

CS CONSULTING  
GROUP

## CS CONSULTING GROUP

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**Sent By:** Email

**Job Ref:** C130

A - LJ

**Date:** 23-Aug-22

**RE: Proposed Residential Development at Flemington Lane, Balbriggan, Co. Dublin.**  
**DMURS Statement of Consistency**

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by Kinvara Property Ltd. to develop a DMURS Statement of Consistency to accompany a planning application for a proposed Residential Development at Flemington Lane, Balbriggan, Co. Dublin.

The proposed development comprises of 127no. residential units (14no. 2-bed dwelling units, 47no. 3-bed dwelling units, 4no. 4-bed dwelling units, 31no. 2-bed duplex units, and 31no. 3-bed duplex units) surface car parking (211 no. spaces in total, including accessible spaces); electric vehicle charging points; bicycle parking (long and short stay spaces for duplex) including visitor spaces. The development also includes a two storey creche of 528sqm with 9no. dedicated car parking (including 2no. disabled persons spaces) and secure open play space.

### Applicable Standards and Guidance Documents

The proposed scheme has been designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2019)
- Fingal Development Plan 2017–2023
- TII Design Standards (formerly the Design Manual for Roads and Bridges)
- National Cycle Manual (2011).

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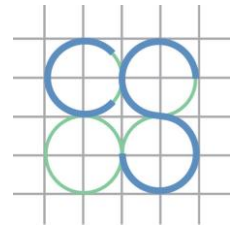
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## 1.0 DEVELOPMENT ACCESS

The proposed vehicular access shall be via a new priority junction on Flemington Lane, on the north-western boundary of the subject development. An unobstructed sightline of 90m shall be achieved along both directions of Flemington Lane, as measured from a set-back of 3.0m in accordance with TII DN-GEO-03043 'Geometric Design of Major/Minor Priority Junctions' to ensure a high level of visibility and safety at the access. Dropped kerbs and tactile paving will be provided across development access junction.

Refer to the architect's layout and to CS Consulting drawing **FLEM-CSC-ZZ-XX-DR-C-0002** for further details of the development's access arrangements.

## 2.0 INTERNAL ROAD LAYOUT AND ROAD HIERARCHY

The proposed development road network is a grid formation with dwellings aligned on both the north-south and east-west aligned streets. All roads within the development shall have a width of 5.5m.

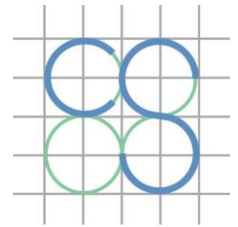
127no. houses and their associated car parking spaces within the development shall be accessed directly from this grid formation.

Raised tables shall be provided at the internal junctions between streets, to provide traffic calming measures and improve pedestrian permeability. The arrangement of perpendicular parking, both on-street and in-curtilage, accessed directly from the development streets shall also discourage high vehicle speeds along the development's main artery.

The objectives of the development's internal layout design are:

- to ensure ease of access for emergency services and for refuse collection and servicing operations;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.;
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children.

Design measures have been implemented to support the above objectives in accordance with the core principles of the Design Manual for Urban Roads and Streets (DMURS). In accordance with DMURS, kerb radii at internal local street junctions shall have been restricted to a maximum of 4.5m.



Refer to the architect's layout and to CS Consulting drawing **FLEM-CSC-ZZ-XX-DR-C-0002** for further details of the development's internal road network.

### 3.0 PEDESTRIANS AND CYCLISTS

The provision of good permeability for pedestrians and cyclists, as well as efficient access to public transport, are all key objectives of the proposed development layout.

There are no cycle lanes currently present in the vicinity of the subject development site. According to the Network Plan for the Greater Dublin Area, a primary/secondary route is proposed along Flemington Lane in the vicinity of the development site, on the northern boundary. This route, once implemented, will improve cyclist access into Balbriggan town centre, further promoting sustainable means of travel.



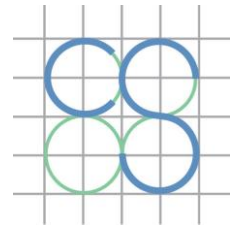
**Figure 1 – Cycle Network Plan proposals**  
(source: NTA)

### 4.0 TRAFFIC CALMING MEASURES

The final development layout will incorporate features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, kerb buildouts, 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.

Dated design elements that reflect poor design standards (such as wide roads, long straights or sweeping curves, unnecessarily large junction corner radii, and large junction visibility splays) are omitted to the extent possible within the site layout, to reduce vehicle speeds within the development.

The objectives of the site layout design are:



- to keep vehicle speeds low;
- to minimise the intrusion of vehicle traffic;
- to ensure ease of access for emergency services;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.; and
- to 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 in the design include:

- designated and marked pedestrian crossing points;
- smaller corner radii;
- the arrangement of on-street parking;
- horizontal alignment constraints to restrict vehicle speeds;
- vertical deflections (raised tables) at internal junctions;
- landscaping to frame vehicle sightlines internally; and
- a road design for a maximum vehicle speed of 30km/h.

Raised tables will be provided at the internal junctions of the local access streets, to provide traffic calming measures and improve pedestrian permeability.

The internal layout of the proposed development will incorporate numerous design features such as distinctive surface materials and colours, strong landscaping proposals and modern furniture structures, in order to establish a sense of place within a neighbourhood environment.

**Linganand Jewargi**

Civil & Traffic Engineer

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**for Cronin & Sutton Consulting**