



LRD Opinion Response - Transportation

Proposed Large-scale Residential Development Planning
Application-no. 1 at Flemington Lane, Balbriggan, Co. Dublin.

August 2026

Waterman Moylan Consulting Engineers Limited

Block S, East Point Business Park, Alfie Byrne Road, Dublin D03 H3F4
www.waterman-moylan.ie

Client Name: Lagan Homes Balbriggan Ltd.
Document Reference: 25-107r.009 LRD Opinion Response
Project Number: 25-107

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
1	27 August 2026	Fernando J. De Maio	Ian Worrell	

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Contents

1. Introduction	2
1.1 Context	2
1.2 Planning Application Details	2
1.3 Format of the Report	2
2. Response to Planning Conditions	3
2.1 Transportation Planning	3
2.1.1 Active Travel Spine	3
2.1.2 New Link Street	4
2.1.3 Flemington Lane Junction and Road Layout	5
2.1.4 Flemington Lane Improvements	5
2.1.5 R132 Connectivity and Access Arrangements	6
2.1.6 Active Travel Hubs	7
2.1.7 Cycling Facilities and Bicycle Parking	7
2.1.8 Car Parking, EV Charging and Sustainable Transport Measures	7
2.1.9 Sightlines, DMURS Compliance Statements, Swept Path Analysis, Road Safety, and Supporting Assessments	7
2.1.10 Proposed Heading: Public Transport Provision and Bus Stops	8

1. Introduction

1.1 Context

This report forms part of a submission to Fingal County Council (FCC), in response to their LRD Opinion for a proposed LRD at Land north of Flemington Lane in the Townlands of Bremore and Flemington, Balbriggan, Co. Dublin. This Report should be read in conjunction with the Response to Opinion Statement by Stephen Ward Town Planning and Development Consultants Limited (SWTP).

1.2 Planning Application Details

Applicant:	Lagan Homes Balbriggan Ltd.
Location:	Flemington Lane, Balbriggan, Co. Dublin
Local Authority:	Fingal County Council
FCC Planning Reference:	LRD0081/S2

1.3 Format of the Report

Section 2 of this report addresses the transportation planning related recommendations included as part of the LRD Opinion. For clarity, a summarised LRD Opinion items are set out in bold italics, with the Applicant's response provided below each item.

2. Response to Planning Conditions

2.1 Transportation Planning

2.1.1 Active Travel Spine

The Transportation Planning Section highlights that the proposed Active Travel Spine is a key element of the Flemington LAP and considers that the current proposal does not provide satisfactory connectivity. It is noted that only part of the Active Travel Spine is proposed as part of the application, whereas the LAP envisages delivery of the full route and associated connections to the R132. The Section requests that the application boundary be extended to include the remaining sections of the Active Travel Spine and all associated works required to provide a continuous active travel connection. Further details are also requested regarding the route design, cross-sections, pavement build-up, crossing facilities and connections to Flemington Lane.

In addition, a review of the proposed unit no. 1 is at the southwest corner of the site is required in order to provide more space for future likely Flemington Lane expansion.

Furthermore, additional crossings on Flemington Lane are required to provide connectivity from Flemington Lane to the Active Travel Spine.

Response:

The proposed Large-scale Residential Development at Flemington Lane, Balbriggan forms part of a wider development strategy for the Flemington LAP lands and has been structured into a number of phases to facilitate the coordinated delivery of infrastructure and development in accordance with the objectives of the Flemington Local Area Plan.

The overall development includes the delivery of the Active Travel Spine, which will provide a strategic active travel connection between Flemington Lane and the R132. The route has also been designed to facilitate potential future connections to adjoining lands to the west, thereby supporting the long-term development objectives of the wider area.

The phased delivery of the Active Travel Spine reflects the overall development strategy for the LAP lands and allows sufficient flexibility to accommodate the future development of adjoining sites. This approach seeks to avoid the need for unnecessary redesign or relocation of sections of the spine route should future development proposals result in amendments to the layout.

Notwithstanding the above, the applicant acknowledges that the Active Travel Spine is a key component of both the proposed development and the Flemington LAP and remains fully committed to its delivery. The remaining sections of the route will be brought forward as part of a future planning application for the balance of the LAP lands.

In response to the comments of the Transportation Planning Section, the proposed layout has been revised to relocate Unit No. 1 and amend the alignment of the Active Travel Spine, thereby safeguarding sufficient space to accommodate any future upgrade of Flemington Lane.

Furthermore, the proposed development includes a series of measures to enhance walking and cycling connectivity along Flemington Lane. Additional pedestrian crossing facilities have been incorporated to improve north-south permeability and facilitate access to the proposed Active Travel Spine. Raised tables are proposed at two locations along Flemington Lane, adjacent to the proposed crèche and close to the

eastern access. These features will act as both traffic-calming measures and controlled pedestrian crossing points, promoting safer movement for pedestrians and cyclists while reducing vehicle speeds.

2.1.2 New Link Street

The Transportation Planning Section raises concerns regarding the proposed alignment and surrounding development of the New Link Street. It is considered that the current layout deviates from the LAP and proposes an excessive number of residential units on the northern and western sides of the route, resulting in increased pedestrian crossing demands on what is intended to function as an important strategic road connection. The Section requests revisions to the layout, together with the submission of a Traffic Impact Assessment outlining anticipated traffic volumes and operational characteristics of the proposed Link Street.

Response:

The LAP strongly emphasises the role of this infrastructure as a Street and this has been the fundamental design cue for the Link Street. The proposed New Link Street generally follows the alignment and function identified within the Flemington LAP, providing a connection between Flemington Lane and the R132. While residential development is proposed along portions of the northern and western sides of the Link Street, the extent of this development is limited and will not adversely affect the operation of the route or compromise its function of the proposed Street within the wider road network.

The proposed Link Street includes a number of traffic-calming measures into its design, including raised tables at key locations, with the objective of reducing vehicle speeds, improving pedestrian priority and enhancing overall road safety and ensuring filtered permeability. The proposal has also been the subject of a Road Safety Audit.

In addition, the proposed New Link Street has been designed in accordance with the principles of the DMURS. The design incorporates an appropriate street hierarchy, pedestrian facilities, traffic-calming measures, landscaping and in-curtilage parking arrangements in order to create a safe and attractive street environment for all road users. Footpaths are provided on both sides of the carriageway and a series of raised tables and crossing points have been incorporated to prioritise pedestrian movements and encourage low vehicle speeds. The overall design seeks to balance the strategic transport function of the route with its role as an integral part of a residential neighbourhood, in accordance with DMURS principles and the objectives of the Flemington LAP. As noted, the LAP repeatedly calls up this item of infrastructure as a Street. Streets normally have two-sided development as this is far more efficient in terms of the cost of the infrastructure and also slows traffic and provides a strong sense of neighbourhood and enclosure rather than providing strong priority for moving vehicles as quickly as possible to the detriment of the residents of the LAP lands.

Having regard to the above, the proposed Link Street is considered capable of fulfilling its primary functions, improving connectivity within the area and facilitating access to existing and future residential neighbourhoods supported by appropriate transport infrastructure.

The Street has also been designed to accommodate bus movements and support the potential provision of public transport services along the route.

A Traffic and Transport Assessment has been prepared and submitted as part of the planning application to assess the impact of the proposed development on both the existing and future road network. The assessment considers the redistribution of existing traffic, the forecast traffic associated with the proposed

development, and the cumulative effects of committed and potential future developments within the area. The assessment concludes that the surrounding road network, including the proposed Link Street, is expected to operate satisfactorily and safely, with no significant transportation impacts identified.

In addition, an independent Quality Audit has been undertaken by Roadplan, and the recommendations arising from that audit have been incorporated into the design of the proposed development where appropriate. It worth noting that the Auditors do not identify any issues with the proposed general arrangement of the proposed development, including development of dwellings on both sides of the street

2.1.3 Flemington Lane Junction and Road Layout

It is noted that the proposed junction arrangement between the New Link Street and Flemington Lane lacks sufficient detail and does not clearly demonstrate the vehicle priority arrangement envisaged within the LAP. The Transportation Planning Section requests additional design information, including detailed drawings showing the proposed junction layout, raised tables, traffic calming measures, road realignment works and vehicle priority arrangements. Concerns are also raised regarding the location of Unit No. 1 and the Active Travel Spine close to the existing road edge, which may restrict future road improvements. A revised layout with increased setback distances is therefore requested.

Response:

The proposed New Link Street/Flemington Lane junction layout has been refined and detailed, and is now presented with an increased level of detail to facilitate a comprehensive assessment of the proposal. The updated drawings clearly identify the proposed road geometry, pedestrian crossing facilities, raised tables, traffic-calming features, verge widths and associated road infrastructure. Please refer to Waterman Moylan Drawing No. *FLE-WMC-CA4-ZZ-DR-C-P0160 Proposed Priority Junction - Phase 1*.

The revised junction layout has been developed having regard to the requirements of the Flemington LAP, DMURS principles and the function of the proposed Link Street within the wider transport network. The design seeks to promote low vehicle speeds, improve pedestrian safety and provide enhanced connectivity for active travel users.

In response to the comments relating to future improvements of Flemington Lane, the proposed layout has been amended to increase the setback of Unit No. 1 and the adjacent section of the Active Travel Spine from the existing road boundary. This approach provides additional space to accommodate any future upgrade or widening of Flemington Lane, if required.

The proposed junction arrangement, together with the associated traffic-calming measures, is considered to provide a safe and appropriate connection between Flemington Lane and the proposed New Link Street while maintaining the flexibility required to accommodate future transport infrastructure improvements within the area.

2.1.4 Flemington Lane Improvements

The Transportation Planning Section highlights that the LAP identifies Flemington Lane as a local access route and notes that improvements are required to support enhanced walking and cycling connectivity. The applicant is requested to provide proposals for upgraded pedestrian and cycle facilities, additional controlled crossing points and suitable traffic calming interventions. Consideration should also be given to reducing vehicle speeds and encouraging through traffic to

use the proposed New Link Street rather than Flemington Lane. Further details on the phasing and implementation of these works are also requested.

Response:

Improvements to Flemington Lane are proposed along the southern boundary of the application site, where the development fronts onto the existing network. The proposed design has been developed having regard to enhance accessibility and connectivity for pedestrians and cyclists.

As part of the scheme, the existing traffic-calming ramps on Flemington Lane will be upgraded and/or reconfigured to incorporate formal pedestrian crossing facilities. These measures will improve north-south pedestrian connectivity and facilitate safe and convenient access between the existing residential areas to the south and the proposed Active Travel Spine within the development. This filtered permeability is entirely in keeping with the ethos of the LAP.

The proposed works are intended to support active travel, improve the quality of the public realm and encourage sustainable travel patterns in accordance with the objectives of the Flemington LAP and DMURS principles.

These solutions will be extended along Flemington Lane as part of the future planning application for the balance of the Flemington Lands.

2.1.5 R132 Connectivity and Access Arrangements

The Transportation Planning Section considers that the current proposals do not provide adequate connectivity to the existing active travel infrastructure along the R132. It is requested that comprehensive active travel links between the development and the R132 be included as part of the application. The Section also notes that the proposal includes two vehicular accesses onto the R132, whereas the LAP provides for a single access point, and therefore requests the removal of the additional access. Furthermore, the current 80 km/h speed limit on the R132 is considered inappropriate in the context of the proposed development, and a review of speed limits and associated traffic management measures is requested.

Response:

As per the SWTP Response to Opinion Statement, this planning application does not propose any works to the R132 and the application site area is restricted to the western end of the LAP lands, at some remove from the R132.

With regard to the provision of the Active Travel connection to the R132, reference should be made to Response 2.1.1 above.

In relation to the vehicular access arrangements onto the R132, the comments of the Transportation Planning Section are acknowledged. The final number and configuration of access points will be reviewed and further considered as part of the future planning application for the balance of the Flemington LAP lands, having regard to the overall masterplan, traffic requirements and the objectives of the LAP.

With respect to the existing speed limit along the R132, a speed limit review and assessment of the surrounding road network, as may be appropriate, will be undertaken in consultation with FCC Traffic Operations prior to the submission of the planning application for the balance of the LAP lands. The outcome of this assessment will inform the proposed access arrangements, active travel infrastructure and any speed management measures required to support the future development of the area.

2.1.6 Active Travel Hubs

The proposed Active Travel Hub is generally welcomed by the Transportation Planning Section. However, it is considered that insufficient information has been provided regarding its detailed design and functionality. The applicant is requested to provide detailed drawings and specifications demonstrating the facilities, amenities and active travel measures proposed within the hub.

Response:

More details to the proposed Active Travel Hub are included as part of the planning application.

2.1.7 Cycling Facilities and Bicycle Parking

The Transportation Planning Section emphasises the importance of providing high-quality bicycle parking and supporting infrastructure throughout the development. It is requested that further details be provided regarding long-stay and short-stay bicycle parking, facilities for cargo bicycles and adapted bicycles, cycle repair facilities and secure bicycle storage arrangements for both residential and non-residential uses. Particular concerns are raised regarding bicycle parking provision for some dwelling types, apartments and the proposed crèche.

Response:

More details of the proposed cycle facilities are included as part of the planning application.

2.1.8 Car Parking, EV Charging and Sustainable Transport Measures

While the proposed parking provision is broadly compliant with relevant standards, the Transportation Planning Section requests further information regarding EV charging infrastructure, accessible parking spaces, motorcycle parking and parking management arrangements. Particular attention is drawn to the operation of parallel parking spaces along the Link Street and how EV charging can be facilitated without creating safety or maintenance issues within the public realm.

Response:

More details of the proposed EV charging, general parking and parking management and motorcycle parking facilities are included as part of the planning application.

2.1.9 Sightlines, DMURS Compliance Statements, Swept Path Analysis, Road Safety, and Supporting Assessments

The Transportation Planning Section requests the submission of additional supporting information to demonstrate compliance with relevant design standards. This includes a DMURS Compliance Statement, road hierarchy drawings, sightline assessments, swept-path analyses for service and emergency vehicles, and a Stage 1 Road Safety Audit. Revisions are also requested to some shared surface streets to ensure their design, materials and traffic management measures are consistent with DMURS principles.

Response:

The visibility splays of these junctions have been designed in accordance with the requirements set out in the DMURS, which recommends visibility splays of 23m x 2.4m on roads without bus routes and a speed limit of up to 30km/h, and 45m x 2.4m on roads with a speed limit of 50km/h. The proposed sightlines for

subject site can be found in Waterman Moylan Drawing No. *FLE-WMC-CA4-ZZ-DR-C-P0115 Proposed Visibility Splays*.

The proposed site is accessible to refuse vehicles, and an AutoTrack analysis has been undertaken to confirm vehicle manoeuvrability. Details of the AutoTrack layouts are shown on the Waterman Moylan Drawing No. *FLE-WMC-CA4-ZZ-DR-C-P0116 Swept Path Analysis Refuse Vehicle*, which are accompanying the documentation package.

Waterman Moylan Consulting Engineers considers that the proposed development is consistent with the principles and guidance outlined in the Design Manual for Urban Roads and Streets (DMURS), details of the specific design features are set out in the Waterman Moylan Consulting Engineers Report No. 25-107r.008 DMURS Statement of Consistency, which is included in the documentation package.

A Mobility Management Plan has been prepared by Waterman Moylan Consulting Engineers, which will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport, and reducing dependency on the use of the private car.

The Mobility Management Plan is designed to address the typical day-to-day operational requirements at the site. It will be implemented and managed by the Mobility Management Plan Coordinator, who will be responsible for overseeing the implementation and management of the Mobility Management Plan.

The Mobility Management Plan is detailed in the Waterman Moylan Consulting Engineers report No. 25-107r.007 Mobility Management Plan, which is included in the documentation package.

In addition, an independent Quality Audit has been undertaken by Roadplan, and the recommendations arising from that audit have been incorporated into the design of the proposed development where appropriate. It worth noting that the Auditors do not identify any issues with the proposed general arrangement of the proposed development, including development of dwellings on both sides of the street.

2.1.10 Proposed Heading: Public Transport Provision and Bus Stops

The Transportation Planning Section notes that the National Transport Authority has previously supported the inclusion of bus stops and associated pedestrian crossing facilities along the future Ring Road corridor. It is requested that the applicant engage with both the NTA and Fingal County Council to determine whether bus stops should be incorporated along the proposed New Link Street, which will form part of the future strategic road network. The provision of associated pedestrian infrastructure and an assessment of bus vehicle movements are also requested.

Response:

The applicant will liaise with Fingal County Council's Transportation Planning Section during the progression of the wider Flemington LAP lands to determine the future public transport requirements of the area and the appropriateness of providing bus stops along the proposed route.

Should future public transport services be identified as necessary, appropriate provision will be made within the road layout to accommodate bus stops and any associated pedestrian crossing facilities. The proposed New Link Street has been designed with sufficient carriageway geometry to accommodate bus movements, and the detailed design of any required public transport infrastructure will be developed in consultation with Fingal County Council and the NTA as part of future planning applications.

UK and Ireland Office Locations

