CS CONSULTING
Civil, Structural & Traffic Engineering

Planning Department
Dublin County Council
Civic Offices
Wood Quay, Dublin 8

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RE: **Clongriffin Wider Lands, Dublin 13, Phase 2**
DMURS Statement of Consistency

1.0 Introduction

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by the Land Development Agency to develop a DMURS Statement of Consistency to accompany a planning application for a residential planning application located at Clongriffin, Dublin 13.

The development will consist of the construction of a residential development set out in 3 no. blocks (identified as Zone 7, 8 & 9), ranging in height from 5 to 10 storeys, to accommodate 711 no. apartments including café/restaurant/retail units, community/cultural spaces, a standalone creche building and the completion of Market St.

The 3 no. residential buildings are arranged around podium courtyards accommodating communal amenity spaces for future residents. Zone 7 is a 5 to 7 storey block onto Main St, Friar's St, Park St and Market St containing 280 apartments. Zone 8 is a 6 to 8 storey block between Main St and Market Street containing 263 apartments. Zone 9 is a 6 to 10 storey block located on Main St, Station Square and Market Street containing 168 units.

Car and cycle parking for both residents and visitors is provided below podium and at surface level throughout the scheme. The proposed development includes all site landscaping works, open space, green roofs, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

The proposed development sits as part of a Masterplan for a wider Clongriffin landbank which includes the under-construction Block 5 & 6 to the north of Market Street.

For a more detailed description please refer to the Statutory Notices.

It is a requirement of the regulations that the proposed development be compliant with the requirements of the Design Manual for Urban Roads and Streets (DMURS).

The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant.

It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places.

The implementation of DMURS is intended to enhance how we go about our business; enhance how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel.

This document has been prepared taking cognisance of the objectives of the Planning Scheme.

2.0 Traffic & Transportation

The proposed scheme is designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2019)
- Dublin City Development Plan (2022-2028);
- Cycle Design Manual (2023); and
- Greater Dublin Area Cycle Network Plan.

2.1 Local Road Network

The existing road network around the proposed development consists primarily of local access routes, with 2 main link routes (Main Street and Marrsfield Avenue) connecting the site to the Hole in the Wall Road to the west.

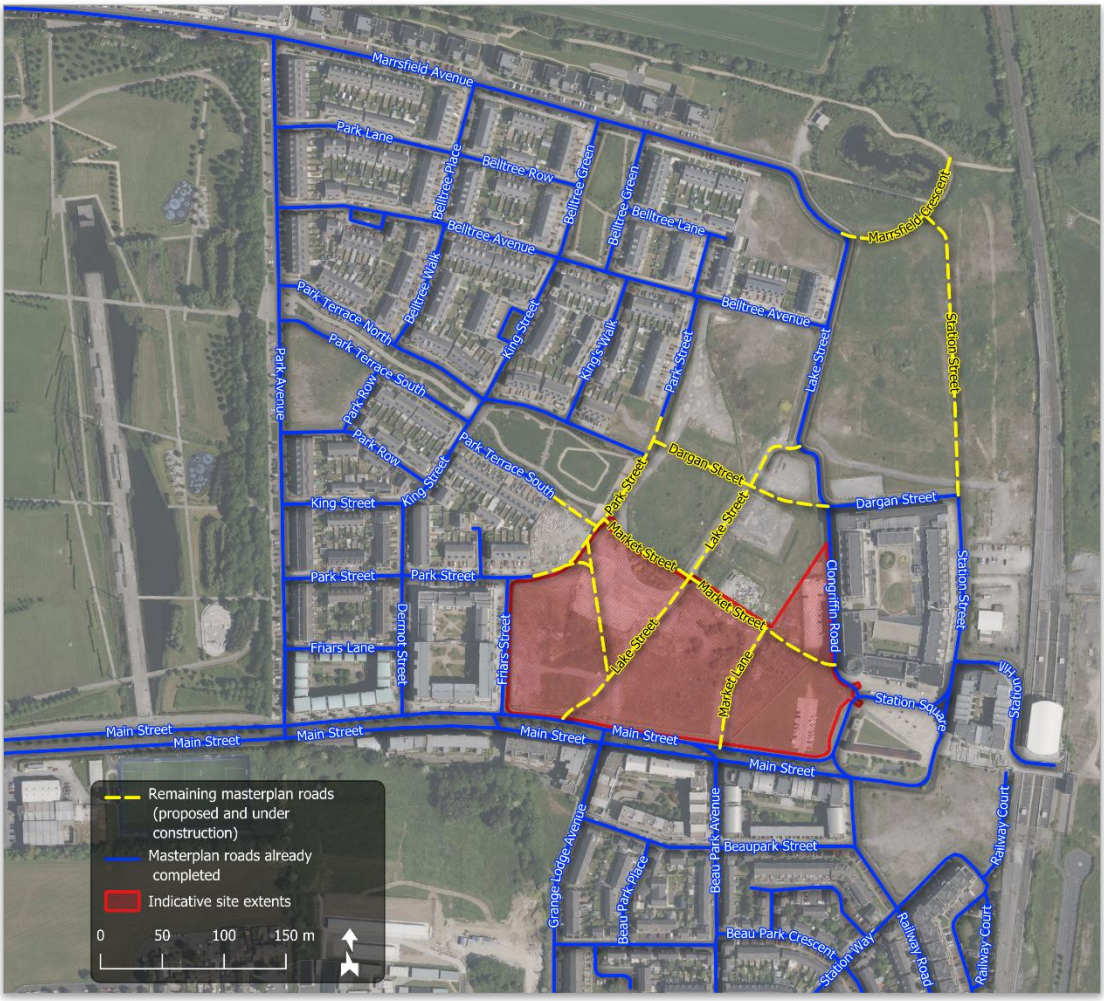


Figure 1 – Clongriffin masterplan road network

(sources: CCK Architects, OSM Contributors, Microsoft)

As shown in **Figure 1**, the majority of this Clongriffin road network has already been constructed. Planning permission was granted in 2019 for completion of all main outstanding elements of the masterplan road network, under the SHD proposals with ABP reference nos. 305319 and 305316 (in conjunction with a concurrent application to DCC under Reg. Ref. 3894/19, which was also granted permission). These outstanding road elements are for the most part within the subject lands and future development lands and include:

- The northern section of Clongriffin Road.
- The western section of Dargan Street.
- The southwestern section of Lake Street.
- Market Street and Market Lane.
- The remaining sections of Park Street and Park Terrace.

The above-mentioned SHD permissions also include provision for new junctions on Main Street, at the ends of Lake Street and Market Lane. As proposed and permitted, these junctions permit only left-in and left-out movements to/from Lake Street and Market Lane.

The existing Clongriffin internal road network comprises local streets with carriageway widths of between 5.0m and 6.0m. The majority of car parking is within dwelling curtilages, with some parallel on-street parking spaces. Extensive on-street parking is however provided along Marrsfield Avenue, Park Avenue, and Park Terrace. Raised footpaths are in place along all completed streets, with a minimum width of 2.0m generally. On-road cycle lanes are in place on Marrsfield Avenue only, terminating where this becomes Lake Street.

Alignments for the outstanding elements of the Clongriffin road network have been permitted under the above-mentioned SHD applications (ABP refs. 305319 and 305316).

3.0 Creating a Sense of Place

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

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

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

3.1 Connectivity

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



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

This is illustrated in the adjacent image extracted from DMURS.

The proposed development has been designed with pedestrians and cyclists taking precedence over other modes of transport. Pedestrian and cyclist's connectivity is provided throughout the development with filtered permeability connections provided to the proposed Market Street at strategic locations. The street typologies proposed within the proposed development and within permitted infrastructure serving the proposed development site are designed for pedestrian and cyclist movement. The site is provided with good links to the surrounding pedestrian and cycle infrastructure which runs through Belltree Park, connecting to existing infrastructure within Father Collins Park to the west.

Further details are also provided in the Traffic and Transport Assessment (TTA) and will clearly demonstrate the dominance of pedestrian/cycle connectivity within the proposed development and to the surrounding area.

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

3.2 Enclosure

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

The proposed development has been designed so that the residential units are overlooking streets and public open spaces which provide passive surveillance. Landscaping and tree planting are provided along the roads/streets including the proposed active travel route on Market Street which assist in providing a sense of enclosure. The proposed street cross-sections have been designed in accordance with the Design Manual for Urban Roads and Streets and the Cycle Design Manual.

There will also be a cul-de-sac for vehicular traffic between Block 8 and Block 9 which provide enclosed residential communities and give a sense of place to these individual communities.

3.3 Active Edge

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

Cultural, Community and Arts units, Commercial units and residential units are located so that they front directly onto the roads and streets. The proposed creche is provided as a standalone building and also provides an active frontage onto the existing Clongriffin Road and the proposed Market Street. Entrances to these units are provided directly from the street which will ensure that there is plenty of activity as residents, staff and visitors come and go.

Although some of the streets/roads are cul-de-sacs for general vehicular traffic, the pedestrian and cycle links at the end of these cul-de-sacs provide short cuts which will further encourage walking/cycling, enhance activity, and enliven the street/road scape.

3.4 Public Realm and Pedestrian Facilities

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

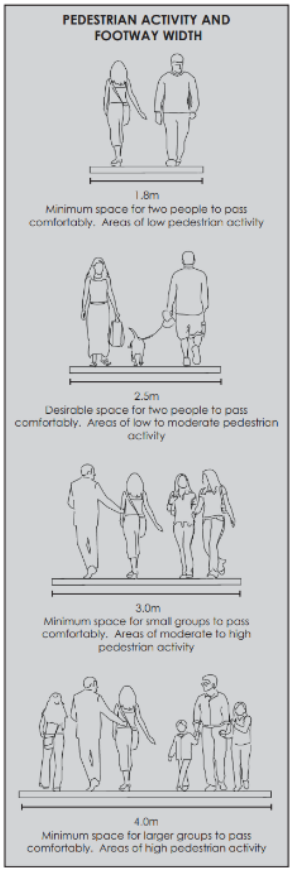


Figure 4.34: Diagram showing the amount of space needed for pedestrians to pass each other with regard to pedestrian activity levels.

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

The local streets within the proposed development function predominantly as residential accesses, with limited permeability for private car use and providing cyclist and pedestrian filtered priority, allowing these to become the most intimate streets of the network.

The proposed development will be designed to reduce traffic speeds. In this regard, where there is a straight section of road, raised table junctions/flush kerbs have been provided along the internal local streets. Furthermore, on street parking and frequent pedestrian crossing facilities are present to encourage drivers to be more aware of their surroundings and reduce driving speed.

The primary pedestrian routes within the site shall be a minimum of 2.0m wide, with convenient connections to the primary pedestrian routes along the existing routes. This ensures suitability for areas of low-moderate pedestrian activity, to ensure minimum space for two people to pass comfortably.

4.0 Key Design Principles

The key principles, elements of street design and layouts of the subject development and the masterplan shall be in accordance with the requirements of DMURS. DMURS sets out four core design principles which designers must have regard to in the design of roads and streets in new developments. These four core principals are set out below together with a commentary setting out how these design principals have been incorporated into the design of the proposed commercial development.

4.1 Design Principle 1 (Connected Networks)

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

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

The development layout design ensures pedestrian permeability through the development site and includes open spaces at surface level, accessible to pedestrians and cyclists directly from the Market Street active travel route via filtered permeability links, and local access roads.

Place Context (DMURS Section 3.2.2)

The site falls between the categories of (lower end) "Neighbourhood" and (higher end) "Suburban" as defined at section 3.2.2 of DMURS and will generate low-moderate levels of pedestrian activity. The proposed development provides a clearer and safer transition by the creation of a strong street frontage along Clongriffin Main Street and internal streets. Paths, cycle lanes, car parking, verges, trees and signage, are provided to communicate to road users that they are entering an urban area and to reduce road speed.

Permeability and Legibility (DMURS Section 3.3)

Development Access

The internal road network of the development site comprises local streets which shall tie-into the existing Clongriffin Main Street to the south and existing streets of Park Street and Lake Street to the north. A pedestrian and cycle route is proposed on Market Street which shall connect to Belltree Park to the north and Station Square to the south.

Access to the development internal local streets shall be via new vehicular junctions on Clongriffin Main Street with additional filtered permeability junctions for pedestrians and cyclists onto Market Street. Parallel car parking is proposed on Main Street which can be used by visitors accessing the subject development.

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

Internal Streets Layout



The street layout design approach for this scheme is an "Orthogonal" layout as described in section 3.3.1 of DMURS, Fig. 3.8(a), shown below. DMURS indicates that *"street networks that are orthogonal (see figure below) in nature are the most effective in terms of permeability (and legibility)"*. The internal orthogonal layout not only makes pedestrian and cyclist movement through the scheme direct, efficient and safe, but also allows for multiple link points to new paths along the proposed Market Street.

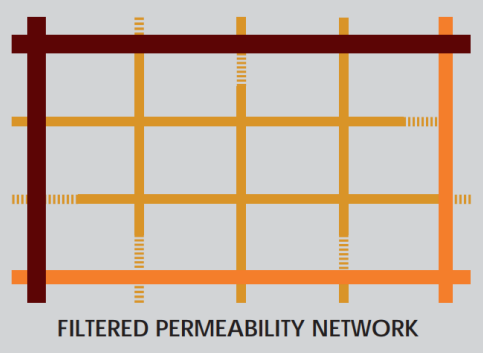
The main vehicular accesses shall be provided via Main Street to the south and Market street to the north, serving the internal streets between Blocks 7, 8 and 9. Several filtered permeability junctions are provided at strategic locations in order to prioritise pedestrian and cyclist movement throughout the scheme. Additional pedestrian and cyclist access is provided along Market Street, connecting to the proposed active travel route and ensuring continuous links to Belltree Park, Station Square and the wider Clongriffin cycle and pedestrian network.

Wayfinding (DMURS Section 3.3.4)

As outlined in "street layout" section earlier herein, the layout has been designed in an "Orthogonal" manner, which DMURS states (Section 3.3.4), *"the more the orthogonal street layout the more legible it will be (as well as being the most connected)"*. DMURS Section 3.3.4 goes on to state *"the network should be structured to draw people towards Focal Points such as Landmarks, Gateways and other civic buildings and spaces"*. Within the proposed development, the standalone crèche building functions as a landmark, while the larger residential blocks (particularly Block 9 at Station Square and Market Street) have been placed at key locations to reinforce wayfinding and legibility for pedestrians and cyclists.

Vehicle Permeability (DMURS Section 3.4.1)

The internal layout shall be designed as a "Filtered Permeability Network" as defined at Section 3.4.1 of DMURS, which states: "*Filtered Permeability Networks, which restrict universal permeability, may be applied where designers are seeking to prioritise the movement of more sustainable modes (i.e. pedestrians, cyclists and public transport) over private vehicles. For example bus gates and other measures, may also be used to prioritise bus movements, particularly in Centres (see Section 3.4.3 Bus Services). The limited use of vehicular cul-de-sacs may be considered in Neighbourhoods and Suburbs where there is a particular concern regarding through traffic.*"


FILTERED PERMEABILITY NETWORK

The limited extent of offset junctions, combined with the orthogonal layout, ensures that pedestrian and cyclist routes remain direct and legible, while vehicular speeds are naturally moderated. The use of filtered permeability junctions serves to reduce the volume of through-traffic and enhance safety and priority for vulnerable road users.

Design elements that reflect poor design standards (such as wide roads, unnecessarily large junction corner radii, and large junction visibility splays) are omitted to the extent possible within the site layout, to reduce vehicle speeds within and on approach to the development.

The objectives of the site layout design are:

- to keep vehicle speeds low;
- to minimise the intrusion of vehicle traffic;
- to ensure ease of access for emergency services;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.;
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children.

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

- designated and marked pedestrian crossing points;
- horizontal alignment constraints to restrict vehicle speeds;
- landscaping to frame vehicle sightlines;
- local street design with a maximum vehicle speed of 30km/h.

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

The final development layout shall incorporate features that benefit vulnerable road users by encouraging low vehicle speeds (such as reduced road corner radii, raised tables, plantings, etc.), following the principle that roads should serve a community and not dominate it. The provision of good permeability for pedestrians, cyclists & public transport are all key objectives of the proposed site layout.

Signage and Line Marking (DMURS Section 4.2.4)

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

Street Furniture & Street Lighting (DMURS Section 4.2.5)

Street furniture including bench seating is proposed throughout the scheme as specified in the Landscape Masterplan. Seating is located in verges or off the public footpaths as required. A site-specific public lighting plan has been designed for the scheme and is included with the application. This public lighting scheme shall be designed in accordance with the requirements of Dublin City Council and shall be consistent with the guidance contained in DMURS. The proposed public lighting scheme will ensure that both the vehicular carriageway and pedestrian / cycle paths are sufficiently illuminated. The public lighting design has been taken into account by the Landscape Architect to ensure that trees would not interfere with public lighting performance.

Materials and Finishes (DMURS Section 4.2.6)

Materials and finishes have been selected to provide a robust and consistent high-quality public realm.

Tactile paving is used at crossing points for the benefit of visually impaired users, and the use of tactile paving is consistent throughout the development.

4.2 Design Principal 2 (Multi-Functional Streets)

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

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

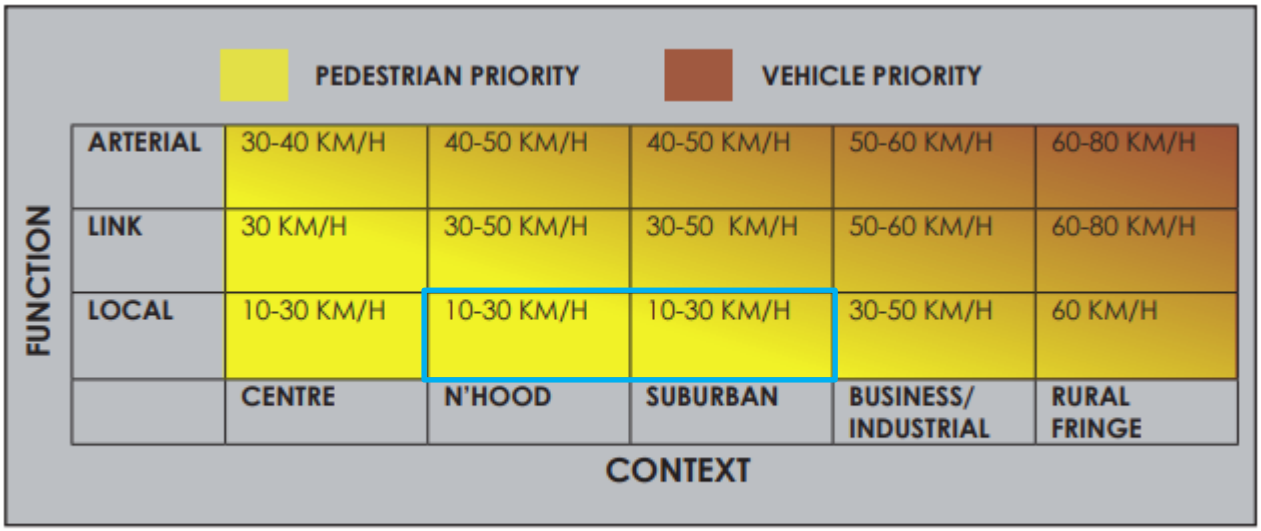


Table 4.1: Design speed selection matrix indicating the links between place, movement and speed that need to be taken into account in order to achieve effective and balanced design solutions.

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

- Active frontages at ground floor level and associated pedestrian activity,
- Frequent pedestrian crossing points
- Minimisation of street signage for a self-regulating environment
- Reduced visibility splays and on-street parking
- On-street parking placed strategically to calm traffic

As a result, the proposed streets operate effectively for vehicles while clearly prioritising pedestrians and cyclists, consistent with the multi-functional street design principles of DMURS.

4.3 Design Principal 3 (Pedestrian Focus)

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

The design of the scheme places significant emphasis on pedestrian movement and comfort. Connectivity throughout the site is heavily weighted towards pedestrians through direct desire-line routes, high-quality footpaths, and continuous oversight from active uses at ground floor level.

The streetscape has been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians sense of safety and wellbeing.

All footpaths within the development are generally 2.5m wide exceeding the minimum of 2.0 m wide, ensuring accessibility for all users, including wheelchair users and prams. Wider pedestrian areas are provided along Market Street and Station Square, where higher pedestrian activity is expected.

Pedestrian Crossings (DMURS Section 4.3.2)

Due to the lightly trafficked and low speed nature of the development, uncontrolled crossing points are provided within the development, in the form of dropped kerbs and tactile paving to align with key desire lines such as crossing points to main desire line to the site access.

Reduced corner radii significantly improve safety for both pedestrians and cyclists at junctions therefore reduced corner radii is used for side street cul-de-sac streets in line with section 4.3.3 of DMURS to improve the pedestrian and cyclist environment.

The proposed pedestrian network provides direct access to key local destinations, including:

- Clongriffin train station (via Station Square);
- the future Market Street active travel route;
- local cafés, retail units and creche;
- open spaces and landscaped courtyards within the scheme;
- Belltree Park to the north.

DMURS promotes the "*consolidation of development along strategic connections and around nodes (including city, town and village centres)*". The proposed development is a natural continuation of the wider Clongriffin area in accordance with a 10-year masterplan planning permission granted to Gannon Homes on the 27th of June 2003 under DCC Reg. Ref. 1302/02 (An Bord Pleanála ref. PL29N.131058). The scheme therefore fully aligns with DMURS by promoting walking as the primary mode of movement within the development.

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

Cycle facilities have been designed in accordance with the Cycle Design Manual (2023). Connections to the wider Clongriffin cycle network are provided via Market Street and Station Square. Where internal vehicular junctions cross potential cycle desire lines, design elements are applied in accordance with the relevant sections of the Cycle Design Manual.

A total of 1605no. bicycle parking spaces shall be provided within the development. These include:

- 1193 long-term bike storage spaces within secure basement and ground-floor rooms;
- 412 short-term visitor spaces provided as Sheffield stands at appropriate external locations.

These facilities support sustainable travel modes and are consistent with the modal hierarchy set out in DMURS.

4.4 Design Principal 4 (Multi-disciplinary Approach)

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

The design of the proposed development has been developed through the design team working closely together. The proposed development design is led by Henry J Lyons Architecture + Interiors working together with CS Consulting Engineers, The Paul Hogarth Company Landscape Architects and Engineering Design Consultants (Mechanical & Electrical). The site is being developed on behalf of the Land Development Agency (LDA). Each member of the design team is committed to delivering a high-quality development which complies with the recommendations of DMURS.

Fionnán Burke
Senior Civil, Traffic and Transport Engineer
BSc (Hons), ME, CEng MIEI
for Cronin & Sutton Consulting