TALLAGHT STADIUM

EVENT MANAGEMENT STRATEGY

PART 8 PLANNING, SOUTH DUBLIN COUNTY COUNCIL

PREPARED BY

MB

v1.1

24 Nov 2026

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1 Executive Summary

1.1 What is proposed

The Part 8 proposal seeks to establish outdoor concerts, musical performances and similar cultural and entertainment events as an additional permitted use of Tallaght Stadium and its grounds, at up to 22,000 persons, for up to five events in any calendar year, with a music curfew at 22:45.

1.2 What this Strategy is

This Strategy sets out how events within those parameters can be managed safely.

- It establishes the safe holding capacity of the venue in event configuration and the conditions on which that capacity depends.
- It sets out the arrangements for moving an audience of that size into, around and away from the venue.
- It identifies the matters that will govern how any individual event is run.

1.3 The capacity position

Two assessments have been carried out. Both assume an eight minute emergency evacuation, both assume that one of the four pitch perimeter gates is lost, and both count 55.75 m of perimeter exit width across 13 exits.

Basis	Assessed safe capacity	On the pitch	In the stands	Against 22,000
Pitch perimeter gates as they exist	12,073	5,328	6,745	9,927 short
Pitch perimeter gates widened as proposed	22,521	15,776	6,745	521 of headroom

The capacity sought is therefore achievable, and it is achievable only if the pitch perimeter gates are widened.

The assessed capacity of 22,521 persons is a figure for all persons present, counted as set out at section 6.4.1, and it therefore includes staff, crew, security and performers as well as the audience. It supports the maximum audience attendance of 22,000 persons together with the anticipated non-audience personnel, within the margin recorded at section 6.9. Where the non-audience population for an individual event would exceed that margin, the audience figure for that event is set so that the total population present does not exceed the assessed capacity. The maximum audience attendance is 22,000 persons in every case. On the gates as they stand the venue carries a little over half the capacity sought.

The existing gates facilitate an assessed capacity of 12,073 persons. The widening of all four gates to 9.00 m clear width provides an assessed capacity of 22,521 persons.

1.4 The external constraint

A key operational consideration for future events is the safe management of pedestrian movements between the stadium and transport facilities located north of the N81. Appropriate traffic and crowd management measures will be developed as part of event specific planning.

An assessment of that movement has been carried out, using a crossing model built for the junction, and has been taken through consultation with An Garda Síochána. On the modelled run at the capacity sought, the audience clears the holding area in approximately 32 minutes and the junction returns to normal operation inside 40 minutes.

The model sizes and tests the arrangement rather than dictating how it is run. The crossing is managed dynamically on the night, as a joint operation between the Crowd Safety function, An Garda Síochána and the traffic management contractor, because every event has a different egress profile and the traffic on the road changes what the junction can give. Section 10 sets out the arrangements and section 13 the consultation.

1.5 Key considerations

Section 2 identifies the matters that can change how an event is run and what its capacity is. They are brought to the front of the document because several of them are capable of reducing the capacity below the figure sought, and because an event promoter needs to understand them before designing an event for this venue.

2 Key Considerations

2.1 Purpose of this section

This section identifies the key considerations of providing an event at Tallaght Stadium. Each consideration can affect how an event should be run, what its capacity can be or both. They are identified so that one can see what the assessed capacity depends on.

The considerations are not ranked and several interact.

2.2 The pitch surface

The assessed capacity assumes that the whole audience area is covered with temporary trackway or equivalent engineered surfacing before the audience is admitted, giving a hard, flat and level walking surface.

That assumption sets the terrain adjustment factor at 1.0 and supports the egress flow rate applied across the pitch. An audience standing on open grass, or on partially covered ground, does not move at that rate. Grass or partial coverage reduces the egress rate and reduces the capacity.

This is the single condition with the largest practical and cost implication for any event held at the venue.

2.3 The pitch perimeter gates

Egress from the pitch is through gates at the four corners of the pitch perimeter wall. The audience does not cross the wall.

The existing gates facilitate an assessed capacity of 12,073 persons. The widening of all four gates to 9.00 m clear width provides an assessed capacity of 22,521 persons.

Clear width is the unobstructed opening measured at its narrowest point with any gate leaf fully open and secured, excluding piers, posts, hinges and ironmongery. A gate that is obstructed, partially open, or reduced by a barrier line or a cable ramp is not delivering its assessed width.

2.4 On-pitch infrastructure

Every element placed on the grass reduces the area available to the audience, and the capacity falls with it.

The current assessment deducts 2,868 sq m from a gross grass area of 11,172 sq m, which is 25.7 per cent, leaving 8,304 sq m of usable area. That deduction covers the stage and pit, front of house, delay towers, the disabled viewing platform, the medical provision, merchandise, the bar block in front of the North Stand, and an unallocated allowance.

Total deductions can rise to approximately 3,165 sq m before the capacity falls below 22,000. The current position therefore leaves in the order of 300 sq m of headroom across the whole schedule.

2.5 Stage size and position

The representative event assumes a stage of 12 m by 25 m with the pit and associated elements occupying the full width of the grass from the south goal line back.

Any larger stage, deeper pit, wider wings or thrust stage arrangement would require further assessment and may reduce both standing and seated capacities.

2.6 Sightline losses in the stands

The stands carry 10,726 seats. On the stage position assessed, 3,981 of those seats are excluded on sightline grounds and are not counted in the capacity, leaving 6,745.

A different stage position changes that number in either direction. Seats excluded on sightline grounds are not to be sold and are not to be occupied.

2.7 The N81 crossing

The crossing is managed dynamically, as a joint operation between the Crowd Safety function, An Garda Síochána and the traffic management contractor. The crossing model sizes and tests the arrangement, but the phases are called on the night on the state of both the pedestrian and the vehicle side. Every event will have a different egress profile and the arrangement is adjusted to it. Section 10.6 sets this out and it is the point on which the arrangement depends most.

The holding area outside the North West corner has a net area of 2,185 sq m and a working capacity of 4,370 persons at two persons per square metre. At the capacity sought, the modelled peak approaches that working capacity.

The arrangements at the N81 hold against ordinary background traffic. Traffic and crowd management measures required for each event will be developed in consultation with An Garda Síochána, South Dublin County Council and other relevant stakeholders as part of each event, and the length of time those measures are in place is subject to confirmation by An Garda Síochána traffic policing.

2.8 Event generated traffic

Traffic counts taken at the junction on Thursday 17 and Friday 18 Sep 2026, on which Shamrock Rovers played Waterford in the SSE Airtricity Men's Premier Division before an attendance of 5,823, compared against the clean Thursday background from the same survey, show an increase of 383 vehicles in the peak egress hour, of which two thirds arrived on the Whitestown Way arm. That is approximately one vehicle for every fifteen attendees. The fixture is identified because it is a different match from the egress observed at section 10.8, and the two should not be conflated.

A concert audience will not generate vehicle movements at the same rate as a football crowd, because the event layout gives the car park over to event infrastructure and to shuttle provision in place of general parking, and because the Luas stop is adjacent. The rate at which it does generate them, and the car park strategy that follows, are matters for the Transport Assessment.

2.9 Departure messaging

Messaging to the audience is a control on egress. What the audience is told, and when, changes how fast the holding area fills.

Messaging that directs part of the audience to exits other than those feeding the northern holding area, that sets an expectation of a managed wait, or that identifies which onward routes are busy, moderates the arrival rate at the crossing in a way no physical measure can.

An event organiser should treat departure messaging as a planned element of the egress arrangement, decided in advance with the Crowd Safety function and An Garda Síochána, delivered through the public address system, the screens, the stewarding team and pre-event ticket communication, and adjusted on the night. Section 10.11 sets out how it operates.

2.10 The finish time

The music curfew at 22:45 places egress in the quietest part of the traffic day. Flows at the junction in the hour from 23:00 are a little under a quarter of the Friday afternoon peak.

The curfew at 22:45 is the latest permissible time for amplified concert music and not a prescribed finish time. An earlier finish can be accommodated, subject to assessment for the event concerned and to the traffic and crowd management arrangements set for it, because an earlier finish moves egress into materially heavier traffic and the crossing arrangements described at section 10 do not transfer to it unchanged. A finish at or close to the curfew carries the opposite consideration, in that scheduled public transport capacity reduces after 23:00 and a higher level of shuttle bus and private coach provision may be required, as the Transport Assessment records. The finish time is therefore a condition of the arrangements made for each event rather than a by-product of them.

2.11 Weather

Weather affects the event in three separate ways, and they are not interchangeable.

Wind governs the temporary structures and is capable of requiring a show stop or a cancellation independent of anything else. Ground conditions govern the walking surface and therefore the egress rate and the capacity. Heat, cold and rain govern welfare demand and the behaviour of a crowd waiting in the holding area.

2.12 Audience profile

The representative event is a high energy standing concert with a younger audience, selected as the harder planning case.

A different audience changes the assessment. An older or seated audience moves more slowly and reduces the egress rate. A family audience changes welfare and accessible demand. An audience with a high proportion of attendees unfamiliar with the venue changes the wayfinding and information requirement. The capacity for an individual event is assessed against that event's audience. As such, a representative demanding event scenario has been assessed for the purposes of this Strategy, recognising that different audience profiles may give rise to different operational requirements.

2.13 Sanitary provision

The indicative layout at Figure 1 carries a representative quantum of sanitary provision, included so that the area it occupies is counted in the capacity assessment.

Event organisers shall demonstrate that sanitary provision is provided in accordance with the Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events and any subsequent guidance in force at the time of the event.

2.14 Accessible provision

The stadium's existing accessible provision is designed for a seated football crowd and does not transfer unchanged to a standing concert audience on the pitch.

A viewing platform, accessible routes that do not cross the standing audience, accessible sanitary provision within reach of the platform, and an assisted evacuation arrangement are each required, and each occupies space. Section 12 sets out the framework.

2.15 The evacuation period

Neither Irish Code fixes a single period for a venue. Both tie it to the fire risk on the exit route. The Code of Practice for Safety at Sports Grounds, at its paragraph 15.39, gives two and a half minutes where there is potential for rapid fire spread and eight minutes for exit routes in the open air, with interpolation between them where conditions require. The Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events is to the same effect at its paragraphs 7.8 and 7.10. Eight minutes is adopted here because every exit route in the event configuration is in the open air.

The consideration for an event organiser is that this is a property of the route and not of the venue. Placing a concession, a generator, a cable run, a hospitality unit or storage on an exit route moves that route toward the lower figure, and the capacity served by it falls in proportion. The Pop Concerts Code addresses this directly at its paragraphs 15.6 and 15.9. The period is also subject to the advice of the Local Authority under paragraph 15.40 of the Sports Grounds Code, and to confirmation by the fire authority.

Every egress figure in this Strategy is derived from an eight minute emergency evacuation period. Section 6.4.1 sets out the basis in full.

2.16 Availability of the perimeter exits

The capacity counts 55.75 m of perimeter exit width across 13 exits. Fourteen exits exist. The exit at the ground's north east corner toward the astroturf is excluded, because the astroturf perimeter fence sits approximately 6 m in front of it and constrains the onward route.

Every exit counted must be available, unlocked and unobstructed for the full duration of the event, and its clear width must not be reduced by staging, storage, vehicles or signage. An exit that is blocked on the night has not been assessed and the capacity does not hold without it.

3 The Venue and its Context

3.1 Tallaght Stadium - existing configuration and current use

Tallaght Stadium is a municipal stadium owned and operated by South Dublin County Council, located at Whitestown Way, Tallaght, Dublin 24. It is the home ground of Shamrock Rovers Football Club and has hosted senior international and European fixtures, cup finals and civic events.

The stadium was developed in phases. It opened in 2009 with two stands, a permanent south stand was added in 2019, and a fourth stand was completed on the north side, enclosing the ground on all four sides. The completed stadium is an all seated bowl of 10,726 seats across four covered stands, and it meets UEFA Category 4 requirements.

The stadium has successfully hosted League of Ireland, UEFA, FIFA, FAI, IRFU, Leinster Schools and international sporting events, demonstrating an established ability to manage large crowds and associated event operations.

The proposal that is the subject of this Part 8 concerns an additional use of the existing venue and its grounds for outdoor concerts, musical performances and similar cultural and entertainment events, using temporary infrastructure installed for each event and removed afterwards. It involves no alteration to the stands, the concourses or the structure of the stadium. The one physical element of the proposal is the minor widening of the four gates in the pitch perimeter wall, which is set out at section 2.3 and assessed at section 6.6.

3.2 Site context and boundaries

The stadium sits within a well defined site in central Tallaght. Its boundaries are the N81 to the north, car parking facilities to the south, Whitestown Way to the west and Sean Walsh Park to the east.

The setting is mixed: the stadium adjoins the civic and commercial core of Tallaght and a major regional park, and it is within an established residential area. That combination is central to how events at the venue must be planned. It provides substantial capacity to absorb arriving and departing crowds through public space and public transport.

3.3 Definition of the event footprint

For the purposes of this Strategy the event footprint is defined as the area under event control on the day, within which attendance is counted, capacity is assessed and the operator holds responsibility for crowd safety. It is proposed that the footprint comprises the seating bowl, the pitch, the internal concourses and such external areas within the stadium curtilage as are required for entry, search, queueing and back of house.

Areas outside the footprint, including the surrounding car parking, Sean Walsh Park and the public road network, are not counted toward capacity. They are addressed in this Strategy as part of arrival, dispersal and traffic management, and they are the subject of separate assessment by the transport consultant.

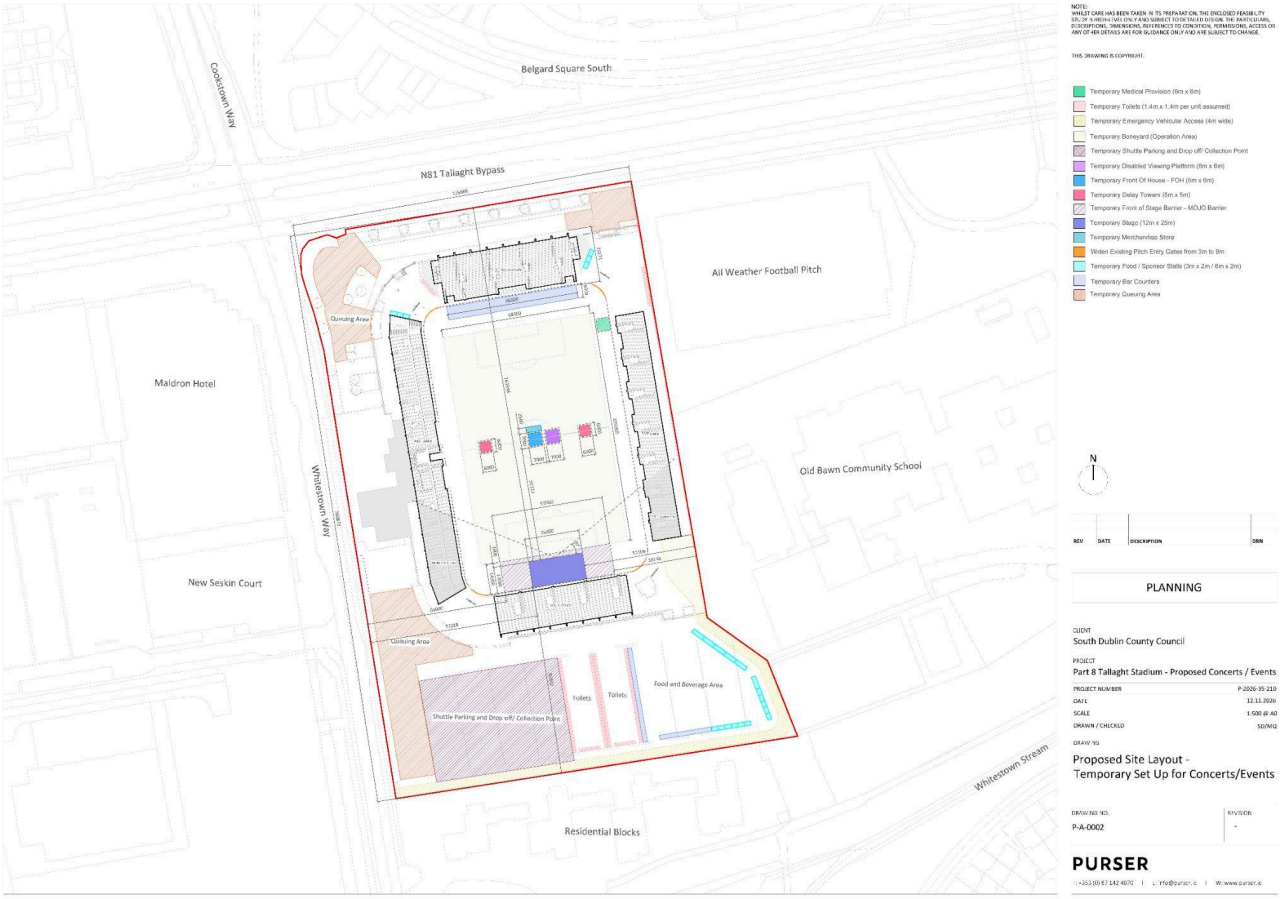

Figure 1: Proposed site layout, temporary set up for concerts and events, drawing P-A-0002 dated 12 Nov 2026. *The event footprint is shown by the red line. The drawing shows the stage and the front of stage barrier at the south end of the pitch, the sightline exclusion zones in the southern ends of the East Stand and the West Stand, the temporary infrastructure on and around the pitch, the widened pitch entry gates, the queuing areas outside the ground, the boneyard to the south east, the allocation of the car park and the emergency vehicular access route. The layout is indicative.*

3.4 Transport context

The stadium is served by public transport within a five to ten minute walk, including Luas and bus services, and by car parking facilities immediately to the south. The N81 provides the principal vehicular approach from the north.

The transport context is material to this Strategy in two ways. It determines the arrival profile, because the mix of walking, public transport and private vehicle sets how quickly and from which directions the audience assembles. It also determines the departure profile, because dispersal from the venue is the continuation of egress from it, and the rate at which the network can absorb the crowd governs the rate at which the crowd can safely be released.

3.5 Sensitive receptors and residential context

The management of noise, of pedestrian routing after the event and of behaviour on departure are central to this Strategy.

The identification of receptors carried out for the Concert Noise Assessment by Wave Dynamics is adopted here, so that this Strategy, the Concert Noise Assessment and the Transport Assessment all address the same receptor set. Operational measures responding to those receptors are set out in section 11.

4 The Representative Event

4.1 Representative Parameters

The following parameters are fixed for the purposes of assessment. They represent the controlling constraints within which the representative event is defined and against which all technical assessments have been undertaken.

Parameter	Position fixed
Maximum capacity	Up to 22,000 attendees, expressed as a maximum.
Event frequency	5 outdoor events per year.
Music curfew	22:45, strict, stated as being to minimise disruption to nearby neighbourhoods.
Layout scenarios	One representative layout to be assessed.
Event type	Outdoor concerts, musical performances and similar cultural and entertainment events, within the stadium grounds.
Operating hours	Typical concert operating hours, not fixed to clock times.

4.2 Selection of the representative event and rationale

The representative event has been selected as a demanding case rather than a typical one. It is a high energy contemporary music performance with a predominantly younger audience, at or close to the maximum attendance, on a weekend evening in the summer season.

An assessment carried out against a benign event would demonstrate only that the venue can accommodate benign events. Assessing a demanding case establishes the operating envelope, and events falling below it are accommodated within measures already assessed. Selecting the harder case is the more conservative approach and produces a stronger evidence base.

The representative event is not a prediction of what will be held. Most events at a venue of this type are less demanding in crowd safety terms, and there is no expectation that all five events in a given year, or any of them, will take this form. The representative event is the case against which the venue and its management arrangements are tested.

4.3 Event profile and audience characteristics

The characteristics below inform the capacity, crowd safety and dispersal assessments. The audience is addressed as three populations because they behave differently, occupy different accommodation and present different risks.

Configuration

The representative event places a standing audience on the pitch, with seated accommodation in use in those stands retaining a usable view of the stage, and a disabled viewing platform. The pitch population is the largest of the three and carries the greater part of the crowd safety risk.

Audience profile

- Predominantly younger demographic, with a significant proportion in the 16 to 30 age range.
- Pitch standing is assessed on the basis that the population is adult and adolescent rather than including young children. Consistent industry practice at Irish stadium concerts restricts standing accommodation to those aged 14 and over, with accompaniment requirements for minors. This is promoter and ticketing policy and not a regulatory requirement. It is not within the Council's or Safe Events Global's control to commit on behalf of a future event holder. It is adopted as an assessment assumption and recorded as such.
- Mixed group composition, including small friendship groups and lone attendees.
- High motivation to secure position close to the stage, producing early arrival, front loading toward the stage and elevated density in the forward area.
- Alcohol consumed both before arrival and on site.

Behavioural characteristics

- Sustained standing, jumping and lateral movement in the forward area throughout the performance.
- Surge behaviour at identifiable moments, including artist arrival on stage and recognised songs.
- Reluctance to leave the forward area during the performance, which reduces voluntary circulation and limits the effectiveness of routine welfare intervention. Attendees who become unwell in the forward area will frequently require extraction by staff.
- Density in the forward area materially above the average across the pitch, and not correlated in any simple way with total attendance.
- Concentrated movement toward the perimeter at the conclusion of the performance, moderated by the managed dwell measures at section 10.

Seated stand population

- Broader demographic than the pitch, including family groups, older attendees and those who have chosen seated accommodation specifically because they do not wish to stand.
- Largely static during the performance, with movement concentrated before the performance, between acts and at the conclusion.
- Movement to and from concourse facilities during the event, generating circulation demand within the stands that the pitch population does not generate.
- Lower crowd safety risk during the performance, but subject to the same concentrated egress demand at its conclusion.

Disabled viewing platform population

- Wheelchair users with companions, and attendees unable to stand for extended periods.
- Fixed position throughout the event, with limited ability to relocate in response to changing conditions.
- Dependent on a sightline that must be maintained over a standing audience, and on a protected route to a place of safety that does not require crossing the standing audience. Both are addressed at section 12.

Implications carried forward

The following features of this profile govern the arrangements that follow.

- Density in the forward pitch area is the variable most closely connected to risk, and it is actively managed throughout the event.
- Extraction of casualties from the forward area is a planned capability, with routes, staffing and equipment established in advance.
- The three populations occupy different accommodation with different egress characteristics, so crowd safety arrangements are zone based.

4.4 Operating hours, gates, last entry and curfew

The following parameters are fixed for the purposes of assessment. They represent the controlling constraints within which the representative event is defined and against which all technical assessments have been undertaken.

Element	Assumed position	Basis	Status
Traffic cordon	15:00	Published practice at Croke Park and Aviva Stadium is a cordon at least two hours before gates	Proposed
Planned gates	16:00	Marlay Park operates a one hour differential between planned and advertised opening, as a disclosed ingress contingency	Proposed
Advertised gates	17:00	Every 2026 stadium concert date at Croke Park and Aviva Stadium published gates at 17:00	Proposed
Show start	18:00	Every 2026 stadium concert date at both venues published a show start at 18:00	Proposed
Last entry	21:30	Applied uniformly across Croke Park, Aviva Stadium, Marlay Park and Malahide Castle in 2026	Proposed
Headline on stage	Approximately 20:30 to 21:00	Derived from the curfew and typical headline set length	Proposed
Music off	22:45	Latest permissible time for amplified concert music, fixed by SDCC	Fixed
Venue clear	Approximately 23:30	Follows from the egress and dispersal assessment at sections 9 and 10	Open

The curfew at 22:45 is the latest permissible time for amplified concert music rather than a prescribed finish time. An event may finish earlier, subject to assessment for that event and to the traffic and crowd management arrangements set for it, and section 2.10 records what an earlier finish carries with it. The remaining times above are proposed positions for the representative event and carry the status shown.

Advertised gates at 17:00 against a 22:45 curfew produce an advertised on site dwell of five hours and forty five minutes before departure begins, and six hours and forty five minutes where the planned gates time is used. That sets the required standard of welfare, sanitary and catering provision.

A last entry at 21:30 gives an admission window of four hours and thirty minutes from advertised gates. The entry and search operation must be capable of processing the full attendance within that window, which is the governing input to the entry capacity check at sections 6.4.5 and 6.6.7.

Venue clear is taken at approximately 23:30, being the music curfew at 22:45 followed by the departure and crossing arrangements at section 10, which return the junction to normal operation inside forty minutes of the end of the show. It is stated as a working figure rather than a fixed time, because departure is managed dynamically.

4.5 Arrival profile

The arrival profile describes the rate and distribution of audience arrival across the period from gates opening to last entry. It is the principal input to the entry capacity check, to the queueing assessment and to the Transport Assessment.

Arrival for an event of this type is front loaded relative to the show start, because a significant proportion of the audience seeks position close to the stage. The published Dublin practice of prohibiting early queueing, with early arrivals turned away from restricted area points, controls that behaviour without eliminating it, and provision must be made for the crowd that arrives before gates.

4.6 Departure profile

The departure profile describes the rate and distribution of audience departure from the conclusion of the performance. It is the principal input to the egress capacity check, to the dispersal strategy and to the post event Transport Assessment.

Departure is not modelled as instantaneous clearance. Published practice at every comparable Dublin venue is to manage departure through dwell, holding a proportion of the audience on site while the transport network absorbs the remainder. Attendees are advised to expect at least thirty minutes to exit, accompanied minors and their adults are advised to hold for a period after the conclusion, and food, beverage and merchandise provision is retained to support that hold. This is a deliberate control which reduces peak load on the surrounding network and on public transport, and it is adopted here.

A distinction is maintained throughout this Strategy between managed departure at the conclusion of an event and emergency egress. The former is a crowd safety and amenity measure operating over an extended period. The latter is assessed separately against emergency benchmarks at section 9 and is not affected by the dwell measures described here.

4.7 Setup, load-in, sound check and load-out

Programme

The representative event assumes a build and break programme of the following order. The periods are indicative and will be set by the production requirements of each event.

Period	Duration	Principal activity
Pitch protection and surfacing	2 to 3 days before the event	Installation of pitch protection and temporary trackway across the audience area
Build	3 to 5 days before the event	Stage, roof, delay towers, barrier systems, power, lighting, screens and temporary structures
Fit out	1 to 2 days before the event	Bars, catering, sanitary provision, merchandise, welfare, signage and fencing
Sound check	Day of the event, or the day before	Audio system calibration and artist sound check
Break	2 to 4 days after the event	Removal in broadly the reverse order of build
Reinstatement	Following break	Lifting of protection and surfacing, inspection and making good of the playing surface

Pitch protection and the playing surface

The audience area is covered for the duration of the event with temporary trackway or equivalent engineered surfacing. That protects the playing surface from the loading the event imposes, and it provides the hard, flat, level walking surface on which the capacity assessment depends. The terrain factor of 1.0 adopted at section 6.4.4 holds only because that surfacing is provided, so the protection is a safety measure as well as a turf management measure.

The period for which the surface can remain covered is a constraint on the build and break programme and is a matter for the stadium's grounds management. It bears directly on event frequency, because the playing surface must recover between events and between the event and the football programme.

Ground conditions and weather during build

Build and break activities take place without an audience present but require appropriate planning and management. Ground conditions can influence the movement of plant and heavy vehicles, as well as the installation of temporary structures. Where necessary, construction sequencing and protection measures may be adjusted to accommodate site conditions and support safe and efficient delivery.

Siting of temporary infrastructure

Where temporary infrastructure can be sited is constrained by more than the area available. Flood risk and ground conditions bear on the siting of structures, generators, cable routes and back of house provision, and those constraints are established by the Flood Risk Assessment prepared for this Part 8. This Strategy provides the proposed infrastructure zones and back of house layout to that assessment, and adopts whatever constraint it returns. Nothing in the capacity assessment depends on the siting of individual elements, only on the total area they occupy, so a constraint that moves an element does not alter the capacity provided the total is not exceeded. Siting nonetheless bears on circulation and on emergency access, and any relocation is to be tested against the conditions at section 6.7, in particular that the area immediately inside each pitch perimeter gate, every exit route, the emergency vehicular access route and the protected egress route from the accessible viewing platform are kept clear. A relocation that compromises any of those is not accommodated by the area test alone.

Vehicle movements

Build and break generate heavy goods vehicle movements concentrated into short periods. Those movements use the same site access as the event itself and they affect the surrounding road network outside event hours. The routing, the timing and the number of movements are matters for the Transport Assessment, to which this Strategy provides the build and break periods and the vehicle requirements once they are established for an individual event.

Vehicle holding on site during build and break uses the car park area, which is the same area allocated to event infrastructure at section 7.7, so the two uses are sequential and not concurrent.

Sound check

This Strategy records that a sound check is required and that it is short relative to the event itself. Sound checks and rehearsals take place only at times agreed with South Dublin County Council within the window of 10:00 to 18:00 identified in the Concert Noise Assessment, and for the shortest time necessary.

Reinstatement

Reinstatement covers the removal of protection and surfacing, the inspection of the playing surface and the making good of any damage, together with litter and waste clearance across the site and the surrounding area. The waste and cleaning arrangements are at section 11.3. Responsibility for reinstatement, and the standard to which it is carried out, are matters for the agreement between the Council and the event holder for each event.

Security during build and break

The site carries substantial value in temporary infrastructure for several days either side of the event, with the perimeter partially open for vehicle access. Security provision during build and break is separate from the event day security arrangements and is established for each event.

4.8 Frequency: five events per year in context

Event scheduling shall take account of the operational requirements of Tallaght Stadium and existing sporting fixtures, with sufficient time provided for build, event operation, breakdown and pitch reinstatement. It is noted that Marlay Park operated five concerts in 2025 and six in each of the years from 2022 to 2024, and applied to Dun Laoghaire Rathdown County Council for nine in 2026. Malahide Castle hosted a series of eight concerts in June 2026.

Five events per year at Tallaght Stadium represents a limited and defined level of activity at a venue already in regular use for football, and it is a materially lower frequency than that operating at two established outdoor concert venues in the Dublin area.

5 Objectives and Guiding Principles

This section sets out the objectives against which the arrangements in this Strategy are developed.

5.1 Public safety and wellbeing

- Capacity is established by assessment and operated as a ceiling.
- Arrangements are designed so that foreseeable crowd conditions are prevented.
- Welfare provision is treated as a safety measure.

5.2 Quality of attendee experience

- Provision is sized so that queueing does not itself create a crowd safety problem.
- Accessible provision delivers an experience comparable to that of other attendees.
- Information is communicated sufficiently in advance to support informed travel and attendance decisions.

5.3 Regulatory compliance

- The assessment is carried out by reference to recognised guidance, with the basis for every judgement recorded.
- The relationship between this Strategy and the stadium's existing safety regime.
- Compliance is evidenced, so that it can be examined independently.

5.4 Effective crowd safety

- The event is assessed as a system, with the governing constraint identified.
- Risk is addressed first through physical arrangement, then through information, and only then through active intervention, in that order of reliability.
- Crowd behaviour is planned for as it occurs at events of this type. Arrangements do not rely on compliance, orderly distribution or voluntary self-regulation of density.
- Monitoring is continuous, thresholds are set in advance, and the authority to act on them is explicit.

5.5 Emergency preparedness

- Emergency egress is assessed separately from managed departure and against emergency benchmarks.
- Evacuation, invacuation and show stop are provided for as distinct responses, with decision authority defined in advance.
- Emergency services access and staging are designed into the layout and maintained throughout.
- Arrangements are tested and briefed before the event.

5.6 Community, amenity and design responsiveness

- Noise, traffic, pedestrian routing, waste and behaviour on departure are managed as part of the event.

- Event frequency and curfew arrangements are incorporated into the event management framework.
- Appropriate channels are established for feedback before, during and after events, with relevant observations considered as part of future event planning and review.

5.7 Operational efficiency and continuous improvement

- Measures are proportionate, achievable and capable of being staffed and briefed.
- Responsibilities are allocated to named roles with the competence and authority to discharge them.
- Each event is reviewed, and the review informs the arrangements for the next.

6 Safe Holding Capacity Assessment

This section establishes the Safe Holding Capacity of the venue in the representative event configuration. It sets out the basis, purpose, context and methodology of the assessment, the key considerations bearing on it, the assessed capacity and the conditions on which that capacity depends. The calculations sit in the capacity assessment workbook and are reported in the Capacity Statements issued with this Strategy.

6.1 Introduction and basis of assessment

This section establishes the Safe Holding Capacity of Tallaght Stadium in the representative event configuration. Safe Holding Capacity is the number of people who can be safely accommodated within the assessed area, having regard to the physical condition of the accommodation, the standard of safety management, the availability of viewing positions, the capacity of the entry arrangements and, critically, the capacity of the exit arrangements to clear the area within an acceptable period in an emergency.

Basis

The assessment is carried out on the survey and layout information recorded on the Project Info sheet of the capacity assessment workbook, together with the stand configuration and seat counts established for the venue. The drawings and revisions relied on are listed there and are referenced throughout.

Where a physical dimension is taken from a drawing it is referenced. Where a value is assumed it is stated as an assumption, with the basis given. No dimension is scaled from an unreferenced source.

6.2 Purpose

The assessment serves the Part 8 by establishing that the proposed use can be accommodated safely at the venue, and by identifying the physical and operational conditions on which that conclusion depends.

What the assessment determines

- The number of people who can be safely accommodated in the assessed layout, disaggregated by zone.
- Which of the holding, entry and exit constraints governs that number, and by what margin.
- The physical and management conditions the figure depends upon, recorded so that any departure from them is identifiable.
- Whether the capacity sought by South Dublin County Council is supported by the assessed layout, and if not, what would be required to support it.

The assessed figure is a planning capacity for a representative layout, establishing an envelope within which individual events are planned.

6.3 Context

The proposed use places a standing audience on a playing surface within a stadium designed, built and certified for a seated bowl. The seated accommodation and the exit arrangements serving it are established and in use. The

standing accommodation, the stage, the production infrastructure and the pitch perimeter arrangements are not, and they are introduced for the event configuration alone.

The assessment therefore addresses two different populations in a single venue. The seated population is accommodated in stands whose capacity is already understood, reduced for the sightline losses the stage imposes. The standing population is accommodated on a surface with no established capacity, served by perimeter gates provided for maintenance and match day access and never sized for the evacuation of an audience.

The capacity has been developed alongside the layout as it has evolved, and the assessment has been used to test successive layout positions as they were put forward. The minor gate widening requirement identified in this section is an output of that process. It is a physical intervention identified by the assessment and proposed for the Part 8, and it is the principal means by which the capacity sought is supported.

6.4 Methodology

6.4.1 Guidance base

The assessment is carried out by reference to recognised guidance for the safe accommodation of spectators at sports grounds and audiences at outdoor events.

- Guide to Safety at Sports Grounds, the Green Guide. Seated and standing accommodation, physical condition and safety management factors, rates of passage, exit capacity and emergency evacuation benchmarks.
- The Purple Guide to Health, Safety and Welfare at Live Events. Audience density at live music events, temporary infrastructure, front of stage arrangements and crowd behaviour.
- Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events, Stationery Office, Dublin, 1996. The Irish code for outdoor musical events, and the guidance most directly applicable to the representative event. Safe holding capacity, occupant densities, front of stage barriers, means of escape and egress.
- Code of Practice for Safety at Sports Grounds, Stationery Office, Dublin, 1996, Pn 2298. Irish practice for sports ground accommodation. Capacity assessment, exit and emergency exit capacity, evacuation time and flow rates. Its foreword records that its core is an amalgamation of the United Kingdom Guide to Safety at Sports Grounds.
- Relevant European standards for spectator facilities. Layout criteria for spectator accommodation.

Where guidance documents differ, the more conservative position is adopted and the difference is recorded.

The evacuation period and its basis

The evacuation period is the single most influential input in the assessment, because every egress figure is derived from it. It is therefore set out here rather than stated as a given.

Neither the Irish nor the United Kingdom guidance fixes a single evacuation period for a venue. The period is an output of the fire risk present on each exit route, and it is determined route by route.

The Code of Practice for Safety at Sports Grounds puts it directly at its paragraph 15.39. Spectator accommodation which has, for any reason, the potential for rapid fire spread should have an exit capacity based on an evacuation time of not more than two and a half minutes. An increase in that time is acceptable where the possibility of rapid fire

spread is reduced, and the Code gives as its example an open concrete terrace, or a stand where spectators are not totally enclosed and can move into protected exit routes, or exit routes in the open air, which it states would normally have an exit capacity based on an eight minute calculation. Its paragraph 15.40 provides for interpolation between the two figures where conditions require it, and directs that the advice of the Local Authority be sought in all cases.

This assessment adopts eight minutes, on the basis that every exit route in the event configuration is in the open air. The standing audience leaves the pitch through gates in an open perimeter wall into an open concourse and from there to the exterior. That is the condition paragraph 15.39 describes.

The concert guidance is to the same effect and is the more directly applicable of the two. The Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events provides at its paragraph 7.8 that means of escape must ensure that all persons can be evacuated into free flowing exit systems leading to a place of safety in not more than eight minutes, and at its paragraph 7.10 that accommodation with the potential for rapid fire spread should be assessed on an emergency evacuation of not more than two and a half minutes. Eight minutes is accordingly the base figure for an outdoor concert in Irish practice, and two and a half the exception.

The eight minutes adopted here is the emergency evacuation period, being the period within which the population is moved to a place of safety. It is not the normal egress period, which is the separate and longer managed process described at section 4.6. The two figures coincide at eight minutes in both Codes and are frequently conflated. This Strategy means the former.

The period is adopted as a design assumption and requires confirmation. Paragraph 15.40 of the Sports Grounds Code directs that the advice of the Local Authority be sought on the evacuation time in all cases. The determinative step is a route by route fire risk categorisation of the event configuration by the fire authority, which for this venue is Dublin Fire Brigade. That is recorded as a condition at 6.7 and as a key consideration at section 2.15. Where any exit route is found to carry fire load, from concourse concessions, generators, cable runs or hospitality units, the period applying to that route falls and the capacity served by it reduces accordingly.

How this assessment sits against the guidance figures

Three inputs are checked against the published figures, because each of them moves the capacity and a reviewer will test them.

The evacuation period. Eight minutes, against eight minutes for open air exit routes at paragraph 15.39 of the Sports Grounds Code and for outdoor concerts at paragraph 7.8 of the Pop Concerts Code.

The rates of passage. Chapter 22 of the Sports Grounds Code gives maximum rates of 40 persons per minute per unit of exit width from stands and all stairways, and 60 from terraces and the ground generally, the unit of exit width being 550 mm. Converted, those are approximately 73 and 109 persons per metre per minute. This assessment applies 66 on stepped routes and 77 on level routes. Both sit below the Irish maxima, and the level rate sits well below, at approximately seventy per cent of the figure the Code permits for movement from the ground generally. They also sit at or below the Green Guide maxima of 66 stepped and 82 level. Paragraph 22.1 provides that where a lesser rate is evidently achieved in practice, the actual rate should be used, and the rates adopted here are the more conservative on that basis.

The densities. Paragraph 7.7 of the Pop Concerts Code gives, for pitches and open areas, 0.5 sq m per person over the net available area where there is a single front of stage barrier, and 0.3 sq m per person within the areas

contained by a multiple barrier system with 0.5 sq m per person outside them. This assessment applies 3 persons per square metre in the forward area, being 0.33 sq m per person, 2 persons per square metre through the body of the pitch, being 0.5 sq m per person, and 1 person per square metre at the rear, being 1.0 sq m per person. The forward area is therefore marginally less dense than the Code permits within a barrier system, the main area is at the Code figure, and the rear area is at half it. The effective average across the net usable area is 1.9 persons per square metre, or 0.53 sq m per person, against the Code's 0.5.

Paragraph 21.21 of the Sports Grounds Code provides that an element of an exit system less than 1.1 m wide is omitted from the calculation. Every exit and gate counted in this assessment exceeds that width.

The assessment does not rely on forward evacuation onto the pitch. Both Codes permit the playing area to form part of an emergency exit route, at paragraph 15.42 of the Sports Grounds Code and paragraph 7.3 of the Pop Concerts Code, and the Sports Grounds Code notes at its paragraph 15.44 that a playing area wholly surrounded by covered accommodation may not be suitable for the purpose. In the event configuration the pitch is occupied by the standing audience and is not available as a receiving area in any case. The stands are assessed on their own exit routes to the exterior and the pitch population on the corner gates and the perimeter exits. Every person present is counted, including staff, crew, security and performers.

6.4.2 Structural approach

The assessment proceeds by zone. Tallaght Stadium in the representative configuration comprises accommodation of fundamentally different types, seated accommodation in the stands and standing accommodation on the pitch, served by different entry and exit arrangements and subject to different constraints. A single venue wide density or a single aggregate calculation would conceal the point at which the venue is constrained.

Each zone is therefore assessed separately for holding capacity, entry capacity and exit capacity. The governing capacity for each zone is the lowest of the three. Zonal capacities are then aggregated to give the venue figure, subject to a check that the aggregated exit provision is not itself the constraint where zones share exit routes.

The three capacities

Both Irish Codes set the same structure. Paragraph 7.1 of the Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events provides that the safe holding capacity is the least of the entry capacity, the holding capacity, the exit capacity and the emergency exit capacity, and the worked example at paragraph 21.25 of the Code of Practice for Safety at Sports Grounds applies the same rule, taking the least of the four.

- Holding capacity. The number the space can physically accommodate, from the number of usable seats or from usable standing area at the adopted density.
- Entry capacity. The number that can be admitted and searched within the available admission window, given the number and configuration of entry points.
- Exit capacity. The number that can leave the zone into a free flowing exit route system within the normal egress period.
- Emergency exit capacity. The number that can be cleared from the zone to a place of safety within the applicable emergency evacuation period, given the number, width and configuration of exits.

The two exit figures are distinct, and the Codes treat them separately. In this assessment the emergency exit capacity is the binding one of the two and is referred to throughout as exit capacity where no ambiguity arises. Normal egress is not assessed as a constraint on capacity, because departure at this venue is a managed process over an extended period rather than a clearance exercise, as section 4.6 explains. The lowest of the four governs.

On the pitch perimeter gate widths as they exist, exit capacity governs in the pitch standing zone. The stadium's exit infrastructure was designed and certified for a seated bowl of a particular size, and the representative event places a substantial standing population on the pitch behind corner gates sized for players and ground staff.

The purpose of the gate works proposed in this Strategy is to move that constraint. On the gates widened as advised, the corner gates clear more people than the pitch can hold, exit capacity ceases to govern, and the capacity is set by the holding capacity of the venue.

6.4.3 Seated accommodation

Seated accommodation in the stands is assessed in the following sequence.

1. Establish the number of seats by stand, by tier and by block from the survey drawings, reconciled against the existing certified position. Paragraph 7.4 of the Pop Concerts Code requires that where sections of the stands will not be in use because of the position of the stage, appropriate reductions are made, and that the calculation takes into account only those parts of the venue from which the stage can be clearly and easily seen.
2. Apply the physical condition factor for each area, reflecting the condition of the seating, structures, circulation and exits.
3. Apply the safety management factor for each area, reflecting the standard of safety management to be applied at events of this type.
4. Deduct seats with no view of the performance area, and seats whose view is restricted to a degree that renders them unusable for the event, established by the sightline assessment at section 6.6.4.
5. Deduct seats withdrawn from use for operational reasons, including production positions, sterile areas adjacent to the stage or its structures, and any area required for emergency access or aisle maintenance.
6. Test the resulting figure against the exit capacity serving each area.
7. Both factors are applied to the physical seat count, and the lower of the two determines the holding capacity of the area, in accordance with the guidance. The basis on which each factor is set is recorded, because the factors are judgements and must be traceable.

6.4.4 Standing accommodation on the pitch

Pitch standing is assessed on the available area method.

1. Establish the gross area of the grass within the pitch perimeter wall, comprising the playing surface and the surround out to the wall, from the survey drawings.
2. Deduct all areas not available to the standing audience. These include the stage and its structures and overhang, the front of stage barrier and pit, any secondary or delay barrier systems, the mix position and delay tower positions, cable routes and trackway, bar, catering, sanitary and welfare provision located within the footprint, the disabled viewing platform and its clear zone, perimeter circulation and cross circulation routes, and emergency access and egress routes required to be kept clear.
3. Deduct areas from which the performance cannot be viewed, or from which viewing is so restricted that the area cannot reasonably be counted.
4. Establish the usable standing area remaining.
5. Apply the adopted density to the usable area to give holding capacity.
6. Test the resulting figure against entry capacity and against exit capacity, and take the lowest of the three.

Selection of density

The density adopted is a judgement and it is the single most influential value in the assessment. It is therefore stated explicitly, with the reasoning behind it.

The density is selected having regard to the nature of the representative event, which is a high energy performance with a predominantly younger audience and pronounced front loading toward the stage. Densities appropriate to a static or seated audience are not applicable. Equally, an upper bound density applied uniformly across the whole standing area would not reflect reality, because density at a concert of this type is not uniform. The forward area experiences materially higher density than the rear.

The assessment therefore adopts a conservative overall density for the purposes of establishing capacity, and separately identifies the forward area as requiring active density management as an operational control under section 8.3. The capacity figure is not derived from the maximum density the space could theoretically hold.

6.4.5 Entry capacity

Entry capacity is established by comparing the throughput of the entry and search configuration against the admission window and the arrival profile.

- The admission window runs from advertised gates to last entry, as set in the Assumptions Schedule.
- Throughput is established from the number of search lanes each entry point can accommodate, derived from its clear width, and the processing rate achieved per lane under the search regime applied.
- The result is tested against the arrival profile at section 4.5. Arrival is front loaded, so the busiest hour and not the average across the window is the test.

Where throughput is insufficient to admit the assessed population within the window, either the entry configuration or the admission window must change. The fixed last entry time means the window cannot be extended at the end.

The assessed result is reported at section 6.6.7. The calculation sits on the Entry Capacity sheet of the capacity workbooks.

6.4.6 Exit and emergency egress capacity

Normal departure

Departure at the conclusion of the event is a managed process taking place over an extended period, described at section 10. It is not used to establish capacity.

Emergency egress

Emergency egress is the governing safety calculation. It establishes the number of people who can be cleared from each zone to a place of safety within the applicable evacuation period.

- Identify every exit serving each zone, and its effective width measured at its narrowest point.
- Establish, for each exit, the route it follows and the place of safety it discharges to. An exit discharging into a space that is itself constrained cannot be counted at full value.
- Apply the rate of passage appropriate to the exit type, distinguishing level routes from stairways, since the rates differ.

- Apply the minus one principle, discounting the largest single exit from each zone on the basis that it may be unavailable in the emergency giving rise to the evacuation.
- Calculate the population that can be cleared within the applicable evacuation period.
- Where a route serves more than one zone, or where flows from different zones converge, assess the combined flow at the point of convergence.

Particular attention is given to egress from the pitch. Movement from pitch level to a place of safety may involve routes not designed for that purpose, may converge with flows from the stands, and may pass through concourse or vomitory arrangements sized for a different population. Each of these is assessed.

6.4.7 Aggregation and the governing figure

The venue Safe Holding Capacity is the sum of the zonal capacities, each taken at the lowest of its holding, entry and exit capacities, subject to the convergence check described above.

The assessment records which constraint governs in each zone and by what margin. A capacity governed by exit provision with no margin carries a different level of confidence from one governed by holding area with substantial exit headroom, and this Strategy states which applies at section 6.6.3.

On the gates widened as advised, holding capacity governs, exit capacity carries headroom and entry capacity carries substantial headroom.

6.5 Key considerations

Section 2 sets out the considerations that bear on the event as a whole. Those which act directly on the capacity figure are set out below.

Which constraint governs depends on the gate widths. On the pitch perimeter gates as they exist, the capacity is governed by the rate at which the standing population can be cleared from the pitch through the corner gates within the evacuation period. On the gates widened as proposed, the gates cease to be the constraint and the capacity is governed by the holding capacity of the venue. The two bases are therefore limited by different things, and the gate works are what moves the constraint.

The pitch perimeter gates are the controlling dimension on the as built basis. The four corner gates between the pitch and the perimeter concourse are the only means by which the standing population leaves the pitch. On the widths as they stand, their combined clear width sets the capacity.

The audience area must be surfaced. The assessment adopts a terrain factor of 1.0, appropriate to a hard, flat, level walking surface. That value holds only because the audience area is to be fully covered with temporary trackway or equivalent engineered surfacing. On grass, the rate of passage falls and the capacity falls with it.

The area available to the audience is finite and is nearly committed. The assessment deducts 2,868 sq m of the 11,172 sq m grass area for on-pitch infrastructure. Deductions can rise to approximately 3,165 sq m before the capacity falls below the figure sought, which leaves in the order of 300 sq m across the whole schedule. Section 2.4 sets this out.

6.6 Assessed Safe Holding Capacity

6.6.1 The two assessment bases

The capacity is reported on two bases, which isolates the effect of the proposed gate works.

The **as-built basis** assesses the venue on the pitch perimeter gate widths as they exist on site, with no widening works assumed. The **target capacity basis** assesses the venue on the gate widths proposed to be provided as part of this Part 8.

Both bases use the same pitch area, the same density zones, the same stand figures, the same evacuation period and the same perimeter exit provision. The only difference between them is the clear width of the four corner gates off the pitch.

6.6.2 The assessed figures

On the **as-built basis**, with four corner gates totalling 12.15 m of clear width, the assessed Safe Holding Capacity is **12,073**, comprising 5,328 on the pitch and 6,745 in the stands. That is 9,927 below the 22,000 capacity sought.

On the **target capacity basis**, with the four corner gates widened to a combined 36.00 m, the assessed Safe Holding Capacity is **22,521**, comprising 15,776 on the pitch and 6,745 in the stands. That supports the 22,000 capacity sought, with 521 of headroom.

The as-built figure is not a deficiency in the stadium. The corner gates were provided for maintenance and match day access to the playing surface, and they were never required to evacuate a standing audience. The figure establishes the scale of the physical intervention the proposed use requires.

The clear width required at each corner gate, assessed on the one gate lost basis and against the full pitch population the density assessment allows, is 8.60 m, giving 34.40 m in total.

Safe Events Global advises that the four pitch perimeter gates be widened to a clear width of 9.00 m each, giving 36.00 m in total. That is the width shown on the indicative layout at Figure 1 and the width on which the target capacity basis is assessed. It exceeds the assessed minimum, so the specification itself carries margin, and at that width the pitch is governed by density and not by egress.

6.6.3 The governing constraint

The two bases are governed by different constraints, and the difference is the effect of the gate works.

On the **as-built basis** the governing constraint is emergency egress from the pitch, assessed with one of the four corner exit points discounted under the minus one principle. The three remaining gates clear 5,328 people within the evacuation period, which is well below the population the pitch could hold, and the capacity falls accordingly.

On the **target capacity basis** the gates are no longer the constraint. Three of the four widened gates clear 16,632 people within the evacuation period, which is above the 15,776 the pitch can hold at the adopted densities. The governing constraint becomes the holding capacity of the venue.

The pitch holds 15,776 people at the adopted densities. The stands provide 6,745 usable seats. The venue holding capacity is therefore 22,521, and on the target capacity basis that is the assessed figure.

The applicable evacuation period is eight minutes. The rates of passage applied are 77 persons per metre per minute on level routes and 66 on stepped routes, blended to 73.71 by the proportion of the audience standing on the flat and seated in the stands.

Thirteen perimeter exits are included in the assessment, giving 55.75 m of clear width out of the ground. Fourteen are recorded as built. The ground north east corner exit toward the astro, at 4.80 m, is excluded because the astroturf perimeter fence sits approximately 6 m in front of it and constrains the onward route. Two further exits shown on earlier capacity mapping do not exist on site.

6.6.4 Seated accommodation and sightline losses

The stands provide 10,726 seats in total. After sightline losses the usable figure is 6,745, a reduction of 3,981 seats.

Stand	Seats	Usable	Usable seats
North	2,640	All	2,640
South	2,161	None	0
East	2,832	All but 830	2,002
West	3,093	All but 990	2,103
Total	**10,726**		**6,745**

The South stand is taken as wholly lost, on the basis that the stage occupies the end of the pitch in front of it. The East and West stands carry a measured sightline exclusion of 830 seats and 990 seats respectively, being the seats at the stage end of each stand whose view is lost or materially restricted by the stage structure and its wings. The North stand is taken at full capacity.

The exclusion is a measured count. It was taken seat by seat in computer aided design by Purser against site layout drawing P-A-0002 of 12 Nov 2026, on lines drawn at thirty degrees from the centre of the downstage edge to each of the East and West stands. Where a line crosses a row, the seats beyond it are excluded and the remainder of that row is retained. The South stand is taken as a total loss of all 2,161 seats, with no attempt made to recover any part of it. The total exclusion across the three stands is 3,981 seats.

The exclusion depends on the stage position and height and on the layout against which it is measured, and it is confirmed for an individual event against that event's own layout.

6.6.5 Standing accommodation and available area

The grass area within the pitch perimeter wall, comprising the playing surface and the surround out to the wall, is 11,172 sq m. Deductions for the stage and its structures, the front of stage barrier and pit, the mix position, the delay towers, the disabled viewing platform, the medical provision, merchandise, the bar block in front of the North Stand, circulation and the other elements listed at section 6.4.4 total 2,868 sq m, which is 25.7 per cent of the gross area. The net usable standing area is 8,304 sq m.

The elements deducted are taken from the indicative layout at Figure 1. What governs the capacity is the total area occupied and not the particular mix of elements that makes it up.

Density is applied in three zones across that net area.

Zone	Proportion of net area	Density	Capacity
Zone 1, the forward audience area behind the barrier system	10 per cent	3 persons / sq m	2,491
Zone 2, from the rear of the forward area back	70 per cent	2 persons / sq m	11,625
Zone 3, rear of the pitch, with greater circulation and space	20 per cent	1 person / sq m	1,660
Total	100 per cent		15,776

The zonal split reflects how an audience distributes itself at a performance of this type. Density is highest immediately behind the barrier system, falls through the body of the standing area, and is lowest at the rear where circulation is greater and attendees are less motivated to compress.

6.6.6 Why the approach is conservative

The assessment errs toward caution at each point where a judgement is made.

- No zone is assessed above 3 persons per square metre. Densities of 4 persons per square metre and above are associated with loss of individual control of movement, and are not applied anywhere in this assessment.
- The overall pitch density averages below 2 persons per square metre. The three zone split produces an effective average of 1.9 persons per square metre across the net usable area, against the 2 persons per square metre commonly applied to standing audiences as a whole.
- The minus one principle is applied to the pitch. One of the four corner exit points is discounted on the basis that it may be unavailable in the emergency giving rise to the evacuation. The capacity is assessed on three of the four gates.
- Over a quarter of the grass is deducted before any density is applied. The 2,868 sq m of deductions remove the stage, the pit, the mix position, the bar block, the viewing platform, the medical provision and all circulation from the calculation before a single person is counted, and include an unallocated allowance over and above every element identified on the layout.
- The seated figure takes the South stand as a total loss. All 2,161 seats are removed with no attempt to recover partial use of seats behind or alongside the stage, and the factor applied to the East and West stands removes 372 seats more than the thirty degree sightline check indicates.
- A usable perimeter exit is excluded. The 4.80 m exit at the ground north east corner is left out of the assessment because the astroturf perimeter fence constrains the route beyond it. No partial allowance is taken for it.

The assessed figure is therefore a conservative and realistic capacity for the venue in the representative configuration, and not the highest number the space could be made to yield.

6.6.7 Entry capacity

Entry capacity is the third of the three capacities and it does not govern.

The entry strategy assessed places general admission and pitch ticket holders through the northern gates, which give the most direct access to the pitch from the dominant approach across the N81, and admits the seated

audience through the existing turnstiles and entrances serving the East, West and North stands. The southern gates are additionally available for pitch admission, because the South Stand is wholly lost to the stage and is not admitted to.

The admission window is four hours and thirty minutes, from advertised gates at 17:00 to last entry at 21:30. Taking the busiest hour of arrival at 35 per cent of the audience, peak demand is approximately 5,520 persons per hour for the pitch and approximately 2,360 for the stands.

The rate adopted is 250 persons per hour per search lane, which is a full search rate and the most onerous of the three regimes assessed. On that rate the pitch requires 23 search lanes and the stands 10, giving 33 in total.

Measure	Pitch	Stands	Total
Peak hour demand (persons per hour)	5,520	2,360	7,880
Search lanes required at the adopted rate	23	10	33
Search lanes the nominated entry points accommodate	34	12	46
Throughput provided (persons per hour)	8,500	3,000	11,500
Entry capacity within the admission window (persons)	38,250	13,500	51,750
Population to be admitted (persons)	15,776	6,745	22,521

Entry capacity therefore exceeds both the peak hour demand and the population to be admitted, and it does not govern. It does not govern at any search rate down to 200 persons per hour per lane.

A second test is applied. Paragraph 7.2 of the Pop Concerts Code sets a notional admission period of two hours. Tallaght Stadium is an enclosed venue admitting over a published window of four and a half hours, so the two hours is a stress test rather than the governing period, but it is reported because it is the figure the Code names.

Against a two hour period the pitch admits, requiring 32 lanes against the 34 provided, and the venue as a whole admits, requiring 46 against the 46 provided. The stands fall two lanes short, requiring 14 against the 12 provided, which corresponds to a processing rate of 283 persons per hour per lane rather than 250. Stand entry is through existing turnstiles on a ticket scan and a light search rather than a full search, and processes materially faster than the full search rate adopted, so the shortfall is nominal rather than real.

Two qualifications are carried into the conditions at 6.7.

The northern gates alone accommodate 15 search lanes, which meets peak pitch demand only at a rate of 370 persons per hour per lane or better. That is faster than a full search regime achieves. Pitch admission therefore relies on the southern gates as well as the northern ones, and an entry configuration that uses the northern gates alone would require either a lighter search regime, an earlier gates time, or both.

The share of the audience arriving in the busiest hour is an assumption pending the arrival profile in the Transport Assessment. The margin in the table above is wide enough that a materially heavier peak would still not make entry the governing constraint, but the figure is to be confirmed.

6.7 Conditions on which the capacity depends

The assessed capacity holds only while the following conditions are met. They are recorded on the Capacity Statement and are carried into the operational sections of this Strategy.

1. All perimeter exits recorded in the assessment are available, unlocked and unobstructed for the full duration of the event, and their clear widths are not reduced by staging, storage, vehicles or signage.
2. Pitch perimeter gates are provided at not less than the specified clear width, and are manned, locked back in the fully open position or removed before the audience is admitted to the pitch, in accordance with paragraph 15.7 of the Pop Concerts Code.
3. On-pitch infrastructure does not exceed the footprint deducted in the assessment. Any addition reduces the net usable pitch area and therefore the capacity.
4. Front of stage density is actively managed and monitored, and does not exceed the zone densities assessed. The arrangements for this are at section 8.3.
5. Seats excluded on sightline grounds are not sold and are not occupied.
6. Stewarding, public address and emergency lighting provision are sufficient to achieve the stated evacuation time.
7. The pitch is fully covered with temporary trackway or equivalent engineered surfacing across the whole audience area before the audience is admitted. The assessed capacity assumes a hard, flat, level walking surface. Grass or partial coverage reduces the rate of passage and the capacity.
8. Every exit route used in the event configuration remains in the open air and free of fire load, so that the basis on which the eight minute evacuation period rests continues to hold. Paragraph 15.9 of the Pop Concerts Code provides that caterers and other services are not permitted to set up stalls or park vehicles in a manner which would impede safe evacuation, and paragraph 15.6 that no temporary barrier is placed where it could obstruct the means of escape. Concessions, generators, cable runs, hospitality units and storage are accordingly kept off exit routes.
9. The entry configuration provides not fewer than 23 search lanes serving the pitch and 10 serving the stands, at a processing rate of not less than 250 persons per hour per lane. Pitch admission uses the southern gates as well as the northern ones. A more intensive search regime, or an entry configuration confined to the northern gates, requires additional search positions or an earlier gates time. The assessment is at section 6.6.7.

A capacity operated without these conditions is not the capacity assessed.

6.8 Sensitivity and dependencies

The assessed figure depends on a number of variables, some of which remain open at the time of assessment and some of which could change at delivery stage. The assessment identifies those which materially affect the outcome and records the sensitivity of the figure to each.

- Stage position and orientation, which drives the sightline deductions in the stands and the usable area on the pitch.
- The extent of production and infrastructure deductions from the pitch.
- The density adopted for standing accommodation.
- The safety management factor applied, which is a statement about the standard of management to be delivered and not a fixed property of the venue.
- The availability and effective width of pitch level egress routes.
- The evacuation period, and therefore the fire risk categorisation of each exit route. A route found to be medium rather than low risk carries six minutes rather than eight, and the capacity served by it falls by a quarter.

Recording sensitivity identifies which variables, if changed, would require the assessment to be revisited, and therefore which changes at delivery stage are material.

6.9 Conclusion

The venue can safely accommodate the capacity sought, subject to the minor widening of the four pitch perimeter gates and to the conditions at section 6.7.

On the gate widths as they exist, the assessed capacity is 12,073. With the gates widened to 9.00 m each, it is 22,521 against a capacity sought of 22,000.

The two figures are limited by different things. On the widths as they stand, the constraint is emergency egress from the pitch. At 9.00 m each the gates clear more people than the pitch can hold, the constraint moves to the holding capacity of the venue, and the capacity ceases to depend on the gate dimension. The assessed minimum width at which that transfer occurs is 8.60 m, so the 9.00 m advised carries margin in the specification itself.

The margin above the capacity sought is 521 people. It is adequate but it is not large, and it rests on the schedule of on-pitch deductions holding at or close to 2,868 sq m. Section 2.4 sets out what that leaves.

The assessed capacity is a figure for all persons present, counted as set out at section 6.4.1, and it includes staff, crew, security and performers as well as the audience. The assessed capacity of 22,521 therefore supports the maximum audience attendance of 22,000 persons referred to in the statutory notices together with the anticipated non-audience personnel, the margin of 521 being the provision available for that population. Where the non-audience population for an individual event would exceed 521, the audience figure for that event is set so that the total population present does not exceed the assessed capacity. The maximum audience attendance is 22,000 persons in every case, and nothing in this Strategy provides for a figure above it. Effect is given to this by the pre-event inspection at section 15.4.

The assessment establishes a safe holding and emergency egress capacity. Sanitary provision, stewarding ratios and medical provision do not form part of the capacity figure. They are established for each event by whoever holds it, against that event's attendance, audience profile and conditions, and the indicative layout carries a representative quantum of each so that the area it occupies is counted in the assessment. Ingress rate and queueing, internal circulation and onward dispersal beyond the site boundary are addressed in the sections that follow.

7 Ingress, Circulation and Queueing

7.1 Purpose and scope

This section addresses the movement of the audience from arrival at the site boundary to taking position within the venue. Dispersal after the event is dealt with separately at section 10.

Ingress and dispersal are different problems. Ingress is spread over a period of hours, is under the control of the organiser through the admission process, and can be metered. Dispersal is concentrated, is driven by the audience rather than by the organiser, and cannot be metered beyond a limited degree. The arrangements described here are accordingly less constrained than those at section 10.

The stadium already has an ingress, egress and circulation model for a seated audience, and this proposal does not alter it. The seated audience enters through the existing turnstiles and entrances serving the East, West and North stands, circulates on the existing concourses, and leaves through the existing perimeter exits, as it does for a League of Ireland fixture, under the existing safety management regime. What is different for the events that are the subject of this Part 8 is the addition of a standing audience on the pitch. The arrangements in this section and at sections 9 and 10 address that addition. Where a figure in this Strategy shows movement to or from the pitch, it shows pitch movement only and does not represent the stand arrangements.

7.2 Approach routes and arrival distribution

The venue is approached on foot from four directions. From the Luas stop at Tallaght and from The Square to the north, across the N81 at the signalised junction. From the Whitestown Way corridor to the south and west. From the residential areas to the east by the pedestrian bridge and the park. And from the on-site car park for those arriving by vehicle, by bus or by taxi.

The arrival distribution is not uniform across those routes. The dominant flow is from the north across the N81, for the same reason that the dominant departure flow is in that direction.

The arrival profile assumed for the representative event is set out at section 4.5. Admission opens sufficiently in advance of the headline performance that the arrival curve is spread, and the entry capacity assessment at section 6.6.7 establishes that entry is not the binding constraint.

7.3 Entry points and search

General admission and pitch ticket holders enter through the northern gates, which give the most direct access to the pitch from the dominant approach across the N81. The seated audience enters through the existing turnstiles and entrances serving the East, West and North stands. The southern gates are additionally used for pitch admission, and are available for it because the South Stand is wholly lost to the stage and is not admitted to.

The entry capacity assessment at section 6.6.7 establishes that this configuration admits the assessed population within the admission window with substantial margin, and that entry capacity does not govern. It also establishes that the northern gates alone do not carry enough search lanes to meet peak pitch demand at a full search rate, which is why the southern gates form part of the pitch admission arrangement rather than a contingency.

The search regime for an individual event is set by the event's own Risk Assessment and by the arrangements agreed with An Garda Síochána for that event. Search rate governs entry rate, and a more intensive regime requires either more search positions or an earlier gates time. The condition at section 6.7 states the minimum lane provision on which the capacity depends.



Figure 2: Pitch ingress for general admission. *The routes by which the standing audience reaches the pitch, from the ground entry points through the corner gates in the pitch perimeter wall. The drawing shows pitch movement only. The audience seated in the stands enters through the existing turnstiles and entrances serving the East, West and North stands and does not use these routes.*

7.4 Queueing and queue accommodation

Queues form at the entry points and are accommodated outside the paid perimeter.

Queue accommodation is designed so that a queue does not extend onto the N81 footpath or into the junction, and does not obstruct the emergency routes identified at section 9.2. Queue lanes are laid out with defined ends so that the length of a queue is visible to the control room and to the stewarding team, and so that a queue that is growing beyond its accommodation is identified before it reaches the road.

Where the queue at a given entry point approaches the limit of its accommodation, the response is to open additional search positions at that point, and to divert arrivals to an alternative entry point by stewarding and by messaging. Holding a growing queue in place is not an acceptable response.

7.5 Last entry

A last entry time is set for each event and is published in advance with the ticket.

Last entry closes the admission process at a defined point so that the entry workforce can be redeployed to the departure arrangements, and it prevents a late arrival surge coinciding with the start of dispersal.

7.6 Internal circulation

Once admitted, the audience distributes between the stands and the pitch.

Circulation within the stands is on the existing concourse arrangements, which are designed for the seated capacity and are not altered by the proposed use.

Circulation on the pitch is across open ground. The principal circulation requirements are that the routes between the pitch perimeter gates and the audience area remain clear, that the accessible route to the viewing platform does not cross the standing audience, and that queues at any bar, catering, merchandise or medical provision placed on the pitch do not obstruct the corner gates.

The area immediately inside each pitch perimeter gate is kept clear of infrastructure, queueing and barrier lines. A corner is where flow converges, and a corner that is obstructed on the inside is a crush risk independent of the gate width.

7.7 Allocation of the car park

The car park serves several competing demands on an event day and it cannot meet all of them.

The event layout at Figure 1 allocates it between shuttle parking with an associated drop off and collection point, which occupies the western part of the car park, sanitary provision in two banks towards the centre, a food and beverage area to the east incorporating food and sponsor stalls and bar counters, and the emergency vehicular access route around the southern and eastern perimeter. The boneyard sits outside the bowl to the south east, between the East Stand and the site boundary, rather than within the car park. General public parking is not provided for within that allocation, and no coach or shuttle parking is provided for public use. The Transport

Assessment allocates an area of the car park for shuttle provision comprising a drop off and pick up area together with bus stabling, reached through the existing vehicular site access. That is the same provision as is described here.

The distinction between where passengers board and where vehicles are held between movements bears on the crossing arrangement at section 10. The assessed northbound proportion assumes that shuttle and coach passengers board and alight on the south side of the junction. Where the vehicles themselves are stabled does not affect that assumption, and stabling away from the site is capable of being accommodated. Boarding north of the junction is a different proposition, and its effect on the holding area is recorded at section 10.7.

That allocation is a deliberate control and not simply a consequence of the space available. It is the indicative allocation on the current layout. The car park strategy for an individual event, including the quantum of accessible and operational parking, the provision of temporary cycle parking to supplement the permanent provision on site, and the treatment of private vehicle set down, is a matter for the Transport Assessment. It is one of the principal means by which event generated traffic at the N81 junction is limited, and it should be read together with section 2.8 and section 10.

8 Crowd Safety and Crowd Movement

8.1 Crowd safety considerations and key principles

This section sets out the principles on which crowd safety at the representative event is planned. The measures that follow in this section derive from them, and where a judgement is made later in this Strategy it is made by reference to them.

The event is assessed as a system

Entry, circulation, viewing and exit are interdependent. A constraint in one produces an effect in another, often at a distance and often later. Insufficient entry throughput produces a crowd outside the venue and a compressed arrival, which raises density inside at show start. A viewing arrangement that concentrates the audience forward reduces the effectiveness of circulation routes intended to serve it. An exit arrangement adequate on its own dimensions fails if the space it discharges into is itself constrained.

The assessment therefore treats the event as a single system with a governing constraint, and identifies where that constraint lies.

Capacity is a ceiling

The assessed Safe Holding Capacity establishes the maximum that can be safely accommodated in the assessed layout under the stated conditions. It is not an operating objective and it carries no implication that any event should be sold to that number. The conditions on which the figure depends form part of the assessment, and the figure holds only while those conditions are met.

Density is the primary control variable

At an event of this type, density in the forward standing area is the variable most closely connected to risk and the one most capable of being influenced during the event. Density varies across the standing area, changes through the event, and does not correlate directly with attendance. A venue at eighty per cent of capacity can carry unacceptable density in the forward area while the rear stands empty.

It follows that managing the event means managing distribution as well as numbers. The measures in this section are directed at where people are and how they are moving.

Design, then information, then management

Risk is addressed first through the physical arrangement, then through what the audience is told, and only then through active intervention. The order reflects reliability, in that a physical arrangement operates without staff intervention whereas information depends on being received and understood. Active management depends on the condition being noticed in time and on the response being adequate.

Measures that depend on intervention are therefore treated as the least reliable of the three, and are used to supplement design and information.

Crowd behaviour is planned for as it occurs

The representative event involves an audience with strong motivation to be close to the stage, sustained physical movement during the performance, surge behaviour at identifiable moments, and reluctance to leave the forward area for welfare or any other reason, and alcohol is present.

This is normal behaviour for the event type and it is the condition the arrangements must work within. Planning that assumes compliance with instructions, orderly distribution or voluntary self-regulation of density will not hold at this event, and is not relied upon.

Monitoring is continuous and intervention is graduated

The arrangements provide for continuous observation of density and crowd condition, defined thresholds at which action is taken, and a graduated set of responses, so that measures short of stopping the performance are available and can be applied early.

Thresholds are set in advance, and the authority to act on them is explicit. Reporting lines are defined so that an observation reaches a person able to act on it.

Command, authority and the no-regret principle

Decision-making authority for crowd safety is defined, held by a competent person, and exercisable without reference upward in time-critical circumstances. The authority to stop or pause a performance is explicit and is not qualified by commercial considerations.

Where a judgement is finely balanced, the arrangements favour the cautious option. The consequences of a pause that proves unnecessary are minor. The consequences of a pause that comes too late are not. This principle is established before the event so that it is not in question during it.

8.2 Zoning and space allocation

The venue is divided into zones for crowd safety purposes. The zonal structure is built on that used for the capacity assessment at section 6, with the operational areas added, so that the capacity of each zone, the stewarding allocated to it and the response available to it are all expressed in the same terms.

Zoning serves the following purposes.

- Capacity to be established at the point where the venue is constrained.
- Density to be monitored and reported by location.
- A response, including a partial evacuation, to be directed at one part of the venue while the remainder is held.
- Stewarding to be allocated and accounted for by area.

Zones

Zone	Description	Principal crowd safety consideration
Forward pitch area	The area immediately behind the front of stage barrier system, assessed at the highest density.	Density, surge, pressure against the barrier, casualty extraction.
Main pitch area	The body of the standing accommodation between the forward area and the rear.	Density distribution, circulation, access for welfare and medical response.
Rear pitch area	The rear of the standing accommodation, assessed at the lowest density.	Distribution, encouraging use of available space, proximity to perimeter gates.
Seated stands	Those stands retaining a usable view of the stage.	Concourse circulation, aisle and gangway maintenance, egress through vomitories.
Disabled viewing platform	The platform and its protected clear zone.	Sightline maintenance, perimeter integrity, protected egress route.
Sterile and operational areas	Pit, front of house, delay tower positions, emergency routes and production areas.	Exclusion of the audience, maintenance of clear routes.

8.3 Density monitoring and intervention

Density in the forward pitch area is the variable most closely connected to risk at an event of this type, and the capacity assessment is expressly conditional on it being actively managed and not exceeding the zone densities assessed.

That condition is a commitment. It requires that density is observed continuously, that it is assessed against thresholds set before the event, and that there is a graduated set of responses available so that early action is possible and the only choices are not to do nothing or to stop the performance.

Monitoring

- Continuous observation of the forward area and the main pitch area by competent staff positioned to see the crowd, including from elevated positions giving a view across rather than into the crowd.
- Counted admission at entry, by zone where the layout separates zones at the gate line, so that the population of each zone is known.
- Camera coverage of the forward area and the pitch, monitored in the control room.
- Observation of crowd condition as well as crowd density, including surge, wave movement, raised hands, distress signals and attendees attempting to leave the forward area against the flow.

Intervention

- Responses are graduated and the trigger for each is set in advance.
- Routine measures: water distribution into the forward area, verbal direction by stewards, and encouragement of distribution toward the main and rear areas.
- Elevated measures: increased staffing at the barrier, opening additional space where the layout allows, and direction from the stage at the request of the crowd safety lead.
- Extraction of individual attendees over or through the barrier system by the pit team.

- Performance pause or show stop, as set out at section 9.5.

Observation that does not reach a person able to act on it is not monitoring. Reporting routes and decision authority are defined in the Event Management Plan for each event.

8.4 Front of stage, pit and barrier arrangements

The front of stage area is where the greatest crowd pressure, the highest density and the majority of casualties at events of this type occur. The arrangements here are the most consequential in this Strategy.

Barrier system

- A front of stage barrier system of a type designed for the purpose, capable of withstanding sustained crowd loading, installed and signed off before the audience is admitted.
- A pit between the barrier and the stage of sufficient depth to allow the pit team to work, to extract casualties and to move along the barrier line without obstruction.
- Consideration of a secondary or spur barrier arrangement to divide the forward area and limit the depth of crowd loading on the front barrier. The need for this follows from the assessed forward area density and the stage width.
- Barrier terminations designed so that the crowd is not funnelled into a convergence at the ends of the barrier line.

Pit operation

- A pit team of sufficient size and competence to extract casualties over the barrier continuously during the performance, briefed on extraction technique and on the signals that indicate distress.
- Medical capability at or immediately adjacent to the pit, with a route from the pit to the medical facility that does not pass through the audience.
- Water available for distribution into the forward area.
- Communication between the pit, the control room and the stage that functions over amplified sound.

Relationship to the show stop capability

The pit is where the need for a show stop is usually first identified. The pit team must therefore have a direct route to the person holding the authority to call it, without passing through intermediate layers, and the capability described at section 9.5 depends on that route existing and being tested.

8.5 Stewarding and security deployment

This Strategy establishes the functions that must be staffed and the competences required. Numbers are set for each event against its own Risk Assessment, because they depend on the actual attendance, layout and conditions.

Functions

Function	Responsibility
Crowd safety management	Overall responsibility for crowd safety, holding the authority to intervene and to call a show stop.

Pit team	Observation of the forward area, casualty extraction, water distribution, and reporting of crowd condition.
Pitch zone teams	Density observation, circulation, welfare response and direction within the standing accommodation.
Stand and concourse teams	Gangway and aisle maintenance, seat occupancy, concourse circulation and vomitory management.
Entry and search teams	Admission, search, age verification, refusal and the management of the external queue.
Disabled viewing platform team	Platform management, access control, assistance and assisted evacuation.
Exit and egress teams	Gate operation, egress direction and the maintenance of clear exit routes.
External and dispersal teams	Pedestrian routing beyond the gate line, protection of residential streets and transport interfaces.

Competence and briefing

- Staff in crowd safety roles hold competence appropriate to the function, and those in the pit and in the forward area are experienced in events of this type specifically.
- All staff are briefed before the event on the layout, the zones, their own function, the reporting route and the emergency arrangements.
- Disability awareness forms part of the briefing, covering non visible disabilities as well as visible ones.
- Staff are briefed that the capacity is conditional, and on which conditions their own function maintains.

8.6 Monitoring, control and communication

- An event control function with a view of the venue, staffed by those holding decision authority, operating for the full duration from the opening of gates to the clearance of the site.
- A communication system reaching all crowd safety functions, with sufficient capacity at peak and a means of communicating that does not depend on a single system.
- Camera coverage of the forward area, the pitch, the gate line, the concourses and the external approaches.
- Counted admission data available in the control room in real time, by zone.
- Contemporaneous incident logging, so that the record is made as events occur and supports the review arrangements at section 14.
- Representation of, or direct communication with, An Garda Síochána, the ambulance service and the fire authority, as agreed for each event.

8.7 Signage and wayfinding

Signage is a design measure, and it operates without staff intervention. It is therefore treated as more reliable than direction by staff and is used accordingly.

- Exit identification visible from within each zone, including in darkness and when the crowd is standing, and not obscured by production, barriers or temporary structures.

- Emergency route identification maintained along the full route to the place of safety, and not only at the exit itself.
- Zone identification sufficient for attendees to describe their location to staff and for staff to direct a response.
- Accessible route identification from the accessible entrance to the platform and to accessible facilities.
- External signage on the approaches, directing arrival to the correct entry point and departure to the correct onward route, which is also a residential amenity measure.
- Facility identification for sanitary, welfare, medical and lost persons provision, positioned so that attendees can find them without crossing the forward area.

9 Emergency Access, Egress and Evacuation

9.1 Emergency egress design and benchmarks

Emergency egress from the venue is assessed on an eight minute evacuation period. That is the period both Irish Codes give for exit routes in the open air, at paragraph 15.39 of the Code of Practice for Safety at Sports Grounds and paragraph 7.8 of the Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events. It is adopted here because every exit route in the event configuration is in the open air. The basis is set out at section 6.4.1 and remains subject to confirmation by the fire authority.

The assessment is structured in two stages, because the audience leaves in two stages. The standing audience leaves the pitch through the four corner gates in the pitch perimeter wall. The audience then leaves the ground, together with the seated audience from the stands, through the perimeter exits.

Both stages are assessed on the minus one principle, under which one exit point is assumed to be unavailable. For the pitch gates the justification is that a corner gate in an outdoor wall cannot be blocked by fire or smoke in the way an internal exit can, but it can be obstructed by an incident, by a vehicle or by congestion on the outbound side.

The assessment is made on three gates. In an actual emergency all four would be used. The minus one principle is a design assumption which builds margin into the assessed capacity, and it is not a description of how the gates would be operated on the night.

The governing figures are set out at section 6. In summary, the pitch gates as widened carry the standing population within the evacuation period, and the perimeter exits carry the whole venue population with substantial margin. The capacity is bounded by the holding capacity of the venue rather than by either egress stage.

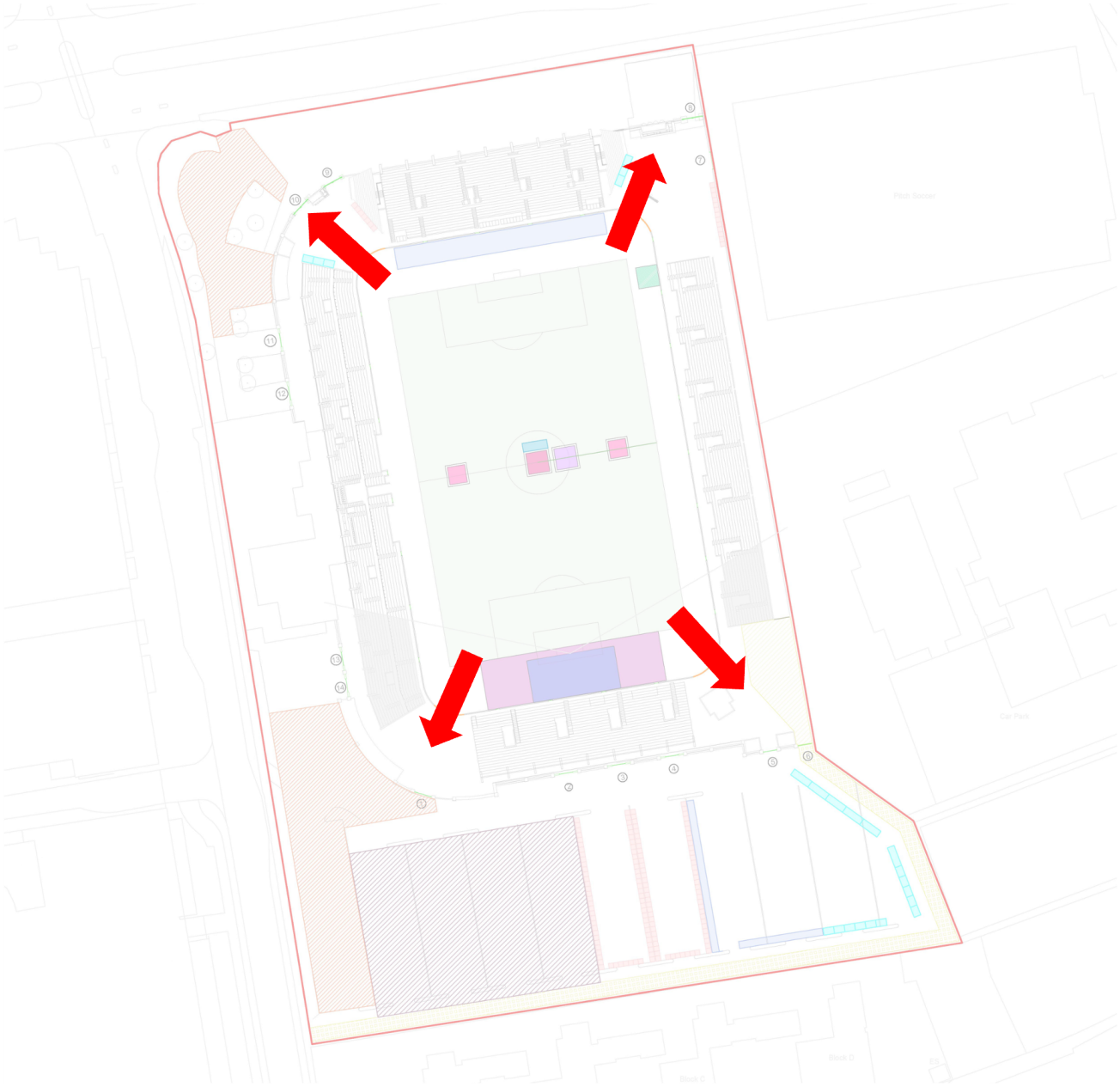

Figure 3: Emergency egress from the pitch, through all four corner gates in the pitch perimeter wall. *The drawing shows pitch movement only. The audience seated in the stands leaves through the existing perimeter exits, as described above.*

9.2 Emergency services access and staging

Emergency service access to the site is maintained throughout the event by a defined route that is kept sterile and is not used for any other purpose.

The route is identified on the event layout at Figure 1 as the emergency vehicular access, at 4 m clear width. It is kept clear of parking, infrastructure, waste and queueing, and it is stewarded at the points where it crosses pedestrian routes.

Beyond the site boundary, the priority routes are from Whitestown Way across the N81 to Cookstown Road and in the reverse direction. Those routes are to be held open during the managed crossing arrangements described at section 10. The coned hard shoulder on the north side of the N81, provided as part of the traffic management arrangements, serves as an emergency route for vehicles moving between the M50 and Jobstown directions and the hospital.

Two matters observed during the review of a comparable egress at the venue bear on this. Two blue light movements were made from the site during the main egress period, one of which required assistance to make progress because pedestrians had taken the carriageway on Whitestown Way, and the second was a pull-in on the north side of the junction that allowed a vehicle to breach a road closure. Both are addressed in the arrangements at sections 10.8 and 10.9.

An ambulance and medical staging position is provided on site for each event, located so that it can reach both the pitch and the stands and can leave the site without crossing the main pedestrian flows.

9.3 Assembly and holding areas

Evacuation from the pitch and the stands is to the outside of the ground in the first instance.

The holding area outside the North West corner of the ground, within the green fence line, is the principal assembly area. It has a net area of 2,185 sq m and a working capacity of 4,370 persons at two persons per square metre. Its role in the managed dispersal arrangement is set out at section 10, and the same area serves as the assembly area in an evacuation.

Where the nature of an incident makes that area unsuitable, the alternative assembly areas are the car park to the south of the ground and the open space to the east. The selection is made by the Event Controller at the time, on the basis of the location and nature of the incident, and is communicated through the public address system and by the stewarding team.

Assembly areas are not holding areas of indefinite duration. Once an assembly is established, the onward dispersal of the audience is managed through the arrangements at section 10, adapted to the circumstances.

9.4 Invacuation and partial responses

Not every incident is answered by taking the audience out of the ground.

Where the hazard is outside the venue, moving an audience into the open street may increase the risk. In those circumstances the response is to hold the audience within the ground, to secure the perimeter, and to await instruction from An Garda Síochána. The stands and the pitch both provide areas in which an audience can be held in those circumstances.

A partial response is available where an incident affects part of the venue only. A section of a stand, a part of the pitch or a single entrance may be cleared and the remainder of the event held, under the direction of the Event Controller and in consultation with the statutory services present.

The show stop procedure, the decision authority and the communication arrangements are set out at section 9.5.

9.5 Evacuation, invacuation and show stop

Each addresses a different situation, and the choice between them depends on the nature of the threat and where it is.

Response	What it is	When it is used
Show stop	Performance is paused or ended and the audience is held in place or redistributed.	A developing crowd safety problem, most commonly density or a medical emergency in the forward area, where the audience is safest where it is but the conditions creating the problem must be removed.
Evacuation	Audience is moved out of the venue to places of safety.	A threat within the venue that makes remaining unsafe.
Invacuation	Audience is held within the venue, or moved further into it, rather than released.	A threat outside the venue, where releasing the audience into the surrounding area would place them in greater danger than retaining them.

Show stop

The show stop is the most frequently required of the three and the most often under-planned. It is treated here as a graduated capability with several levels of response.

- Level one, an appeal from the stage. The performer or a designated voice asks the audience to move back, to create space, or to assist someone. This is the single most effective communication tool available at a music event, and it depends entirely on arrangements agreed with the artist and production in advance.
- Level two, a performance pause. The performance stops, house lights or general lighting are raised, and a scripted announcement is made while the condition is addressed.
- Level three, a full stop. The performance ends and the audience is addressed directly with instructions.

The capability depends on three things being in place before the event: an agreed protocol with the artist and production, pre-agreed announcement scripts for each level, and a communication route by which the decision reaches the stage immediately. Without the first of these the capability does not exist, however well the rest is planned.

Decision authority and communication

- The authority to initiate any of the three responses is defined in advance, held by a named competent role, and exercisable immediately.
- The means of communicating the decision to the stage, to stewards and to the audience is established and tested, and does not depend on a single system.
- Audience communication provides for attendees who will not receive an audible announcement and for those who will not receive a visual one, in line with section 12.8.
- Arrangements account for the possibility that amplified sound is unavailable at the moment it is most needed.

Partial responses

Evacuation and invacuation are not necessarily whole-venue actions. A localised threat may require a single zone to be cleared while the remainder is held, which is frequently safer than moving the entire audience. The arrangements provide for zone-level action, and the zonal structure used for the capacity assessment at section 6 provides the framework for it.

9.6 Adverse weather

The event is held outdoors, in Ireland, with temporary structures and a standing audience at a fixed location for an extended period. Weather is therefore treated as a planned-for operational condition, addressed through pre-defined trigger levels set before the event.

Wind

- Every temporary structure has a designed wind loading and an associated set of action levels, provided by its supplier and specific to that structure and its configuration.
- Action levels are established before build. They typically provide for progressive measures such as removing banners and screens, reducing exposed surface, ceasing work at height, and ultimately clearing the area around the structure.
- Wind is measured on site as well as forecast, since local conditions and structure exposure differ from a regional forecast.
- Decisions relating to structures are taken by reference to the supplier's action levels and competent advice.

Lightning

Arrangements provide for monitoring, a defined distance or time threshold at which action is taken, the action itself, and a defined period before normal operation resumes.

Heat and sun

- Free drinking water available and accessible without leaving the audience area entirely.
- Shade and respite provision, and a route out of the forward area that does not require crossing the full crowd.
- Welfare and medical provision positioned with regard to where heat casualties will arise, which is the forward standing area.
- Monitoring of forecast conditions with escalated provision where a hot day is anticipated.

Rain and ground conditions

Rain affects the event in three ways: audience welfare and behaviour, ground conditions on the pitch and in circulation areas, and the usability of routes intended for egress and emergency access.

The third is the one that bears on the assessment. An egress route or an emergency access route that is usable in dry conditions and not in wet conditions has not been adequately provided. Surfacing, trackway and ground protection are addressed as part of the layout.

Trigger levels and decision points

Weather decisions are tied to the phase of the operation, because the options available differ at each.

Phase	Principal exposure	Options available
Build	Work at height, structure erection, wind loading	Suspend work, re-sequence, delay completion. Widest range of options
Pre-opening	Structure integrity, site condition	Delay gates, modify the layout, cancel before the audience is on site. The last point at which cancellation is straightforward
Ingress	Audience exposed, structures loaded, crowd outside the venue	Hold gates, redirect, provide shelter. Options narrowing
Performance	Full audience present and dense, structures loaded	Show stop, partial evacuation, invacuation. Options are limited and consequential
Egress and break	Audience departing, structures being struck	Phased departure adjustments, suspend break. Audience exposed in the surrounding area

The decision point that matters most is the last one before the audience arrives, because it is the final moment at which the event can be stopped without a crowd on site. That point is identified in advance and a competent decision is taken at it.

10 Dispersal Management Strategy

10.1 The dispersal consideration

Tallaght Stadium sits on the south side of the N81 at its junction with Cookstown Road and Whitestown Way. The Luas stop, the bus stops, The Square and the principal onward routes to the north and east are all on the far side of that junction.

The consequence is that the great majority of the audience leaves the venue on foot and then has to cross a national road at a signalised junction, within a short period, at the end of the event. That movement is the governing external constraint on an event at this venue. It bears on the rate at which the venue can be emptied, on the finish time, on the layout of the car park and on the arrangements required with An Garda Síochána. It does not reduce the capacity that can be held, which is governed inside the ground as set out at section 6.

This section sets out how that movement is managed. The assessment underlying it is the N81 crossing model, which has been used in consultation with An Garda Síochána.

A number of options exist for managing traffic and pedestrian movement on the N81 during an event, and these continue to be discussed with An Garda Síochána and with South Dublin County Council. For the purposes of this representative event, this Strategy adopts the approach currently in use for matches at the stadium, under which crossing of the N81 at ingress and at egress is managed to facilitate attendees. That is the approach for which an evidence base exists at this venue, it is the one that has been observed in operation as recorded at 10.8, and it is the one the crossing model represents.

10.2 Evidence base

The arrangements described here rest on the following sources.

The crossing model, which represents the clearance of the holding area across the junction in ten second steps and tests the trade off between periods given to pedestrians and periods given to traffic.

Classified turning counts at the junction, taken on Thursday 17 and Friday 18 Sep 2026, which establish the traffic at the junction in the hours in which egress takes place. The Friday count, taken on a match night, is carried into the crossing model as the primary basis, because it is the heavier of the two and the more onerous case for the crossing. The Thursday count, which records the position without an event at the stadium, is held as the comparator.

A structured observation of egress from a comparable event at the venue, being the Shamrock Rovers against Bohemians fixture on 12 Oct 2026, which records how An Garda Síochána manage the junction in practice.

The consultation with An Garda Síochána, South Dublin County Council and the stadium recorded at section 13, at which the method and the principal figures were agreed.

10.3 Evidence led approach

The approach is to establish how many people need to cross, how quickly the junction can pass them, and what that does to traffic, and then to build a phased arrangement that satisfies all three.

Approximately 87 per cent of the audience departs toward the N81, being the maximum the mode shares in the Transport Insights assessment permit. Travel time from the stadium to the holding area is approximately two minutes. Pedestrian flow across the junction is taken at 82 persons per metre per minute on reasonable underfoot conditions. One minute is sufficient to allow anyone already crossing to complete their movement before traffic is released.

Each of those was agreed with the stakeholders present at the consultation recorded at section 13.

10.4 The holding area

The audience does not go directly from the ground to the crossing. It is brought into a defined holding area and released across the junction in managed phases.

The holding area is at the corner of the North and West stands, outside the ground and within the green fence line. Its net area is 2,185 sq m, giving a working capacity of 4,370 persons at two persons per square metre.

The green fence from outside the North Stand as far as the pedestrian bridge is to be fenced to prevent climbing. The roller gates leading onto the footpath are unlocked but closed over and staffed, so that they can be opened dynamically if the holding area needs to discharge. And mass guard barrier is provided on the footpath outside the green fence as an overflow provision, which also serves to prevent crossing away from the managed points by those departing south toward the roundabout and turning back.

The mass guard barrier is an overflow provision and not part of the normal management of egress.

10.5 Feeding the holding area

The rate at which the audience reaches the holding area is itself a control.

The gates near the South Stand are the preferred means of feeding the holding area, because the walk from them slows the movement of the crowd and spreads arrivals over a longer period. The gates at the North Stand give more immediate access to the holding area and are less desirable for that reason. They are used where a dynamic response requires it, with staffed secondary points established to manage the additional flow.

The shortest route from the ground to the holding area is not the one that produces the best outcome, because the holding area is the constraint and filling it faster does not empty it faster.

10.6 Crossing of the N81

Pedestrian movements between the stadium and transport facilities north of the N81 will be managed through a coordinated traffic and crowd management strategy. The strategy is based on the controlled movement of pedestrians across the junction, supported by appropriate traffic management measures and oversight by the relevant operational stakeholders.

The detailed operation of the crossing will be determined on an event specific basis having regard to expected attendance, event characteristics, transport demand, weather conditions and prevailing traffic conditions.

The operational approach has been reviewed with key stakeholders as part of the development of this Strategy and provides a robust framework for the safe management of event dispersal.

Final traffic management arrangements, including any measures required at the N81 junction, will be developed and agreed in consultation with An Garda Síochána, South Dublin County Council and other relevant stakeholders as part of the event specific planning process.

The assessment of pedestrian and traffic movement at the N81 junction is set out in the Transport Assessment prepared by Transport Insights.

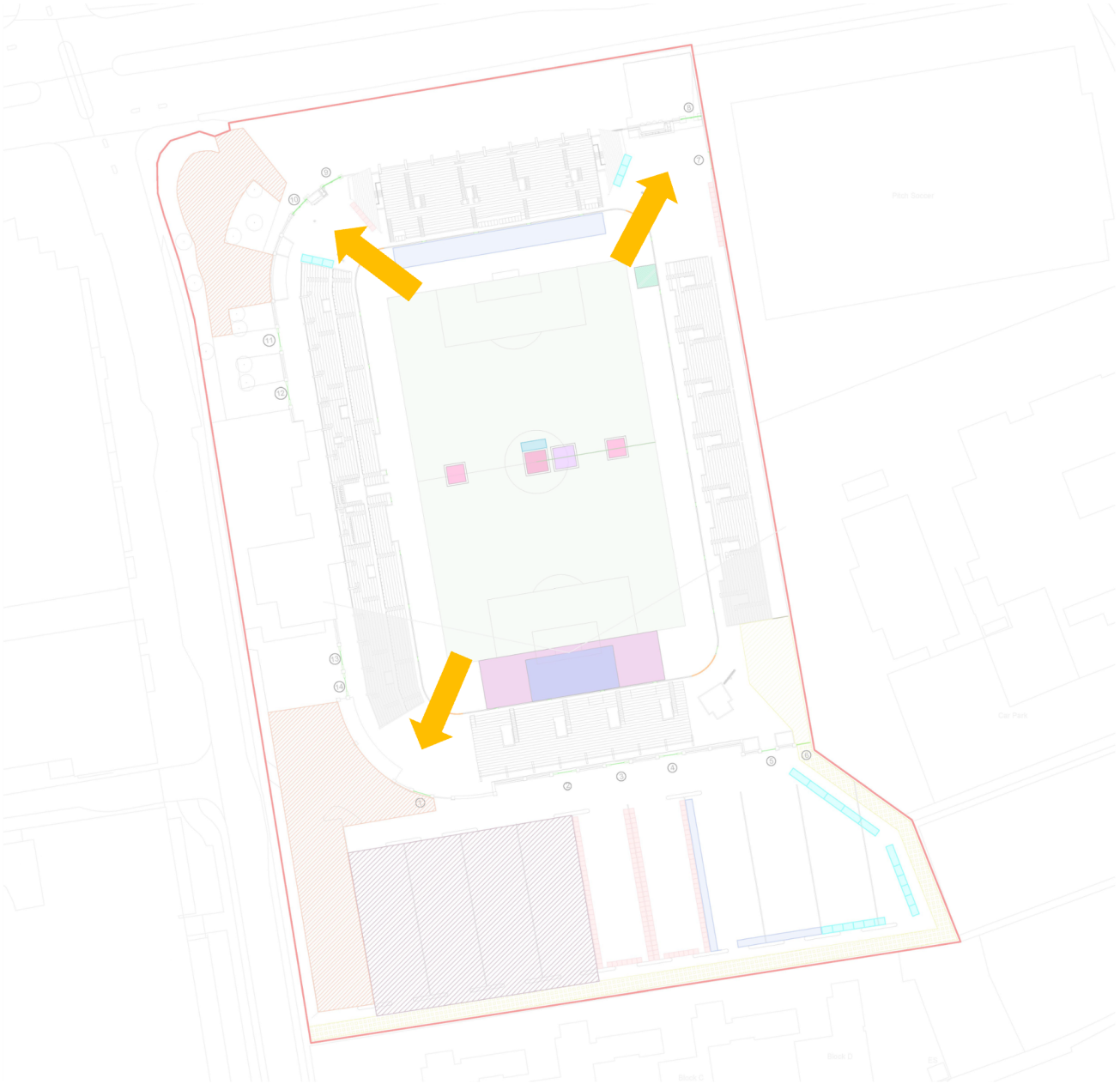

Figure 4: Managed pitch egress at the conclusion of the event. *The routes by which the standing audience leaves the pitch through the corner gates in the pitch perimeter wall and moves toward the holding area and the onward exits. The drawing shows pitch movement only. The audience seated in the stands leaves through the existing perimeter exits. Emergency egress is a separate arrangement and is shown at section 9.1.*

10.7 What the model indicates

The figures below are the output of the model for the capacity sought by this Part 8, on the assumptions at 10.3. They are reported to show that the arrangement works and where it is tight. They are not predictions of any particular night and they will move with the departure profile, the proportion leaving toward the N81 and the traffic on the road at the time.

The traffic in the run reported here is taken from the classified turning counts carried out at the junction by Transport Insights in September 2026. The Friday count, taken on a match night, is used as the primary basis, because it is the heavier of the two and therefore the more onerous case for the crossing. The Thursday count, which records the position without an event at the stadium, is held as the comparator. The model previously ran on a published national estimate derived from the Transport Infrastructure Ireland traffic counter on the N81 and the Project Appraisal Guidelines weekday profile. That estimate carried higher flows than the survey records on three of the four approaches and it is superseded. The model does not depend on the junction signal staging and timings for the crossing itself, because the junction signals are operated manually by An Garda Síochána during that period rather than on their programmed timings, as recorded at 10.8.

On that run, with approximately 19,140 people departing toward the N81, the holding area clears in approximately 32 minutes from the end of the show, against a target of returning the junction to normal operation within 40 minutes.

The peak number waiting at any one time is approximately 3,870, at a density of approximately 1.77 persons per square metre. That is within the working capacity of the holding area, with approximately 500 persons of margin. At the capacity sought it is the holding area, rather than the junction, that is the tightest element of the arrangement, and it is the element requiring most attention in the management of the crossing. Section 2.7 records this as a key consideration.

Most of those departing are released onto a crossing within a few minutes of reaching the holding area. On the modelled run, half cross within approximately two minutes and nine in ten within approximately six and a half minutes, with the longest waits in the order of eleven minutes. The median wait is approximately one minute forty seconds against a longest wait of approximately ten minutes fifty seconds, and approximately one per cent of those crossing wait longer than ten minutes.

The run also reports the effect on the traffic side. The junction is closed to traffic for approximately nineteen minutes in total across the whole egress. The longest queue on any approach reaches approximately 307 m, in the order of 51 vehicles, and all vehicle queues are cleared by approximately 37 minutes after the end of the show.

A sensitivity has been run on the northbound proportion. The 87 per cent reported above assumes that shuttle and coach passengers board and alight on the south side of the junction, as provided for at section 7.7. If those passengers were instead to board north of the junction, the proportion crossing rises to approximately 92 per cent and approximately 20,240 people present at the holding area. On that run the peak reaches approximately 4,575 against a working capacity of 4,370, density reaches approximately 2.09 persons per square metre against a target of 2.0, and the margin against the 40 minute target falls to approximately two minutes. The holding area is exceeded. The arrangement at section 7.7 is therefore a parameter of the assessed capacity and not solely a convenience, and it is recorded as such at section 15.3.

A wait of that length is tolerable only if the audience understands what is happening. Communication with the crowd in the holding area is accordingly treated as part of the arrangement and not as an adjunct to it.

What the figures establish

What they establish is that the method is sound at the capacity sought: a holding area of the size available, fed at a controlled rate, cleared across the junction in a small number of long closures, returns the junction to normal operation inside the target period with margin.

10.8 What was observed in practice

The observation of the Shamrock Rovers against Bohemians egress on 12 Oct 2026 provides a factual record of how the junction is managed at present, and the following points bear on the arrangements above.

An Garda Síochána deployed approximately ten minutes before egress, with twelve to fifteen members on the junction, of whom approximately six were engaged on road management and the remainder on pedestrians. Road closures were in place on Whitestown Way and Cookstown Road.

Closures to traffic of approximately four minutes were run repeatedly, and a single closure of approximately eight and a half minutes was held once the flow required it. Vehicle releases of approximately two minutes passed in the order of 46 vehicles on two separate occasions.

Control of Whitestown Way was lost to pedestrian traffic during the main egress period, with the audience occupying the carriageway. Two blue light movements were made from the site in that period and one of them required assistance to make progress as a result. That both obstructed an emergency movement and removed a vehicle route.

An early sequence of 90 second closures proved too short, allowing a build up of approximately 300 people before a longer closure was called.

A pull-in on the north side of the junction allowed a vehicle to breach a road closure. The measure taken in response is at 10.9.

Both support the approach taken here: fewer and longer closures, with the holding area used to buffer the crowd, rather than frequent short releases.

On the night observed, An Garda Síochána did not run the diagonal crossing and routed pedestrians around the junction in two movements. The diagonal is agreed as part of the managed concert arrangement, with the junction held to traffic under manual signal control, with marshalling and barriers in place, which is a different operating mode from normal signalised running on a match night. The distinction is noted so that the observed practice is not read as inconsistent with the agreed arrangement.

10.9 Traffic management beyond the junction

The junction arrangements sit within wider traffic management measures.

The hard shoulder on the north side of the N81, alongside The Square and through the junction by the Old Blessington Road and Springfield turn, is coned as part of the traffic management operation. That prevents parking on the hard shoulder and provides the emergency route described at section 9.2.

Advance notice is given to the public of the event and of the traffic disruption, encouraging use of alternative routes where possible.

On-site traffic is directed away from the N81 toward the roundabout and onward in the direction required, so that vehicles leaving the site do not add to the movements at the junction during the pedestrian phases.

10.10 Public transport, bus, taxi and set down

The Luas stop at Tallaght and the bus stops serving The Square are both within walking distance on the north side of the junction, and both are reached through the managed crossing.

Bus pick up and drop off and taxi pick up and drop off are accommodated within the event site. Operators are to inform users that the pick up point is the same as the drop off point, so that the arrangement is understood on arrival rather than discovered on departure.

Private vehicle pick up and drop off is identified as a growing pattern at suburban events and no satisfactory location has yet been established in the vicinity. It is carried as an open item and is addressed at section 2.8 and in the Transport Assessment.

10.11 Departure messaging

What the audience is told, and when, is a control on the rate at which the holding area fills. It is treated here as part of the egress arrangement rather than as customer information.

The dominant departure flow is north across the N81 and the holding area that serves it is the tightest element of the arrangement. Messaging acts on that directly.

- Spreading the departure in time. A message that sets an expectation of a managed wait, delivered before the end of the show and repeated during it, reduces the proportion of the audience that moves immediately and makes the dwell measures at section 4.6 effective rather than notional.
- Spreading the departure in space. A message that identifies which exits serve which onward routes moves part of the audience away from the gates feeding the northern holding area. Attendees travelling by Luas or by bus to the north need the crossing. Those returning to the car park, to set down, or walking south or east do not, and messaging that tells them so reduces the population presenting at the junction.
- Changing behaviour at the crossing itself. A crowd that understands why it is being held, and for roughly how long, waits differently from one that does not. The waits the model produces are tolerable only on that basis.

Irish guidance treats this as a safety measure rather than an optional one. Paragraph 15.12 of the Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events provides that the loudspeaker system should be used to give repeated directions concerning egress to people leaving, that recorded music should be played at lower volume to slow crowd movement, and that it is vitally important that there is an even distribution of patrons exiting from all exits, which stewards should endeavour to achieve. Paragraph 15.13 adds that safe evacuation should not rely completely on stewards and should be supported by signage, public address and structured arrangements.

The arrangement for an individual event should therefore establish, in advance and with An Garda Síochána and the traffic management contractor, what will be said, on what channels, at what points in the egress, and who may vary it. The channels available are the public address system, the screens, the stewarding team, signage on the routes, and pre-event communication with the ticket holder. Messaging is then adjusted on the night as part of the management of the crossing.

This is identified as a key consideration for event organisers at section 2.9.

10.12 Dependencies and open items

The successful operation of future events is dependent on:

- Agreement of Event Management Plans and Traffic Management Plans.
- Engagement with An Garda Síochána and relevant transport authorities.
- Appropriate crowd management arrangements.
- Appropriate public transport and traffic management measures.
- Event specific operational planning.

10.13 Control and communication

The management of the crossing, and the departure messaging at 10.11, both require the communications to support them.

The arrangement is led from the control room on the basis of CCTV and communications with staff on the ground. An Garda Síochána, the traffic management contractor, the security provider and the event safety team are in direct communication with one another and with the control room throughout the egress period, on an agreed channel, so that a phase can be called, extended or cut short on the current state of both sides of the junction.

The following are established for each event before it is held.

- A single point in the control room holding oversight of the crossing, with the Crowd Safety function, An Garda Síochána and the traffic management contractor represented in or in direct contact with it.
- An agreed means by which any of the three can call for a change to the phasing, and an agreed order of priority where an emergency movement is required through the junction.
- An agreed basis on which the holding area is held, released or discharged dynamically through the roller gates, and who makes that call.
- A record of the phases called and the times at which they were called, which feeds the debrief at section 14 and the re-running of the model for the next event.

No part of the arrangement is run to a fixed timetable without reference to what is actually happening at the junction and in the holding area.

11 Amenity and Community Impact

11.1 Noise

Noise has been assessed separately in the Concert Noise Assessment by Wave Dynamics. This Event Management Strategy does not assess noise impacts but establishes the operational framework within which events will be managed. All events will be operated in accordance with the findings, recommendations and any mitigation measures identified in the Concert Noise Assessment, including monitoring and management procedures where required.

Noise control does not override safety communication. Public address announcements made for safety, emergency or egress purposes are not constrained by the music noise criteria or by any instruction given under them. The Concert Noise Assessment also provides for recorded music at a reduced level during audience departure, to manage the rate at which the crowd leaves, until the venue is clear at approximately 23:30. That music is not concert music and is not subject to the curfew, and the departure arrangements at section 10.11 rely on it. The music curfew at 22:45 is a fixed parameter of the proposal. Sound checks and rehearsals take place only at times agreed with South Dublin County Council within the window of 10:00 to 18:00 identified in the Concert Noise Assessment, and are themselves subject to the limits set in that assessment.

11.2 Open space, ecology and the park

The stadium adjoins public open space and the Sean Walsh Memorial Park, which carries both an amenity and an ecological function.

Ecological matters are the subject of a separate assessment by RSK, and the findings of that assessment are referenced rather than reproduced here.

The operational measures within the control of this Strategy are that the event footprint is defined and does not extend into the park, that lighting is directed within the footprint and away from the park boundary, that waste is contained within the footprint, and that departure routes through the park, where used, are stewarded and lit and are reinstated after the event.

11.3 Site Management and Event Operations

Waste is managed within the event footprint during the event and the surrounding area is cleaned after it.

The arrangements are that bins and waste points are provided within the audience area at a density sufficient to prevent accumulation on the ground, that a litter pick of the surrounding streets and the park is carried out after each event and completed before the following morning, and that the pitch, the grass surround and any ground used for infrastructure are inspected and reinstated.

Reinstatement of the playing surface is a matter between the event promoter and the stadium and is addressed in the arrangements for the individual event.

Arrangements for the service of alcohol at an event are as follows.

- Service in accordance with the applicable licensing arrangements for each event, which are a matter for the event holder.
- Service measures and container types selected with regard to crowd safety, including the exclusion of glass from audience areas.
- Service controls including limits on quantity served, refusal of service to intoxicated persons, and age verification.
- A service cut-off in advance of the curfew, so that the departing crowd is not the most recently served crowd.
- Sufficient service points to avoid queueing arrangements that themselves create crowd safety problems, and positioned so that queues do not obstruct circulation or egress routes.
- A search regime at entry preventing alcohol being brought into the venue, and refusal of entry to persons unfit to be admitted.
- Arrangements for persons refused entry, which must provide somewhere for them to go other than the surrounding streets.
- Liaison with An Garda Síochána on the public areas around the venue during the arrival period, including public drinking.
- The prohibition on early queueing, consistent with practice at comparable Dublin venues, which is directed at precisely this problem.

Arrangements for safeguarding and for vulnerable attendees are as follows.

- Arrangements for lost and separated persons, including accompanied minors separated from their responsible adult.
- Safeguarding arrangements appropriate to an audience including minors, and a route by which concerns are raised and acted on.
- Arrangements for attendees unable to travel independently at the end of the event, so that the venue does not discharge vulnerable people into the surrounding area.

The last point connects directly to the dispersal strategy. A managed departure that moves the crowd efficiently but leaves a residue of vulnerable attendees around the venue has not succeeded, and the arrangements at section 10 account for it.

11.4 Community engagement

Engagement with the surrounding community is carried out in advance of each event. The operational elements relevant to amenity are the advance notice given before each event, the published point of contact during it, and the debrief arrangements at section 14 through which matters raised by residents are carried into the planning of the next event.

Following each event, a post event review shall be undertaken addressing transport, noise, crowd management, complaints received and recommendations for future events, with findings reported to South Dublin County Council.

12 Accessibility and Inclusion

12.1 Purpose and scope

This section establishes the accessibility requirements applying to events at Tallaght Stadium in the representative configuration, and the constraints those requirements place on the event layout and on operational planning.

The scope covers attendees, and it covers disability in the broad sense, including ambulant disability, sensory impairment, cognitive impairment and long term health conditions. Ambulant disabled attendees, attendees with sensory impairments, attendees with non visible disabilities and older attendees are all within scope, and provision limited to wheelchair spaces would not meet the requirement.

12.2 Framework

The requirements in this section derive from equality and disability legislation applying to the provision of services and to public bodies, from building and design standards applying to the venue, and from recognised guidance on accessible spectator facilities and accessible live events.

Tallaght Stadium already provides accessible spectator facilities for its football use, to the standard applying to a stadium of its classification. South Dublin County Council is a public body with obligations in relation to accessibility of the services it provides and the facilities it operates. Both mean the baseline is an existing standard of provision.

12.3 The existing provision does not automatically transfer

The stadium's existing accessible viewing provision is designed for football. It is positioned for a pitch based event viewed from the stands, with a seated crowd, and with the focus of attention distributed across the full playing area.

A concert changes all three conditions. The focus of attention moves to a stage at one end of the ground. The crowd in front of any stand based accessible position may be standing. And accessible positions in the stand behind or alongside the stage may have no view of the performance at all, in the same way that ordinary seats in those areas are killed by the stage.

It follows that existing accessible positions must be assessed for the concert configuration on the same basis as every other seat, and that provision lost to the stage must be replaced. The disabled viewing platform included in the representative layout is the mechanism for that replacement, and its scale therefore depends on how much existing provision the stage position removes.

12.4 Accessible viewing over a standing audience

The representative event places a standing audience on the pitch. That creates a sightline condition materially different from the one accessible viewing provision is usually designed against, and it is the principal technical constraint in this section.

What follows for the layout

- Platform height is determined by standing eye height plus an allowance. The value must be established against the applicable guidance.
- Platform position must balance two competing pressures. Positioned too far back, the viewing experience is materially poorer than that of the general audience, which is itself a failure of the requirement. Positioned too far forward, the platform sits within the high density zone, which creates a safety problem at its perimeter and an egress problem behind it.
- The platform requires a protected clear zone at its perimeter, kept free of the standing audience and managed as such, both to protect the structure and to maintain the sightline.
- The platform and its clear zone are a deduction from usable pitch standing area in the capacity assessment.

12.5 Scale and type of provision

Provision is established across the following categories.

Category	Provision	Location
Wheelchair user spaces	With companion position adjacent, at a ratio to be established	Elevated platform, plus any existing stand positions retaining a usable view
Companion positions	Adjacent to each wheelchair space, not remote from it	As above
Amenity and easy access seating	Seating for ambulant disabled attendees and those unable to stand for extended periods, with clear access and minimal level change	Stand seating, in locations with usable sightlines to the stage
Assistance dog provision	Space adjacent to the attendee position	As allocated
Sensory and quiet provision	A designated low stimulus area away from the main audience areas and from amplified sound	To be located in the layout

12.6 Arrival, routes and entry

- Accessible parking, at a quantum related to the accessible provision, positioned to give the shortest practicable accessible route into the venue, and protected from general event parking and from the traffic management arrangements.
- Accessible set down and pick up, positioned so that it remains usable during the periods when traffic management arrangements are in force, both before the event and after it.
- The route from public transport, including the accessibility of the Luas stop and bus stops serving the venue and the route from each to the accessible entrance.
- A designated accessible entrance with an appropriate search arrangement, avoiding the general queueing arrangements where those would be unmanageable.
- The internal route from the accessible entrance to the platform and to the accessible facilities, level or ramped, of adequate width, and not passing through the standing audience.

12.7 Facilities

- Accessible sanitary provision, at a quantum related to the accessible provision and located adjacent to the accessible viewing positions.
- Accessible catering and bar provision, or a means by which attendees at the platform can obtain refreshment without leaving it and re entering through the crowd.
- Shelter or weather protection at the platform, given an outdoor event of extended duration in which attendees at a fixed position cannot readily move.

12.8 Assisted evacuation and emergency egress

Principles

Egress from the accessible viewing platform must not require passage through the standing audience. In an emergency the standing audience will be moving, and a wheelchair user attempting to cross that flow is at serious risk. The platform position must therefore provide a protected route to a place of safety independent of the general pitch egress flow.

- The protected route must be maintained clear throughout the event and must be included in the emergency route deductions from usable standing area.
- Assisted evacuation arrangements, including designated assistance and the ratio of assisting staff to attendees requiring assistance, are established and staffed in advance.
- Personal emergency egress planning is available to attendees who identify a requirement in advance, through the access booking arrangements at 12.9.
- Emergency communication is provided in accessible formats, recognising that attendees with hearing impairments will not receive an audible public address announcement and that attendees with visual impairments will not receive visual messaging.

The independent egress route requirement is a genuine constraint on where the platform can be positioned, and it interacts directly with the sightline requirement at 12.4. A position that gives an excellent view from within the standing area but no protected egress route is not an available position.

12.9 Information, booking and communication

- Pre event access information published in accessible formats, covering the provision available, the accessible routes, parking and set down, and how to arrange assistance.
- An access booking route by which attendees can secure accessible positions and identify requirements in advance, including assistance requirements and personal egress planning.
- On site information and wayfinding in accessible formats.
- A point of contact on site with responsibility for access matters, identifiable to attendees.

These are operational matters, and their detailed implementation belongs to event specific planning. They are recorded here because the physical provision assessed in this Strategy depends on them: an accessible platform with no booking route by which attendees can reach it is provision in name only.

12.10 Staffing and training

- Stewards assigned to the accessible viewing areas, briefed on the provision, the routes and the assisted evacuation arrangements.
- Disability awareness training as part of the steward briefing, covering non visible disabilities as well as visible ones.
- Named responsibility for access within the event management structure.

13 Consultations

13.1 Purpose and status

Consultation to date has been predominantly with An Garda Síochána. Engagement has also been carried out with the National Transport Authority and with Transport Infrastructure Ireland, which is recorded at 13.5. Engagement has also been carried out with Dublin Fire Brigade and with the Health Service Executive, which is recorded at 13.4.

13.2 An Garda Síochána

Engagement has taken place with An Garda Síochána, South Dublin County Council, stadium management and other relevant stakeholders regarding the management of pedestrian and traffic movements associated with event ingress and egress. The discussions informed the development of the overall approach set out in this Strategy and considered the safe and efficient movement of attendees between the stadium and surrounding transport infrastructure.

The proposed methodology provides a framework for managing pedestrian and traffic movements during events and has informed the assessment undertaken as part of this application.

Detailed operational arrangements, including any traffic management measures that may be required, will be developed on an event specific basis and agreed, as appropriate, with An Garda Síochána, South Dublin County Council and other relevant stakeholders as part of the event planning process.

13.3 South Dublin County Council

Engagement has taken place throughout the preparation of this Strategy with South Dublin County Council, stadium management and members of the wider project team. These discussions have informed the development of the proposal, including event capacity, operational arrangements, supporting infrastructure and the scope of the associated assessments.

The capacity assessments prepared as part of this application have informed the event parameters and operational framework set out in this Strategy. Consideration has also been given to the operation of the existing stadium, including crowd circulation, access and egress arrangements, and the management of spectators within the venue.

The project team has engaged regularly with relevant stakeholders throughout the design and assessment process to ensure that the proposal, supporting documentation and associated mitigation measures provide an appropriate basis for the assessment of the proposed outdoor events.

13.4 Dublin Fire Brigade and the Health Service Executive

Engagement will be undertaken with the relevant emergency services as part of the event planning process. Discussions will address emergency access, crowd management, evacuation and emergency response

arrangements, medical provision, and the integration of these measures within the wider event management framework.

Engagement with Dublin Fire Brigade commenced on 21 Oct 2026, when the representative event layout prepared for this application was provided to the Brigade for comment, and the Brigade responded on 22 Oct 2026 through its Organisational Intelligence Unit. Engagement with the Health Service Executive was initiated on 22 Oct 2026 with the Emergency Management Office for the HSE East region, and the Executive responded on 27 Oct 2026. Engagement with both is ongoing and a meeting with Dublin Fire Brigade is to be scheduled.

Event specific plans will be developed having regard to the nature, scale and operational requirements of each event, with appropriate emergency access and response arrangements incorporated into the Event Management Plan and associated safety documentation.

The event organiser will continue to engage with the relevant emergency services to ensure that emergency planning, medical provision and operational management measures are appropriate to the scale and characteristics of the event proposed.

13.5 National Transport Authority and Transport Infrastructure Ireland

Engagement has been undertaken with the National Transport Authority and Transport Infrastructure Ireland as part of the assessment process. Discussions informed the consideration of public transport accessibility, transport network capacity and the interaction of the proposed events with the surrounding transport infrastructure.

The transport implications of the proposed events, including public transport demand and the management of attendee movements, are assessed in the accompanying transport documentation. The findings of these assessments have informed the event management framework set out in this Strategy.

Measures relating to pedestrian, traffic and transport management will be developed on an event specific basis, as required, having regard to the nature and scale of the event, prevailing transport conditions and engagement with the relevant stakeholders and transport authorities.

14 Assurance, Review and Continuous Improvement

14.1 Purpose

Arrangements set out in a document are not arrangements until they have been tested, delivered and reviewed. This section sets out how that is done.

14.2 Pre-event assurance

Before each event the following are carried out.

A documented pre-event inspection confirms that the physical arrangements on which the capacity depends are in place. That inspection covers the pitch surface and its coverage, the clear width and securing of each pitch perimeter gate, the availability and clear width of each perimeter exit counted in the assessment, the on-pitch infrastructure against the footprint deducted in the assessment, the barrier arrangements, the emergency vehicular access route, and the holding area and its fencing.

Any departure identified at that inspection is resolved before the audience is admitted, or the capacity is reduced to the figure the actual arrangement supports.

A briefing is delivered to the stewarding, security, traffic management and medical teams, covering the layout, the capacity and its conditions, the crossing arrangements, the trigger points and the escalation routes.

An interagency briefing is held with the statutory services present.

A communications check confirms that the control room, the stewarding team, the traffic management contractor, An Garda Síochána and the medical provider can speak to each other.

14.3 During the event

Monitoring is continuous and is set out at section 8.3 and section 8.6. Records are kept of density observations, of interventions made, of incidents, and of the timing and duration of the crossing phases.

The record of crossing phase timings is kept because it is the only means by which the arrangement at section 10 can be tested against the assumptions on which it was sized, and the model refined for the next event.

14.4 Debrief

A debrief is held after each event, attended by the organiser, the safety team, the security and stewarding provider, the traffic management contractor, the stadium and the statutory services.

The debrief covers what was planned, what happened, what differed and why. It addresses the crossing arrangements specifically, including the number and duration of the closures called, the peak occupancy of the holding area, the waiting times observed, and any loss of control of the surrounding roads.

Findings are recorded with an owner and a date.

14.5 Feeding back into the assessments

The assessments supporting this Strategy are live documents.

Observed flow rates, observed crossing timings, observed holding area occupancy and observed travel times are compared against the figures assumed, and the models are revised where the observation supports it. The capacity workbooks and the crossing model are versioned, and each revision records what changed and on what evidence.

The observation at section 10.8 is the first such record, taken at a comparable event before any event under this proposal has been held.

14.6 Review of this Strategy

This Strategy is reviewed after the first event held under the use, and thereafter annually or on any material change to the venue, the layout, the surrounding road network or the relevant guidance.

Responsibility for commissioning that review rests with South Dublin County Council as the owner and operator of the venue and as the body in whose name the use is established. Safe Events Global advises that the review be carried out by a specialist event safety company, because the matters it turns on are the capacity assessment, the crowd movement arrangements and the crossing model, each of which requires the competence that produced them to be revisited properly.

15 Schedule of Commitments

15.1 Purpose and status

This section collects the commitments on which the proposal rests. Nothing in it is new.

The commitments at 15.2 and 15.3 are properties of the use and of the assessed capacity, and they hold for any event held under the permission. Those at 15.4 are the standards against which each event is planned and delivered, where the detail is determined at the time that event is planned.

The assessment in this Strategy is made against a single indicative layout for a representative event. That layout establishes that an event of the scale proposed can be accommodated within the space available, and it quantifies the area that production, welfare and catering elements occupy. It is not a specification for any event. Attendance, production, audience and conditions vary from one event to the next, and the arrangements for each event are determined against that event rather than against the layout shown here.

15.2 Parameters of the proposed use

Commitment
A maximum of 22,000 attendees
Up to five events in any calendar year
A music curfew at 22:45
Outdoor concerts, musical performances and similar cultural and entertainment events, within the stadium grounds
The event footprint as defined, comprising the seating bowl, the pitch, the internal concourses and such external areas within the stadium curtilage as are required for entry, search, queueing and back of house
Operating hours as proposed, subject to confirmation by the Council
No physical alteration to the stadium beyond the minor widening of the four pitch perimeter gates from 3 m to 9 m each
A record maintained of the events held in each calendar year, so that compliance with the permitted frequency is demonstrable

15.3 Conditions on which the assessed capacity depends

The assessed capacity holds only while these conditions are met. A capacity operated without them is not the capacity assessed. They are stated in full at section 6.7 and are collected here together with the conditions arising elsewhere in the Strategy.

Condition
The four pitch perimeter corner gates widened to a clear width of not less than 9.00 m each, 36.00 m in total
Pitch perimeter gates manned, locked back in the fully open position or removed before the audience is admitted to the pitch
The whole audience area covered with temporary trackway or equivalent engineered surfacing before the audience is admitted
Every perimeter exit counted in the assessment available, unlocked and unobstructed for the full duration of the event, at its full clear width
On-pitch infrastructure not exceeding the area deducted in the assessment
Seats excluded on sightline grounds neither sold nor occupied
Every exit route kept in the open air and free of fire load, with concessions, generators, cable runs, hospitality units and storage kept off exit routes
Front of stage density actively managed and monitored, and not exceeding the zone densities assessed
An entry configuration providing not fewer than 23 search lanes serving the pitch and 10 serving the stands, at not less than 250 persons per hour per lane, using the southern gates as well as the northern ones
Stewarding, public address and emergency lighting provision sufficient to achieve the stated evacuation period
The area immediately inside each pitch perimeter gate kept clear of infrastructure, queueing and barrier lines
The emergency vehicular access route maintained at its clear width, kept sterile and used for no other purpose
A protected egress route from the accessible viewing platform that does not cross the standing audience, maintained clear and counted in the emergency route deductions

Shuttle and coach passengers boarding and alighting on the south side of the junction, with the car park allocation at section 7.7 maintained

15.4 Standards applied by each event

These are the standards this Strategy establishes. The numbers, positions and timings that give effect to each are set for the individual event by whoever holds it, against that event's own attendance, layout, audience and conditions, and are recorded in that event's own documentation.

Standard
The capacity for the event assessed against that event's own layout, production and audience
A last entry time set and published in advance with the ticket
A search regime set by the event's own Risk Assessment and by the arrangements agreed with An Garda Síochána
Density observed continuously against thresholds set in advance, with a graduated set of responses available
Evacuation, invacuation and show stop provided for as distinct responses, with decision authority defined in advance and held by a named competent role
An ambulance and medical staging position provided on site, able to reach the pitch and the stands and to leave without crossing the main pedestrian flows
The N81 crossing run as a joint operation between the Crowd Safety function, An Garda Síochána and the traffic management contractor, with the phasing set on the night against the state of both sides of the junction
Departure messaging planned in advance with An Garda Síochána and the traffic management contractor, and adjusted during the egress
Compliance with the noise criteria and the mitigation measures identified in the Concert Noise Assessment, with monitoring and recording carried out in accordance with the Concert Noise Management Plan and authority to require a reduction held by a named person present throughout
Event dates and sound check times set so that they do not coincide with times when Old Bawn Community School is in use, as provided for in the Concert Noise Management Plan
Build and break activity confined to the hours agreed for the event

A point of contact published in advance and staffed while the event is operating
Accessible provision established from the assessed capacity rather than from the existing football provision
Assisted evacuation arrangements established and staffed in advance, with emergency communication provided in accessible formats
Insurance appropriate to the scale of the event held by the party holding it, with evidence provided to the Council in advance
A documented pre-event inspection confirming the conditions at 15.3, with any departure resolved before the audience is admitted or the capacity reduced to the figure the actual arrangement supports
A debrief after the event, with findings recorded against an owner and a date
This Strategy reviewed after the first event and thereafter annually or on any material change

15.5 The accompanying specialist assessments

Specialist assessments have been prepared for the Part 8 application and accompany this Strategy. Their findings inform the operational framework set out here and are referenced rather than reproduced in it. The relevant mitigation measures and recommendations identified in those assessments will be implemented, and compliance with them will be demonstrated through the Event Management Plan and the Event Traffic Management Plan prepared for each event.

This Strategy has been prepared against the Concert Noise Assessment by Wave Dynamics, reference WDA2607020RP_B_01 dated 24 Nov 2026, the Traffic and Transport Assessment by Transport Insights, Final Report v1.3 dated 24 Nov 2026, and the Proposed Site Layout by Purser, drawing P-A-0002 dated 12 Nov 2026. It is also informed by the Flood Risk Assessment and the ecological assessment prepared for this Part 8, which are relied on at sections 4.7 and 11.2. Where a later revision of any of these is issued before the proposal is determined, this Strategy is to be read against that revision.

Matters remaining to be confirmed are recorded at section 6.8.

16 Conclusion

The Part 8 proposal seeks to establish outdoor concerts, musical performances and similar cultural and entertainment events at Tallaght Stadium at up to 22,000 persons, for up to five events in a calendar year, with a music curfew at 22:45.

The assessment carried out for this Strategy finds that a capacity of 22,521 persons can be safely held and evacuated within an eight minute emergency evacuation period, with one pitch exit point assumed lost, on the pitch perimeter gates widened to the clear width advised. The capacity is subject to the conditions set out at section 6.7 and to the considerations set out at section 2.

Outside the ground, the governing constraint is the movement of the audience across the N81. An assessment of that movement has been carried out, tested against observed practice at a comparable event, and taken through consultation with An Garda Síochána, South Dublin County Council and the stadium. On the model run at the capacity sought, the audience clears the holding area in approximately 32 minutes and the junction returns to normal operation within 40 minutes.

Subject to the implementation of event specific management measures, the proposal provides an appropriate framework for the hosting of up to five outdoor concert events annually at Tallaght Stadium. South Dublin County Council will actively engage and work with An Garda Síochána and all relevant stakeholders as part of the planning, operation and management of any concerts at Tallaght Stadium. The proposal supports the role of Tallaght as a Metropolitan Centre, promotes cultural and entertainment activity within South Dublin, and can be accommodated without significant adverse impacts on transport infrastructure, public safety or residential amenity.

17 Glossary

Term	Meaning
Boneyard	The area set aside during an event for the storage of production equipment, packaging and empty cases, kept outside the audience area.
Clear width	The unobstructed width of an exit measured at its narrowest point, with any gate leaf fully open and secured, excluding piers, posts, hinges and ironmongery.
Density	The number of persons occupying a given area, expressed in persons per square metre.
Egress	The movement of an audience out of a venue, whether at the end of an event or in an emergency.
Emergency evacuation period	The period within which an audience is to be moved to a place of safety in an emergency. Determined by the fire risk on each exit route and not fixed for a venue. Taken as eight minutes here, being the figure both Irish Codes give for exit routes in the open air. See section 6.4.1.
Event Controller	The person in overall command of an event on the day, including the decision to stop or resume it.
Event Management Plan	The document prepared for a specific event by the party holding it, setting out how that event is to be delivered.
Flow rate	The number of persons passing a given point per metre of width per minute.
Green Guide	The Guide to Safety at Sports Grounds, 6th edition, published by the Sports Grounds Safety Authority, the principal guidance for capacity and egress at sports grounds.
Holding area	A defined area in which an audience is held and from which it is released in managed phases.
Ingress	The movement of an audience into a venue.
Invacuation	Holding or moving an audience within a venue in response to a hazard outside it.
Minus one principle	The assessment of egress on the basis that one exit point is unavailable.
Part 8	The procedure for local authority own development under section 179 of the Planning and Development Act 2000.
Pit	The area between the front of stage barrier and the stage.
Pop Concerts Code	The Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events, Stationery Office, Dublin, 1996. The Irish code for outdoor musical events and the guidance most directly applicable to the representative event. See section 6.4.1.
Purple Guide	The Purple Guide to Health, Safety and Welfare at Live Events, published by the Events Industry Forum, the principal guidance for outdoor music events.
Rate of passage	The rate at which people pass a given point, expressed in persons per metre of width per minute. Used in this Strategy with the same meaning as flow rate. The rate differs by exit type, level routes carrying a higher rate than stepped routes.

Safe holding capacity	The number of persons who can be safely accommodated, admitted and evacuated, being the least of the entry capacity, the holding capacity, the exit capacity and the emergency exit capacity.
Show stop	The procedure by which a performance is halted in response to a safety concern.
Sightline	The line of sight from a seat or standing position to the stage.
Sports Grounds Code	The Code of Practice for Safety at Sports Grounds, Stationery Office, Dublin, 1996, Pn 2298. Irish practice for sports ground accommodation, covering capacity assessment, exit and emergency exit capacity, evacuation time and flow rates. See section 6.4.1.
Trackway	Temporary engineered surfacing laid over grass to provide a hard, level walking surface.

CAPACITY STATEMENT

SAFE EVENTS | GLOBAL

ASSESSMENT DETAILS			
Client	South Dublin County Council	**Assessment date**	20 Nov 2026
Venue	Tallaght Stadium	**Assessor**	MB
Configuration assessed	General assessment in support of Part 8 Planning Application	**Reference**	SEG_SDCC_Part8_Capacity_Calculation
Assessment type	OUTDOOR	**Version**	v40
ASSESSMENT BASIS	**AS BUILT**	Assessed on the pitch perimeter gate widths as they exist. No widening works assumed. The existing widths do not support the target capacity.	

SAFE CAPACITY		
12,073	**Persons on the pitch**	5,328
	Seats in stands	6,745
	Total persons	**12,073**

BASIS OF THE FIGURE			
Governing constraint	Pitch egress constrained (Scenario 5)		
Emergency evacuation time	8 minutes	**Target capacity tested**	22,000
Perimeter exit width included	55.75 m across 13 exits	**Supports target capacity**	**NO**
Pitch gate width proposed	12.15 m across 4 corner gates	**Headroom / shortfall**	-9,927

KEY PARAMETERS			
Net usable pitch area	8,304 sq m	**Pitch capacity, density basis**	15,776
Stand capacity, full	10,726	**Seats excluded on sightlines**	3,981
Flow rate, flat / stepped	77 / 66 p / m / min	**Blended flow rate applied**	73.71 p / m / min
Minimum pitch gate width specified	8.60 m each	**Total gate width specified**	34.40 m

CONDITIONS ON WHICH THIS CAPACITY DEPENDS	
Condition 1	All perimeter exits recorded in this assessment are available, unlocked and unobstructed for the full duration of the event, and their clear widths are not reduced by staging, storage, vehicles or signage.
Condition 2	Pitch perimeter gates are provided at not less than the specified clear width, and are manned, locked back in the fully open position or removed before the audience is admitted to the pitch, in accordance with paragraph 15.7 of the Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events.
Condition 3	On-pitch infrastructure does not exceed the footprint deducted in this assessment. Any addition reduces the net usable pitch area and therefore the capacity.
Condition 4	Front of stage density is actively managed and monitored, and does not exceed the zone densities assessed.
Condition 5	Seats excluded on sightline grounds are not sold and are not occupied.
Condition 6	Stewarding, public address and emergency lighting provision are sufficient to achieve the stated evacuation time.
Condition 7	The pitch is fully covered with temporary trackway or equivalent engineered surfacing across the whole audience area before the audience is admitted. The assessed capacity assumes a hard, flat, level walking surface. Grass or partial coverage reduces the rate of passage and the capacity.
Condition 8	Every exit route used in the event configuration remains in the open air and free of fire load, so that the basis on which the eight minute evacuation period rests continues to hold. Paragraph 15.9 of the Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events provides that caterers and other services are not permitted to set up stalls or park vehicles in a manner which would impede safe evacuation, and paragraph 15.6 that no temporary barrier is placed where it could obstruct the means of escape. Concessions, generators, cable runs, hospitality units and storage are accordingly kept off exit routes.
Condition 9	The entry configuration provides not fewer than 8 search lanes serving the pitch and 10 serving the stands, at a processing rate of not less than 250 persons per hour per lane.

LIMITATIONS
This statement establishes a safe holding and emergency egress capacity only. It does not of itself validate the event. Sanitary provision, ingress rate and queuing, internal circulation, stewarding ratios, medical provision and onward dispersal beyond the site boundary are assessed separately.
The figure is derived from the drawings and survey information recorded on the Project Info sheet of the source workbook and is valid only for the configuration described. Any change to the layout, the audience profile or the available exits requires the assessment to be revisited.
Fourteen perimeter exits are recorded as built. Thirteen are included in this assessment. The ground north east corner exit toward the astro (4.80 m) is excluded because the astroturf perimeter fence sits approximately 6 m in front of it and constrains the onward route. Two further exits shown on earlier capacity mapping do not exist on site and are excluded.

STANDARDS AND GUIDANCE RELIED ON
Guide to Safety at Sports Grounds (Green Guide), 6th Edition
The Purple Guide to Health, Safety and Welfare at Live Events, 3rd Edition
Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events
Technical Guidance Document Part B, Fire Safety

ISSUED BY			
Prepared by	MB	**Date**	20 Nov 2026
Signature		**Reviewed by**	

CAPACITY STATEMENT

SAFE EVENTS | GLOBAL

ASSESSMENT DETAILS			
Client	South Dublin County Council	**Assessment date**	20 Nov 2026
Venue	Tallaght Stadium	**Assessor**	MB
Configuration assessed	General assessment in support of Part 8 Planning Application	**Reference**	SEG_SDCC_Part8_Capacity_Calculation
Assessment type	OUTDOOR	**Version**	v40
ASSESSMENT BASIS	**TO MEET TARGET CAPACITY**	Assessed on the pitch perimeter gate widths proposed to be installed. The proposed widths support the target capacity.	

SAFE CAPACITY			
22,521		**Persons on the pitch**	15,776
		Seats in stands	6,745
		Total persons	**22,521**

BASIS OF THE FIGURE			
Governing constraint	Venue holding capacity (Scenario 4)		
Emergency evacuation time	8 minutes	**Target capacity tested**	22,000
Perimeter exit width included	55.75 m across 13 exits	**Supports target capacity**	**YES**
Pitch gate width proposed	36.00 m across 4 corner gates	**Headroom / shortfall**	521

KEY PARAMETERS			
Net usable pitch area	8,304 sq m	**Pitch capacity, density basis**	15,776
Stand capacity, full	10,726	**Seats excluded on sightlines**	3,981
Flow rate, flat / stepped	77 / 66 p / m / min	**Blended flow rate applied**	73.71 p / m / min
Minimum pitch gate width specified	8.60 m each	**Total gate width specified**	34.40 m

CONDITIONS ON WHICH THIS CAPACITY DEPENDS	
Condition 1	All perimeter exits recorded in this assessment are available, unlocked and unobstructed for the full duration of the event, and their clear widths are not reduced by staging, storage, vehicles or signage.
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Condition 3	On-pitch infrastructure does not exceed the footprint deducted in this assessment. Any addition reduces the net usable pitch area and therefore the capacity.
Condition 4	Front of stage density is actively managed and monitored, and does not exceed the zone densities assessed.
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Condition 6	Stewarding, public address and emergency lighting provision are sufficient to achieve the stated evacuation time.
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Condition 9	The entry configuration provides not fewer than 23 search lanes serving the pitch and 10 serving the stands, at a processing rate of not less than 250 persons per hour per lane. Pitch admission uses the southern gates as well as the northern ones.

LIMITATIONS
This statement establishes a safe holding and emergency egress capacity only. It does not of itself validate the event. Sanitary provision, ingress rate and queuing, internal circulation, stewarding ratios, medical provision and onward dispersal beyond the site boundary are assessed separately.
The figure is derived from the drawings and survey information recorded on the Project Info sheet of the source workbook and is valid only for the configuration described. Any change to the layout, the audience profile or the available exits requires the assessment to be revisited.
Fourteen perimeter exits are recorded as built. Thirteen are included in this assessment. The ground north east corner exit toward the astro (4.80 m) is excluded because the astroturf perimeter fence sits approximately 6 m in front of it and constrains the onward route. Two further exits shown on earlier capacity mapping do not exist on site and are excluded.

STANDARDS AND GUIDANCE RELIED ON
Guide to Safety at Sports Grounds (Green Guide), 6th Edition
The Purple Guide to Health, Safety and Welfare at Live Events, 3rd Edition
Code of Practice for Safety at Outdoor Pop Concerts and Other Outdoor Musical Events
Technical Guidance Document Part B, Fire Safety

ISSUED BY			
Prepared by	MB	**Date**	20 Nov 2026
Signature		**Reviewed by**	