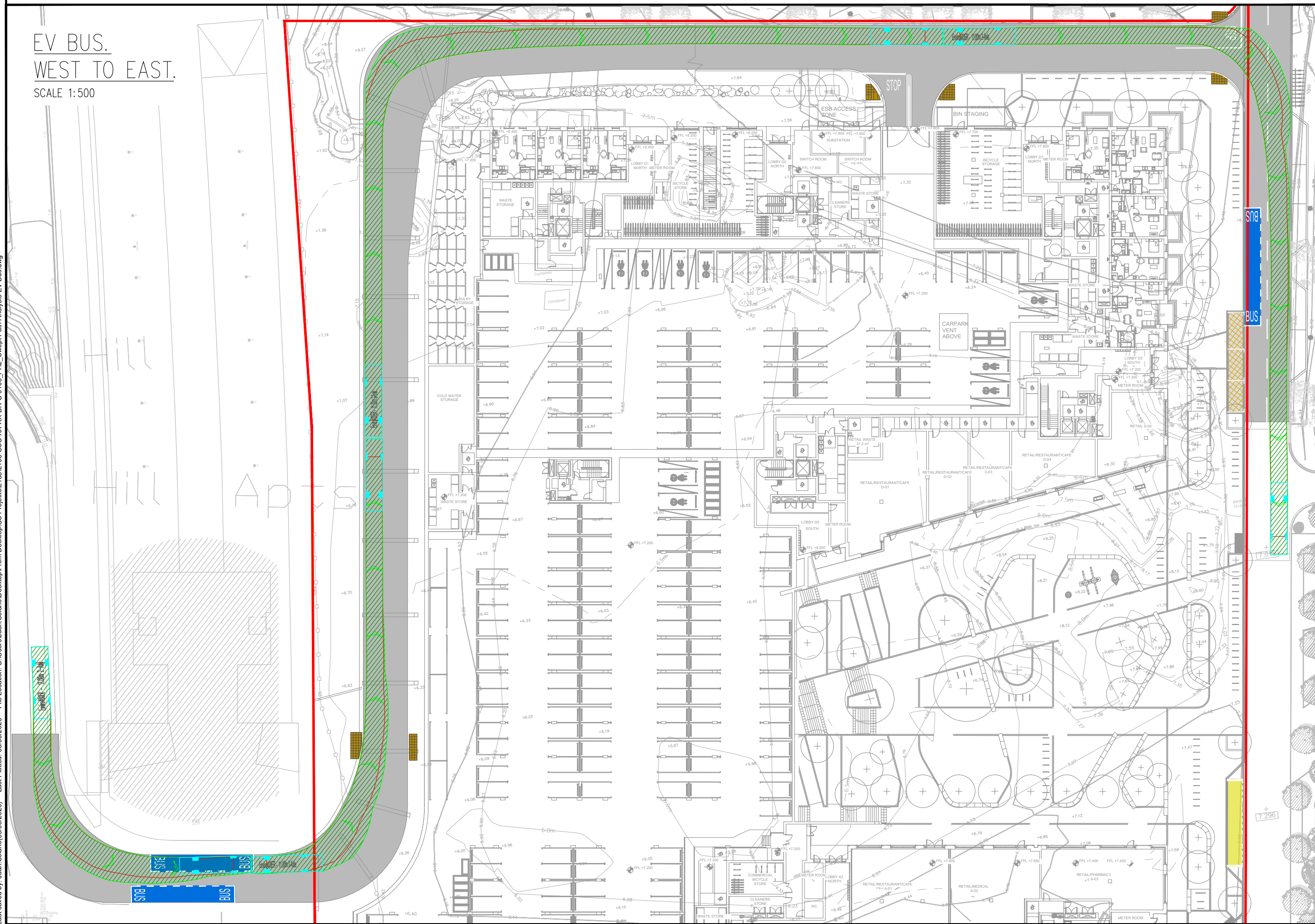
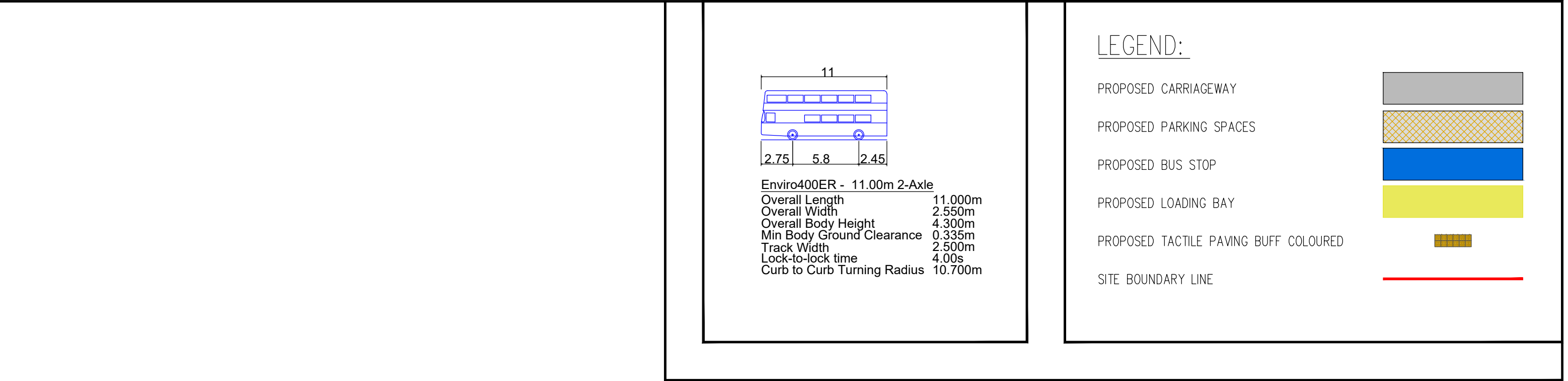
PROJECT	Blocks A and D, Baldoye, Co. Dublin
CLIENT	LDA
JOB No.	L108
DRAWING No.	L108-CSC-XX-XX-DR-C-0105
STATUS	S2 - Shared (Information)
TITLE	Proposed Road Markings & Traffic Signs



CS CONSULTING
Civil, Structural & Traffic Engineering

Head Office: 19-22 Dame Street, Dublin 2.
t: +353 (0)1 5460863 e: info@csconsulting.ie w: www.csconsulting.ie

DRAWN BY	CHKED BY	REVISION
JS	LJ	P4.1
SCALE	DATE	
1:500 @ A1	DEC 2025	



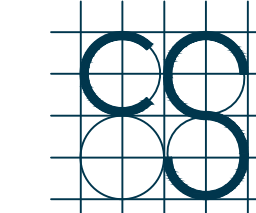
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NOTES

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REV	DESCRIPTION	DRN. BY	CHK. BY	DATE
P1	DRAFT ISSUE	JS	LJ	16.01.2026
P2	ISSUED FOR STAGE 2 LR0 OPINION	JS	LJ	05.02.2026
P3.1	ISSUED FOR INFORMATION	JS	FD	05.06.2026

PROJECT	Blocks A and D, Baldoye, Co. Dublin
CLIENT	LDA
JOB No.	L108
DRAWING No.	L108-CSC-XX-XX-DR-C-0106
STATUS	S2 - Shared (Information)
TITLE	Swept Path Analysis EV Bus.



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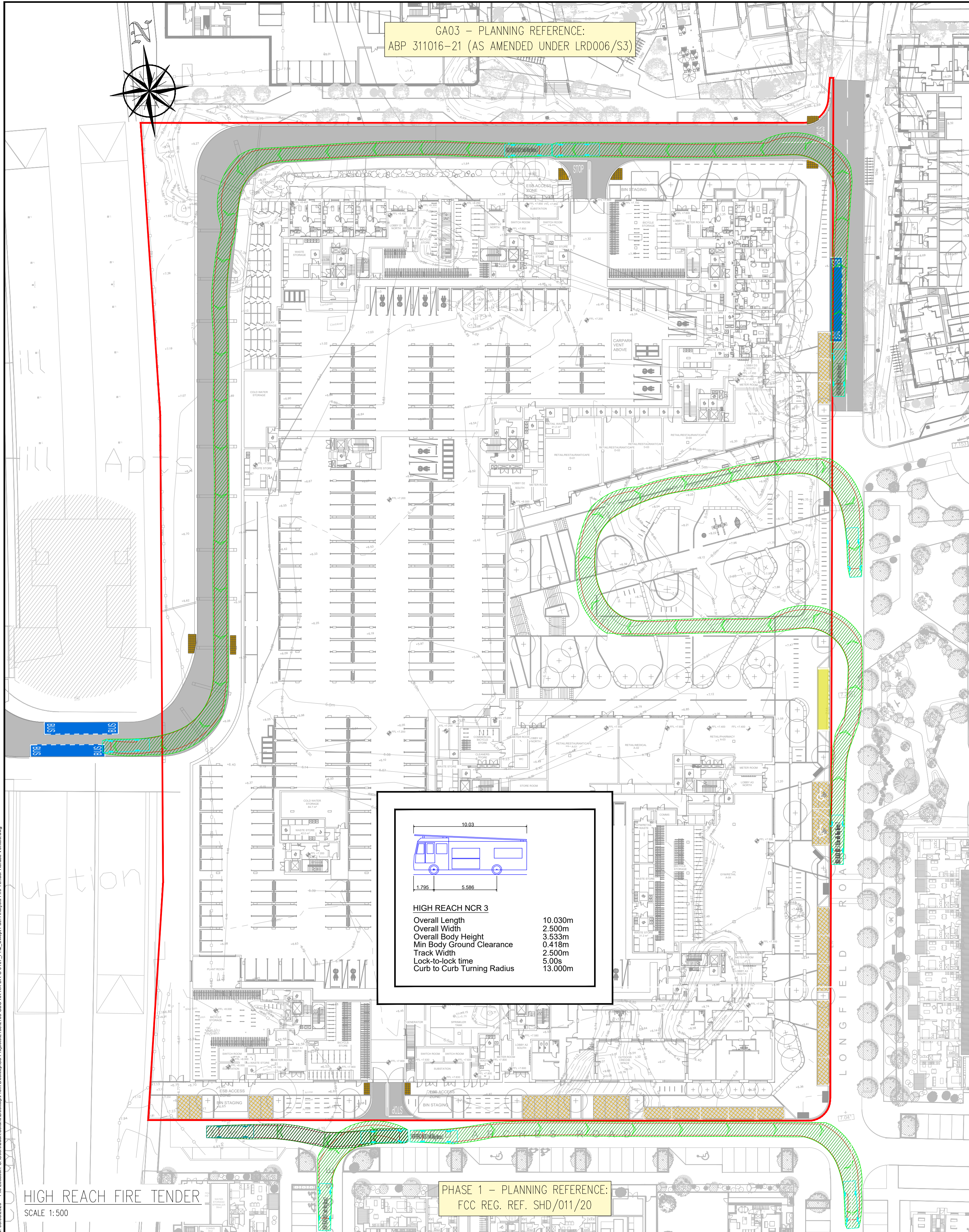
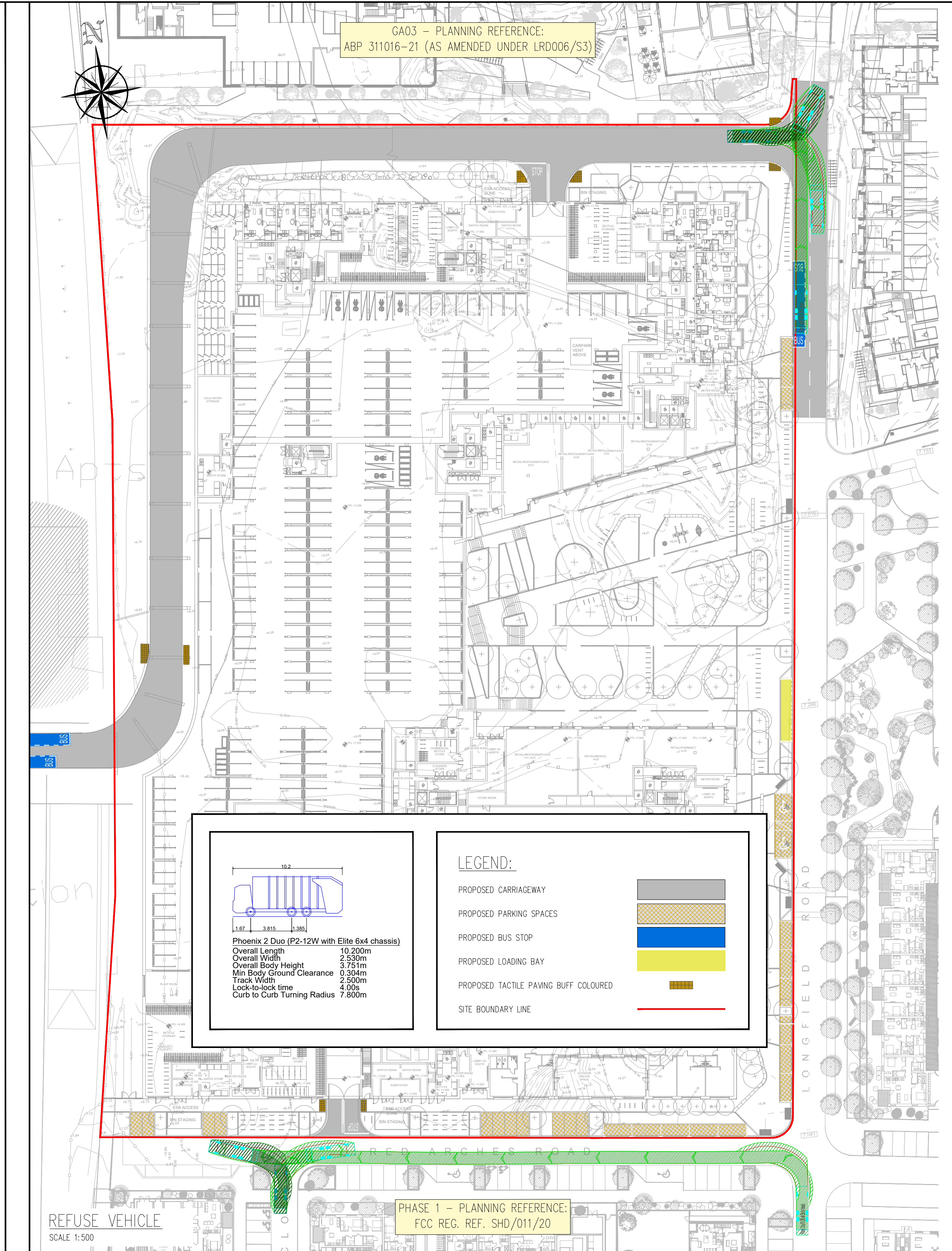
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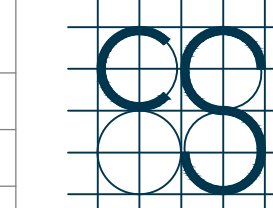


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P1	DRAFT ISSUE	JS	LJ	16.01.2026
P2	ISSUED FOR STAGE 2 LRD OPINION	JS	LJ	05.02.2026
P3.1	ISSUED FOR INFORMATION	JS	FD	05.06.2026

PROJECT	Blocks A and D, Baldoye, Co. Dublin
CLIENT	LDA
JOB No.	L108
DRAWING No.	L108-CSC-XX-XX-DR-C-0107
STATUS	S2 - Shared (Information)
TITLE	Swept Path Analysis Fire Tender & Refuse Vehicle

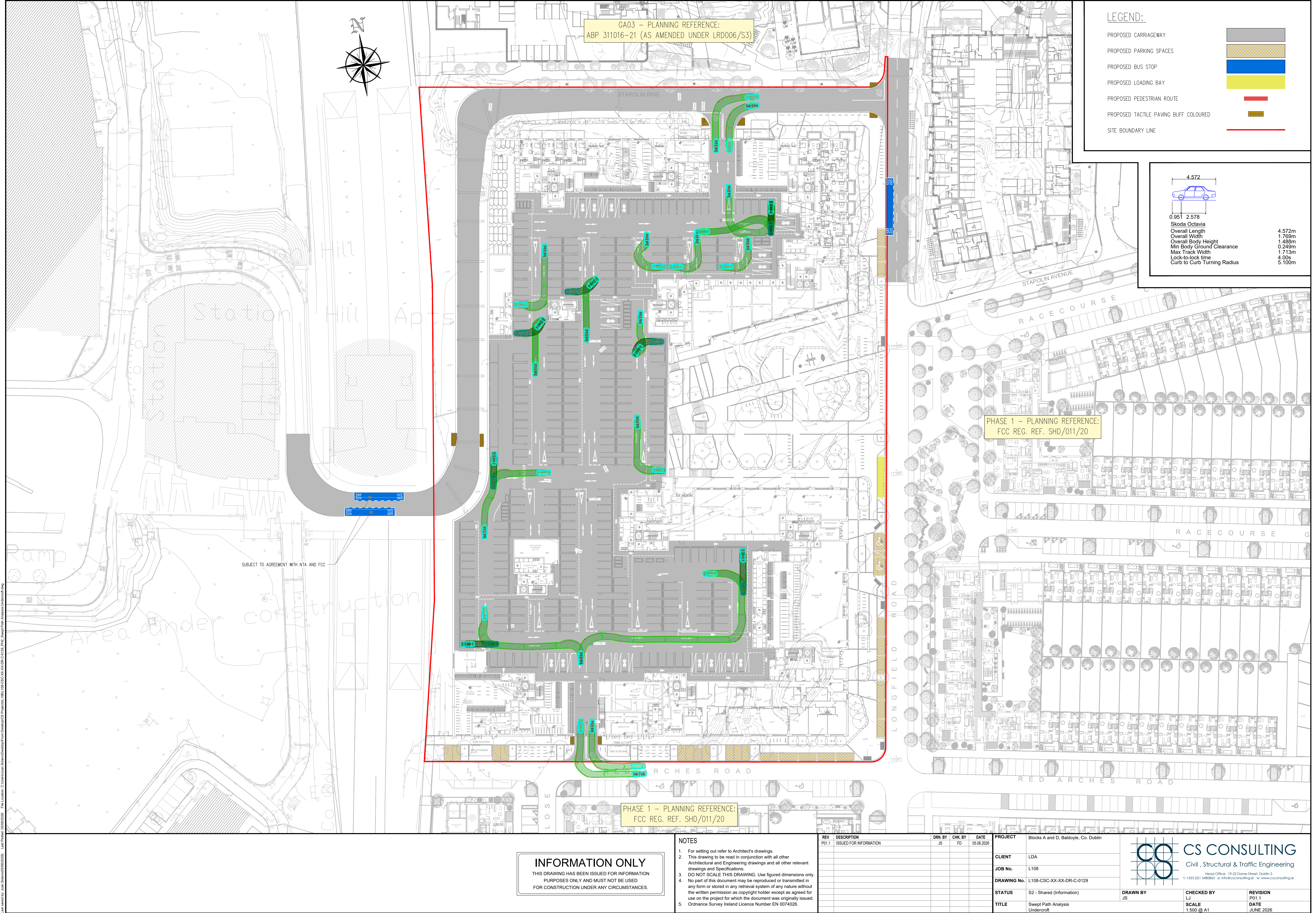


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