26075-01-001

PROPOSED HOUSING DEVELOPMENT AT
MAIN STREET, CLONGRIFFIN, DUBLIN 13

Stage 1 Quality Audit

(Incorporating a DMURS Street Design Audit, and Audits of Accessibility, Cycling, Walking and Road Safety)

for

CS CONSULTING

On behalf of

LAND DEVELOPMENT AGENCY

MAY 2026

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DOCUMENT CONTROL SHEET

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1. INTRODUCTION

1.1 Roadplan Consulting has been commissioned by CS Consulting on behalf of Land Development Agency to carry out a Quality Audit of a proposed development at Main Street, Clongriffin, Dublin 13.

1.2 The proposed development will consist of the construction of a residential development set out in 3 No. blocks ranging in height from 5 to 10 storeys, to accommodate 707 No. apartments including café/restaurant/retail units, community/cultural spaces, a stand-alone Creche building and the completion of the southern side of Market Street.

1.3 The development is situated north of Main Street in Clongriffin, bounded by Friar's Street/ Park Street on the West and Bridge Street/Clongriffin Road on the East. The site is served by the Dart / Intercity Train station at the end of Main Street, and by Dublin Bus No. 15 from Main Street.

1.4 Figure 1 below is a layout drawing of the development. There is a 30 km/hr speed limit on Main Street and in the vicinity of the proposed development.



Figure 1.1– *Site Location Map and Site Layout for the development*

2. QUALITY AUDIT

2.1 Quality Audit is a defined process, independent of, but involving, the design team that, through planning, design, construction and management stages of a project provides a check that high quality places are delivered and maintained by all relevant parties, for the benefit of all end users. Quality Audit is a process, applied to urban roads, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of place, functionality, maintenance and safety are achieved.

2.2 Quality Audit was introduced in the publication Design Manual for Urban Roads and Streets following concerns that in the design of new streets provisions made for motor vehicles frequently led to a poorly designed public realm. In an urban area there is a high level of competing demand from different classes of road users. A well-balanced street will have minimal visual clutter and obstacles; it will use durable materials and most importantly, will encourage a degree of negotiation between road users as they make their way through it.

2.3 Quality Audit involves various assessments of the impacts of a street scheme in terms of road safety, visual quality and the use of streets by the community. Access for disabled people, pedestrians, cyclists and drivers of motor vehicles is considered.

2.4 In the context of a Quality Audit, road safety assessment is considered to be an appropriate method of examining road safety issues as it incorporates both the hazard identification techniques used in road safety audit and formal risk assessment techniques. This allows the opportunity at an early stage for road safety issues to be considered in a more dynamic way within the design process, and to ensure that safety issues are considered as part of the design rather than after design work is completed.

2.5 The Quality Audit Team reports findings with suggestions for future action. It should be noted that, in a Quality Audit, it is not the intention that suggestions would be binding on the design team; they are offered for detailed consideration in the design process.

2.6 DMURS states that Quality Audits should consist of the following parts:

- DMURS Street Design Audit
- Individual Design Audits
- Quality Audit Report

In the case of this report the individual design audits comprise an RSA, an Accessibility audit, a Walking audit and a Cycle audit.

3. METHODOLOGY

3.1 The Audit Team was as follows:

- George Frisby — Chartered Engineer MIEI
- Harry Cullen — Chartered Engineer, FIEI

3.2 Road safety, non-motorised users, visual quality, access for disabled and functionality were considered in the Quality Audit. This exercise focused on issues such as:

- the design rationale as it related to vehicle, cycle and pedestrian movements;
- pedestrian desire lines both to and through the site;
- access requirements for all modes of transport;
- access requirements for disabled people and other vulnerable users;
- any road safety concerns associated with the scheme;
- how the scheme is experienced by those entering it and moving around within the street, including how this affects road user behavior; and
- any other issues considered relevant to each constituent element of the Quality Audit process.

3.3 The site visit for this quality audit was carried out on 9th April 2026.

The documents provided for the audit were:

Drawing Number	Rev	Drawing Title
L106-CSC-XX-XX-DR-C	0106	Proposed Road Levels and Pavement Works
L106-CSC-XX-XX-DR-C	0102	Proposed General Arrangement
L106-CSC-XX-XX-DR-C	0102	Proposed General Arrangement _Markup_09.04.2026
L106		TTA_EXTRACT

Copies of these audited drawings are contained in Appendix A.

In accordance with DMURS Advice Note No. 4 May 2019 (contained on https://www.dmurs.ie/supplementary-material) a Quality Audit should always contain a DMURS Street Design Audit and Other Design Audits (as required). Section 4 of this report contains the Street Design Audit and Section 5 contains the Other Design Audits (Road Safety, Walking, Cycling, Accessibility). The Street Design Audit is in the format provided as a template on the DMURS website.

4. STREET DESIGN AUDIT

CONNECTIVITY			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
Strategic routes/major desire lines been identified and are clearly incorporated into the design.	3.1 – Integrated Street Network 3.2.1 – Movement Function 3.3.1 – Street layouts 3.3.4 - Wayfinding	3.1 The main road through the development links in well with the existing street, However, no visibility splay information has been provided for the two new accesses to the development. 3.3.1 No curve radius data has been provided. The provision of horizontal alignment with low curvature may contribute to local loss of control collisions at these locations.	3.1 Visibility splay information has been provided on CS Consulting drawing no. L106-CSC-XX-XX-DR-C-0108. 3.3.1 Curve Radii information is provided on CS Consulting drawing no. L106-CSC-XX-XX-DR-C-0111
Multiple points of access are provided to the site/place, in particular for sustainable modes.	3.3.1 – Street Layouts 3.3.3 – Retrofitting [1]	3.3.1 Road No. 2 is a cul-de-sac road where the hammerhead at the end. Road No.1 continues into the development to the north of it and could be subject to rat running and speeding. 3.3.1 There is a pedestrian / cycleway along the northern	3.3.1 Comment is noted 3.3.1 Cyclists shall utilise mixed traffic facilities in the internal streets within the development. Sufficient space has been provided development within the development to allow for future implementation of a two-way cycle

[1] *When connecting with existing communities a detailed analysis and extensive community consultation should be carried out to identify the optimal location for connections (refer also to the NTA Permeability in Existing Urban Areas: Best Practice Guide).*

CONNECTIVITY			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
		boundary of the site, but there are no cycleways in the remainder of the development. There are no cycleways on Main Street, however there is a bus lane in each direction.	lane by DCC along the southern boundary of the development site. This facility shall be delivered along the southern edge and along the frontage of the blocks to the west in one phase to ensure a continuous network is provided.
Accessibility throughout the site is maximised for pedestrians and cyclists, ensuring route choice.	3.3.1 – Street Layouts 3.3.2 – Block Sizes 3.4.1 – Vehicle Permeability	3.3.1 There are footpaths throughout the development, however they vary in width from over 3 metres to 2.1 metres, which may cause confusion and accident potential for visually and mobility impaired pedestrians. 3.3.1 There is a shared cycleway pedestrian way along the northern boundary of the site, but there are no cycle ways in the rest of the development. The implication of this is that young children on bicycles and scooters will be using the footpaths, and with some narrow footpaths this could lead to collisions with pedestrians resulting in injuries.	3.3.1 There are some local pinchpoints around the development where it is not possible to provide a consistent footpath width, in these instances a minimum width of 2.0m is provided. In general, a consistent footpath width is maintained along each street. E.g. 3.0m on Main Street, 2.5m on Friar Street etc. 3.3.1 Cyclists shall utilise mixed traffic facilities in the internal streets within the development in accordance with TL105 of the Cycle Design Manual. Sufficient space has been provided development within the development to allow for future implementation of a two-way cycle lane by DCC along the southern

CONNECTIVITY			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
		3.3.1 Access to some of the bicycle storage areas appears to be restricted by parked cars. 3.3.1 The general access to the bicycle stores is via a double door approximately 2 metres in width. Having to open a double door while holding a bicycle could be complicated, and result in collisions and injuries.	boundary of the development site. This facility shall be delivered along the southern edge and along the frontage of the blocks to the west in one phase to ensure a continuous network is provided. 3.3.1 Access to the bicycle stores is provided directly from the proposed streets without a need to enter the development car parks – in some instances cyclists will need to cross the footpaths and will dismount to do so. However, these are short distances generally not exceeding 10m. 3.3.1 A standard bicycle is generally approx. 0.65m wide. A large cargo bicycle may be up to 0.85m wide. These bicycles can access via the proposed doors without requiring both doors to be opened.
Through movements by private vehicles on local streets are discouraged by an appropriate	3.2.1 – Movement Function 3.2.2 – Place Context 3.4.1 – Vehicle Permeability	3.4.1 Road No. 1 goes from South to North and links in with it another development. Consideration	3.4.1 Traffic calming shall be provided at the junction with Clongriffin Main Street and at the

CONNECTIVITY			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
level of traffic calming measures.		should be given to examining if some traffic calming may be required on this road.	junction with Market Street to the north.

SELF-REGULATING STREET ENVIRONMENT			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
A suitable range of design speeds have been applied with regard to context and function.	3.2.1 – Movement Function 3.2.2 – Place Context 4.1.1 – A Balanced Approach to Speed [2]	3.2.1 The speed limit in Main Street and through the development is 30 km/hr. The exit from Road No 1 onto Main St. is left turn only. However, it appears that the current signage and road layout make it easy for motorists to ignore restrictions, such as left turn only signs, by executing U-turns onto Main Street or traveling down Grange Lodge Avenue. This setup could lead to risk taking, confusion and collisions with injuries.	3.2.1 Additional signage and road markings shall be provided to reinforce the permissible traffic manoeuvres at this junction
The street environment will facilitate the creation of a traffic calmed environment via the use of 'softer' or passive measures.3	4.2.1 – Building Height and Street Width 4.2.2 – Street Trees 4.2.3 – Active Street Edges 4.2.4 – Signage and Line Marking 4.2.7 – Planting 4.4.2 – Carriageway Surfaces 4.4.9 – On-Street Parking	4.2.2 No information on street trees have been made available. Care should be taken to ensure that planting does not obstruct the visibility splay at junctions. 4.4.9 No swept path analysis has been provided for either fire tender refuse truck in the development.	4.2.2 Street trees shall be slim-stemmed and shall have a crown height in excess of 2.0m to ensure that visibility is not obstructed. 4.4.9 Swept path analysis has been carried out for the subject development and is shown on CS Consulting drawings no. L106-

[2] *Refer also to the National Speed Limit Guidelines*

[3] *In retrofit situations a detailed analysis should be carried out to establish what measures exist, what their likely effectiveness is and level of intervention required to achieve the designed design speed.*

SELF-REGULATING STREET ENVIRONMENT			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
	Advice Note 1 – Transitions and Gateways	4.4.9 There does not appear to be any disabled parking spaces available in the vicinity of the Creche. This could significantly impact on the usability of the Creche for parents with disabilities or with disabled children.	CSC-XX-XX-DR-C-0122 to L106-CSC-XX-XX-DR-C-0125. 4.4.9 The proposed layout has been revised to provide a disabled parking space in proximity to the proposed creche.
A suitable range of design standards/ measures have been applied that are consistent with the applied design speeds.	4.4.1 – Carriageway Widths 4.4.4 – Forward Visibility 4.4.5 – Visibility Splays 4.4.6 – Alignment and curvature 4.4.7 – Horizontal and Vertical Deflections Advice Note 1 – Transitions and Gateways	4.4.5 No visibility splay information has been provided for either of the two new roads to the development.	4.4.5 Visibility splays are provided on CS Consulting drawing no. L106-CSC-XX-XX-DR-C-0108.

PEDESTRIAN AND CYCLING ENVIRONMENT			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
The built environment contributes to the creation of a safe and comfortable pedestrian environment.	4.2.1 – Building Height and Street Width 4.2.3 – Active Street Edges 4.2.5 – Street Furniture 4.4.9 – On-Street parking	4.2.1 The street width of 5.5 metres coupled with the speed limit of 30 kilometres per hour should ensure slower speeds and a safer environment for pedestrians. However, the footpaths shown on the drawing appeared to be varying widths down to 2.1 metres, and these footpaths are likely to be used by small children on bicycles and scooters. This could lead to problems for mobility impaired pedestrians. The recommended width for a shared footpath / cycleway is 3 metres. 4.4.9 It appears from the drawings that the footpath in the vicinity of the Creche is 2.5 metres in width. This area is likely to be visited by parents pushing prams, small children on bikes and scooters as well as cyclists with baby carriers, this could lead to collisions resulting in injuries. The minimum	4.2.1 The footpaths are generally a minimum of 2.5m in width. Cyclists shall share the road with vehicular traffic in accordance with TL105 of the Cycle Design Manual. 4.4.9 The pedestrian/cycle route linking the external roads/Market Street o the creche shall have a width of 4.0m. please refer to CS Consulting drawing no. L106-CSC-XX-XX-DR-C-0110.

PEDESTRIAN AND CYCLING ENVIRONMENT			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
		recommended width of 3.0 metres for shared pedestrian/cycleway.	
Footpaths are continuous and wide enough to cater for the anticipated number of pedestrian movements.	3.2.1 – Movement Function 3.2.2 – Place Context 4.2.5 – Street Furniture 4.3.1 - Footways, Verges and Strips 4.3.2 - Pedestrian Crossings	3.2.1 Footpaths are of varying width throughout the development, from over 3 metres to down to 2.1 metres. Because there is no cycleway in most of the development small children on bicycles and scooters will be using these footpaths with the possibility of collisions and injuries. To recommended width for a shared footpath/cycleway is 3 metres.	3.2.1 Cyclists shall utilise mixed traffic facilities in the internal streets within the development in accordance with TL105 of the Cycle Design Manual. Sufficient space has been provided development within the development to allow for future implementation of a two-way cycle lane by DCC along the southern boundary of the development site. This facility shall be delivered along the southern edge and along the frontage of the blocks to the west in one phase to ensure a continuous network is provided.
Cycling facilities will cater for cyclists of all ages and abilities.	3.2.1 – Movement Function 3.2.2 – Place Context 4.3.5 - Cycle facilities	3.2.1 With over 700 units in this development this would mean that parents with children will want the children to cycle and use their scooters on the footpaths to ensure their safety. This will mean that where some of the footpaths	3.2.1 Cyclists shall utilise mixed traffic facilities in the internal streets within the development in accordance with TL105 of the Cycle Design Manual. Sufficient space has been provided development within the

PEDESTRIAN AND CYCLING ENVIRONMENT			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
		are less than the recommended 3 metres in width (for a shared footpath /cycleway) There is potential for collisions between pedestrians, visually impaired pedestrians, people in wheelchairs, and small children with bicycles and scooters. 3.2.2 There is one shared cycleway/ pedestrian way along the northern boundary of the site. However, there are no other cycle ways throughout the development.	development to allow for future implementation of a two-way cycle lane by DCC along the southern boundary of the development site. This facility shall be delivered along the southern edge and along the frontage of the blocks to the west in one phase to ensure a continuous network is provided.
The particular needs of visually and mobility impaired users been identified and incorporated in the design.	4.2.5 - Street Furniture 4.3.1 - Footways, Verges and Strips 4.3.2 - Pedestrian Crossings 4.3.4 - Pedestrianised and Shared Surfaces	4.3.1 The varying widths of the footpaths through the development will prove a challenge for visually and mobility impaired pedestrians and should be addressed.	4.3.1 There are some local pinchpoints around the development where it is not possible to provide a consistent footpath width, in these instances a minimum width of 2.0m is provided. In general, a consistent footpath width is maintained along each street. E.g. 3.0m on Main Street, 2.5m on Friar Street etc.

VISUAL QUALITY			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
The landscape plan responds to the street hierarchy and the value of the place.	3.2.1 – Movement Function 3.2.2 – Place Context 4.2.2 – Street Trees 4.2.7 – Planting Advice Note 1 – Transitions and Gateways	4.2.2 No information has been made available on street trees or planting in the development.	4.2.2 Locations of street trees has been indicated on CS Consulting drawings. The proposed street tress and planting shall be designed by the landscape architect. The design of the street trees responds to the function of the street. E.g. Market street serves as a key pedestrian/cycle link and has been appropriately planted as such.
Street furniture is orderly placed.	3.2.1 – Movement Function 3.2.2 – Place Context 4.2.5 - Street Furniture 4.3.1 - Footways, Verges and Strips	3.2.1 No information has been made available on street furniture in the development. 4.2.5 There are concerns regarding the access to some of the bicycle storage areas. 4.2.5 No swept path analysis has been provided for refuse trucks and fire tenders. 4.2.5 Access to some of the bin stores appears to be problematic due to the presence of car parking spaces all along the roadway in front of the bin stores.	3.2.1 Detail of proposed street furniture has been provided within the proposed landscape architect pack. 4.2.5 Bicycle stores are provided on-street and are distributed throughout the proposed development. 4.2.5 Swept path analysis has been carried out for the subject development and is shown on CS Consulting drawings no. L106-CSC-XX-XX-DR-C-0122 to L106-CSC-XX-XX-DR-C-0125.

VISUAL QUALITY			
Key Issues	**Key DMURS Reference**	**Audit Suggestion**	**Design Team Response**
			4.2.5 Separate bin staging areas have been indicated throughout the development which are accessible from the proposed road for refuse collection.
The use of signage and line marking has been minimised.	3.2.1 – Movement Function. 3.2.2 – Place Context. 4.2.4 - Signage and Line Marking.	No Comment	
Materials and finishes used throughout the scheme have been selected from a limited palette and respond to the value of the place?	3.2.1 – Movement Function 3.2.2 – Place Context 4.2.6 – Materials and Finishes 4.2.8 – Historic Contexts 4.3.2 – Pedestrian Crossings 4.4.2 – Carriageway Surfaces Advice Note 2 – Materials and Specifications	No comment	

ADDITIONAL COMMENTS

5. ROAD SAFETY

5.1 **Issue**

Road No. 1 in the new development is proposed to exit onto Main St close to the junction between Main Street and Grange Lodge Ave. The exit from Road No 1 is left turn only. The current signage being proposed and road layout could be ineffective in preventing motorists from ignoring restrictions like left turn only signs, by carrying out U-turns onto Main Street or travelling across to Grange Lodge Avenue. This could increase the risk of confusion, risky behaviour, and collisions resulting in injuries. See Figure 5.1 below.

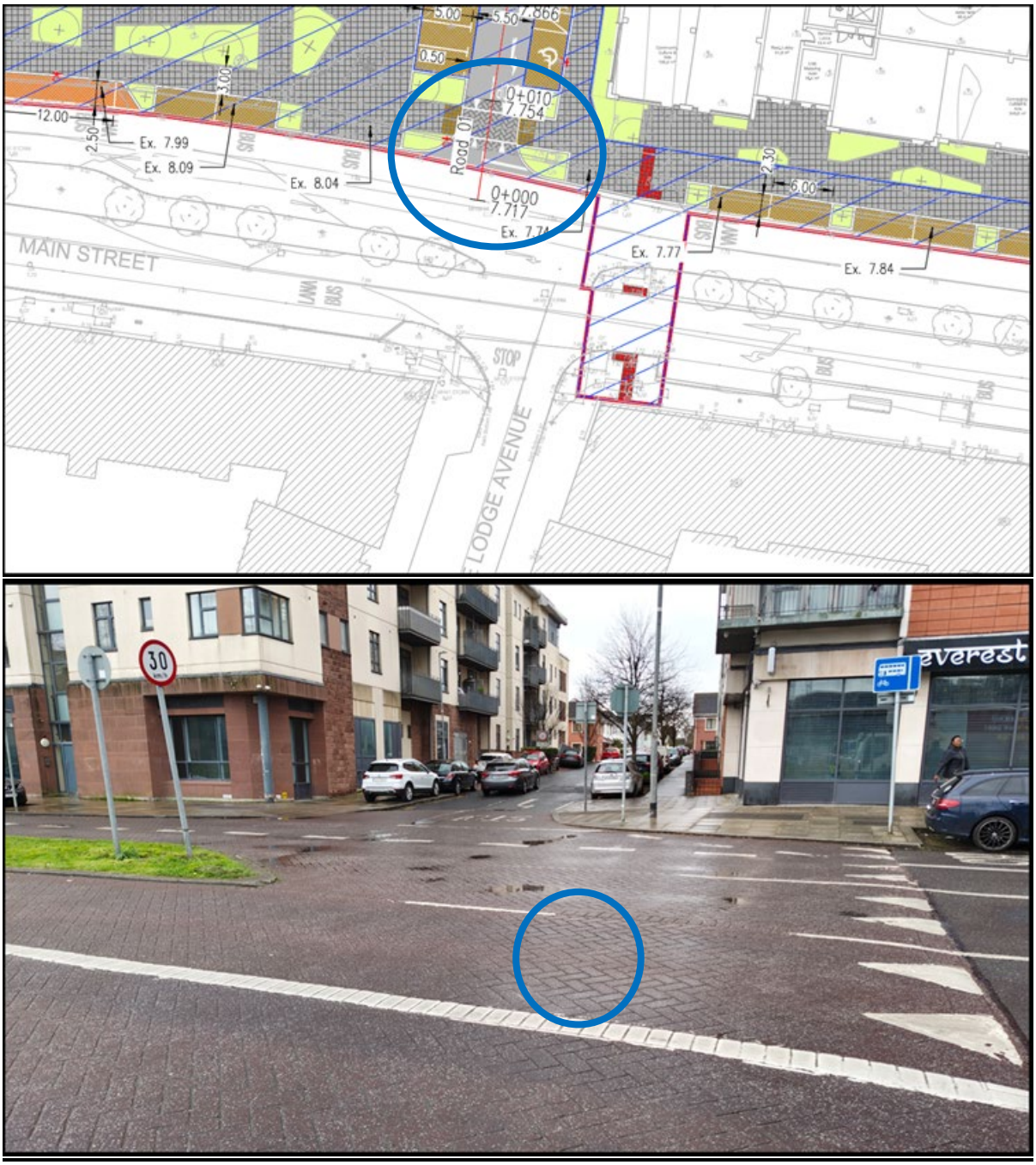


Figure 5.1-*The junction between Main Street, Road No. 1 and Grange Lodge Avenue*

Suggestion

Consideration should be given to reviewing the layout of this junction to improve compliance and road safety, consider adding clearer signage, physical barriers, or road markings that reinforce the restrictions and discourage illegal manoeuvres.

5.2 **Issue**

No visibility splay information has been provided regarding any of the junctions in the development. Vehicles parked close to the junctions may restrict the proposed visibility at the adjacent junction. Insufficient visibility may contribute to a collision associated with turning movements at these locations.



Figure 5.2-*Junction Visibility*

Suggestion

Ensure that adequate visibility splays are provided at all the internal junctions.

5.3 **Issue**

Intervisibility between pedestrians crossing pedestrian crossings at the locations shown below and drivers of vehicles approaching the crossings may be restricted by vehicles parked in the adjacent car parking spaces. A lack of adequate intervisibility may contribute to a collision at these locations.

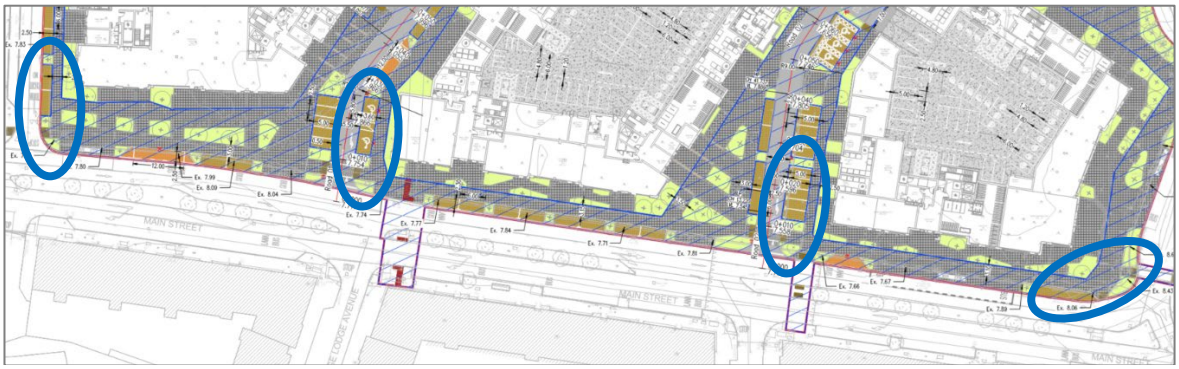


Figure 5.3-*Pedestrian Visibility*

Suggestion

Ensure that adequate intervisibility is provided between pedestrians and drivers of vehicles approaching all pedestrian crossing locations.

5.4 **Issue**

Uncontrolled pedestrian crossings are proposed at several locations along Main Street, Bridge Street and Clongriffen Road. These locations require pedestrians to cross multiple traffic lanes and/or experience high traffic volumes. Uncontrolled crossings rely on driver yielding, which becomes unreliable in such environments and may expose pedestrians to unsafe crossing conditions.



Figure 5.4-*Pedestrian Crossings*

Suggestion

Review the suitability of uncontrolled pedestrian crossings at these locations. A more appropriate controlled crossing type should be considered where traffic volumes, speeds or crossing distances exceed thresholds for safe uncontrolled crossings.

5.5 **Issue**

Continuous road markings are proposed across the carriageway at the proposed uncontrolled pedestrian crossings. Such a layout may confuse both motorists and pedestrians as to who has priority at the crossing which could contribute to a pedestrian collision at these locations.

Suggestion

Remove the continuous road markings across the carriageway at the proposed uncontrolled pedestrian crossings.

6. WALKING

6. 1 **Issue**

There is no existing or proposed tactile paving on the south side of the proposed pedestrian crossing on Main Street. A lack of appropriate tactile paving may lead to issues for visually impaired pedestrians crossing at the proposed pedestrian crossing.

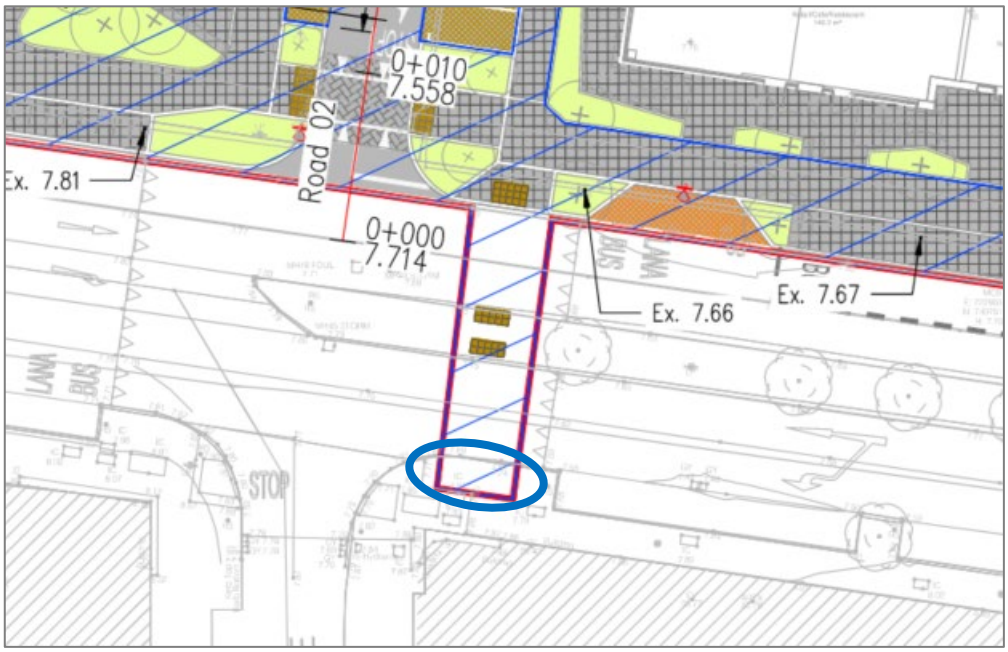


Figure 6.1-*Tactile Paving*

Suggestion

Provide appropriate tactile paving to cater for pedestrians crossing the proposed pedestrian crossing.

6. 2 **Issue**

A shared cycleway/footway surface is proposed with in the development. Corduroy tactile paving is included at some locations where the shared surface adjoins footpaths, but it is omitted at others. In addition, it is unclear whether the correct type of corduroy tactile paving has been specified. Without consistent and appropriate tactile paving, visually impaired pedestrians may not be alerted that they are entering a shared environment with cyclists.



Figure 6.2-*Corduroy Paving*

Suggestion

Review all locations where the shared cycleway/footway meets footpaths to ensure that corduroy tactile paving is provided consistently and in accordance with relevant standards.

7. CYCLING

7. 1 **Issue**

On the development of over 700 units there is just one cycleway which runs halfway along the north-eastern boundary of the site. On the rest of the site there are no cycleways. With a development of this size, it is inevitable that small children will want to ride their bicycles and scooters on the footpaths. Some of the footpaths are just 2.1 metres in width, where the minimum width of a shared footpath/ cycleway is 3.0 metres. This would inevitably lead to confusion, risk taking and collisions between pedestrians and cyclists.

Suggestion

Consideration should be given to reviewing the footpath widths in development, to meet with shared footpath /cycleway standards.

7. 2 **Issue**

The bicycle store off Friar St is a typical layout for bicycle stores in the development, with double doors at the access point. Problems may arise with cyclists attempting to open double doors while holding onto their bicycle. This could lead to confusion resulting in injuries if bicycles fall as part of this process. Figure 7.2 below.



***Figure 7.2**-Typical bike store entry*

Suggestion

Consideration should be given to reviewing the entry/exit arrangement to the bicycle stores to ensure that the system works in a safe manner.

7. 3 **Issue**

Bicycle parking is proposed within the development in the form of bike stands and bike sheds. However, cyclists are required to traverse footpaths in order to access these parking areas. This arrangement may result in cyclists riding along pedestrian footpaths, creating potential conflict points. Pedestrians—particularly vulnerable users such as older people, children, or those with visual impairments—may be at increased risk of collision with cyclists accessing the parking facilities.

Suggestion

Review the access routes to all bicycle parking areas to ensure that cyclists can reach these facilities without needing to travel along pedestrian footpaths.

8. ACCESSIBILITY

8. 1 **Issue**

No swept path information has been made available to the auditors for either refuse trucks or fire tenders. From the drawings there appears to be a hammerhead on Road No. 2. However, Road No. 1 does not have any hammerhead (see Figure 8.1) and continue on straight into another development, without any visible opportunity for vehicles to turn.

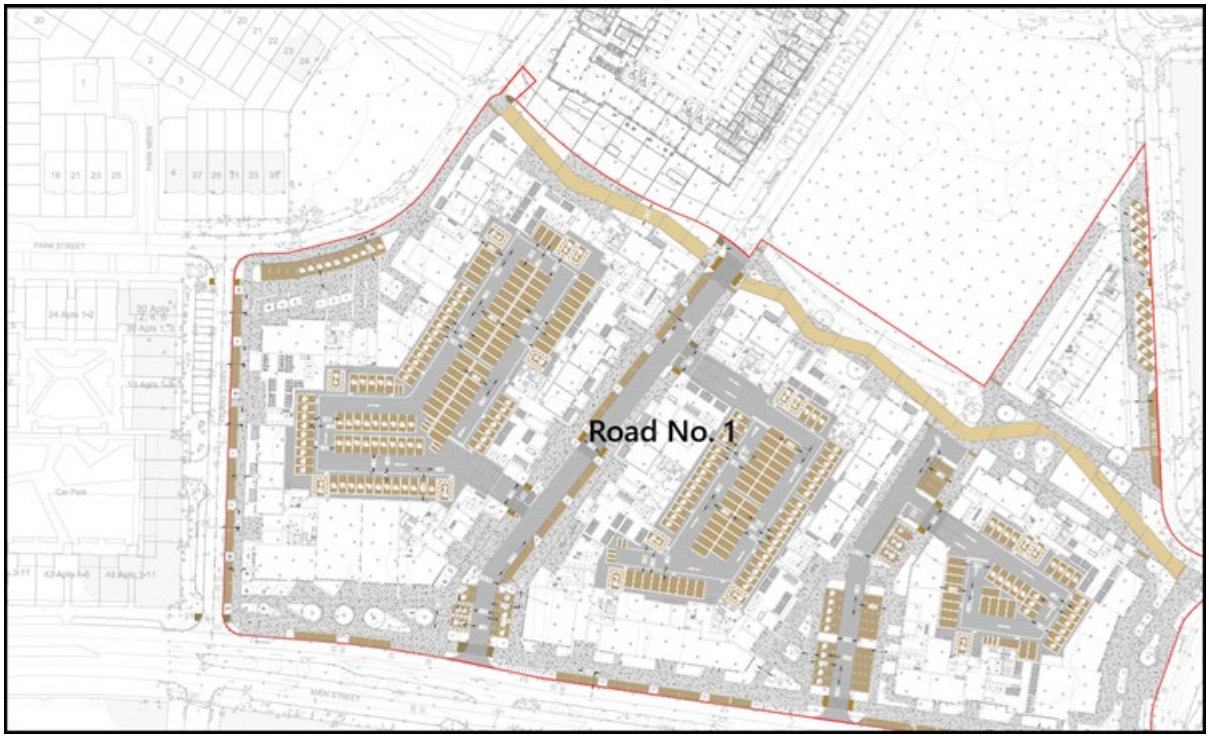


Figure 8.1*-No swept path analysis for the development*

This could lead to large vehicles attempting to carry out turning manoeuvres in unsatisfactory areas, which can lead to confusion risk taking, collisions resulting in injuries.

Suggestion

Consideration should be given to ensuring that sweat path analysis confirms that these large vehicles can negotiate the development in safety.

8. 2 **Issue**

The two bin stores on Road No. 1 shown in Figure 8.2 below do not appear to have direct access to the roadway, which will make it very difficult for refuse collection at this location. A similar situation pertains on Road No. 2, see Figure 8.21.

This could lead to bins being wheeled long distances to access the roadway, which may lead to incidents, collisions with pedestrians and injuries.



Figure 8.2-*Bin stores with no direct access to the roadway*

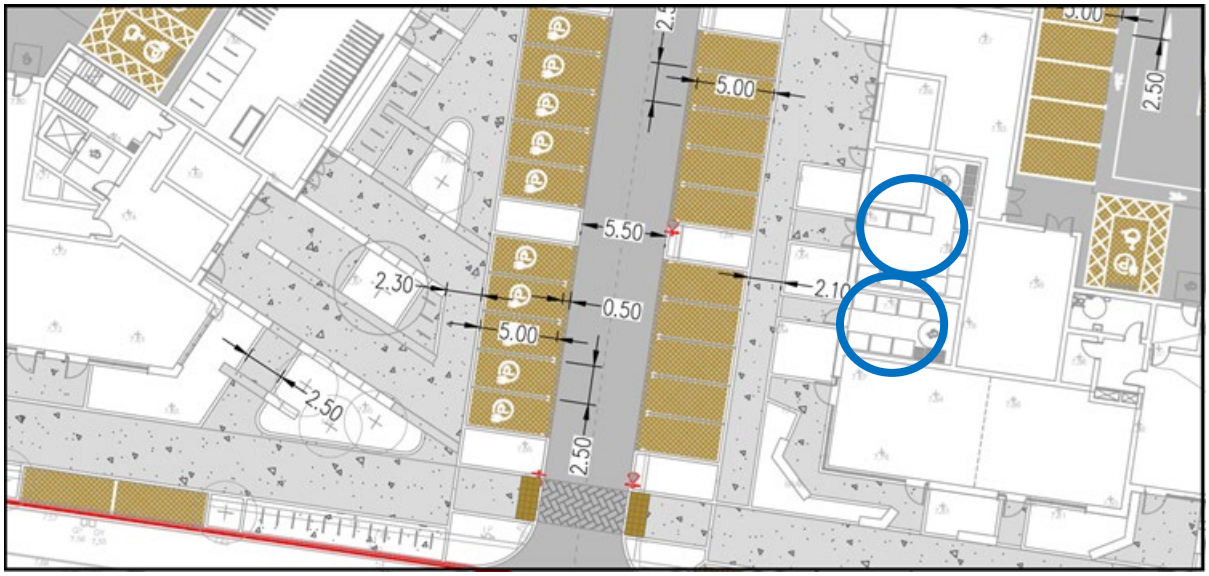


Figure 8.2.1-*Bin stores with no direct access to the roadway*

Suggestion

Consideration should be given to reviewing access to the roadway for all bin stores to ensure that refuse collection can be carried out with the minimum disruption to residents.

8. 3 **Issue**

There does not appear to be any disabled parking spaces available in the vicinity of the Creche. This could significantly impact on the usability of the Creche for parents with disabilities. See Figure 8.3 below.



Figure 8.3-*No Disabled parking in the vicinity of the Creche*

Suggestion

Consideration should be given to reviewing the provision of a disabled car parking space in the vicinity of the Creche.

8. 4 **Issue**

A one-way system is proposed within the three internal car park areas. It is unclear whether bin collection vehicles will be required to stop within these car parks during waste collection, or where delivery vehicles will load and unload. If large vehicles stop within the one-way system, following drivers may be forced to wait with no opportunity to overtake. This may lead to driver frustration and potentially erratic manoeuvres as drivers attempt to bypass stationary vehicles within confined car park areas.

Suggestion

Review the operational arrangements for bin collection and deliveries within the car parks. Dedicated loading/collection bays or alternative stopping locations should be identified to ensure that service vehicles do not obstruct the one-way system.

9. QUALITY AUDIT FEEDBACK FORM

Scheme: Proposed Housing Development at Main Street, Clongriffin, Dublin 13

Document Number: 26075-01-001

Date Audit Completed: 27th April 2026

Paragraph No. in Quality Audit Report	To Be Completed By Designer			To Be Completed by Audit Team
	Issue Accepted (yes/no)	Suggested Measure Accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting suggested measure. Only complete if suggested measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)
5.1	Yes	Yes	----------	----------
5.2	Yes	Yes	----------	----------
5.3	Yes	Yes	----------	----------
5.4	Yes	Yes	----------	----------
5.5	Yes	Yes	----------	----------
6.1	Yes	Yes	----------	----------
6.2	Yes	Yes	----------	----------
7.1	Yes	No	Cyclists shall utilise mixed traffic facilities in the internal streets within the development in accordance with TL105 of the Cycle Design Manual. In general. 2.5m footpath widths have been proposed within internal streets (increased to 3m on Clongriffin Main Street). Additionally, sufficient space has been allocated within the development to allow for future implementation of a two-way cycle lane by DCC along the southern boundary of the development site. This facility shall be delivered along the southern edge and along the frontage of the blocks to the	Yes

			west in one phase to ensure a continuous network is provided.	
7.2	Yes	No	A standard bicycle is generally approx. 0.65m wide. A large cargo bicycle may be up to 0.85m wide. These values are taken form the Cycle Design Manual. These bicycles can access via the proposed doors while holding the bicycle in one hand in accordance with the Cycle Design Manual.	Yes
7.3	Yes	No	In general, bicycle stands can be accessed from the nearest cycle facility, however, in some instances cyclists may be required to dismount and walk short distances along the footpath to reach the stand locations. This is in order to ensure that a quality public realm is provided.	yes
8.1	Yes	Yes		
8.2	Yes	No	Separate bin staging areas have been indicated throughout the development which are accessible from the proposed road for refuse collection.	Yes
8.3	Yes	Yes	----------	----------
8.4	Yes	Yes	----------	----------

Safety Audit
Signed off ……. **Design Team Leader**

Print Name . Fionnán Burke **Date** 05/05/2026

Safety Audit

Signed off …… ……. **Audit Team Leader**

Print Name ……**George Frisby** ……. **Date** ……**11/5/2026**……

Please complete and return to:

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APPENDIX A – DRAWINGS

2.4 Description of Proposed Development

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 707 no. apartments including café/restaurant/retail units, community/cultural spaces, a standalone creche building and the completion of the southern side 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 278 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 166 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.

7.0 PARKING PROVISION

The proposed development comprises the following elements:

- 50no. studio apartments (5no. in Block 7, 29no. in Block 8, 16 in Block 9
- 302no. 1-bedroom apartments (116no. in Block 7, 106no. in Block 8, 80no. in Block 9)
- 349no. 2-bedroom apartments (151no. in Block 7, 128no. in Block 8, 70no. in Block 9).
- 6no. 3-bedroom apartments (all in Block 7).
- a crèche facility in with a Gross Internal Area (GA) of 872m2, to provide 120no. childcare places.
- 2,224m2 of Retail/Community/Arts/Cultural space (932m2 in Block 7, 548m2 in Block 8 and 744m2 in Block 9).

The development shall provide:

- 355no. car parking spaces, of which –
    - 19no. spaces shall be disabled-accessible.
    - 162no. spaces shall be equipped with EV charging facilities.
- 15no. motorcycle parking spaces.
- 1,132no. long term bicycle parking spaces.
- 392no. short stay bicycle parking spaces.

Refer to CS Consulting drawing no. **L106-CSC-XX-X-DR-C-0102** for the locations and uses of all car, motorcycle, and bicycle parking spaces.

7.1 Overall Car Parking Provision

The car parking provision of the proposed development has been assessed with respect to the *Dublin City Development Plan 2022–2028*, which defines the standard maximum car parking provision for new developments by land use type. **Table 25** shows the car parking standards applicable to the proposed development and illustrates that the total car parking provision does not exceed the maximum number permitted by the Local Authority development plan.

Land Use (Zone 2)	Car Parking Maxima	Quantum	Max. Parking Provision	Proposed Provision
Block 7				
Apartments	1 space per dwelling	278 dwellings	278 spaces	164 spaces
Retail/CCA	1 space per 100sqm	932m2	9 spaces	10 spaces
Block 8				
Apartments	1 space per dwelling	263 dwellings	263 spaces	96 spaces
Retail/CCA	1 space per 100sqm	548m2	5 spaces	9 spaces
Block 9				
Apartments	1 space per dwelling	156 dwellings	156 spaces	57 spaces
Retail/CCA	1 space per 100sqm	744m2	7 spaces	6 spaces
Crèche				
Crèche	1 space per 100m^2 GFA	872m^2 GFA	9 spaces	5 spaces
Overall Development				
TOTALS			706 spaces	347 spaces

Table 25 – Overall Car Parking Provision

The proposed development shall provide a total of 347no. car parking spaces, located as follows:

- 135no. internal spaces at ground floor (undercroft) level within Block 7.
- 12no. on-street spaces on Friar's Street, adjacent to Block 7.
- 14no. on-street spaces on Park Street, adjacent to Block 7.
- 19no. on-street car parking spaces on Lake Street, between Block 7 and Block 8.
- 82no. internal spaces at ground floor (undercroft) level within Block 8.
- 27no. on-street parking spaces on Market Lane, between Block 8 and Block 9.
- 40no. internal spaces at ground floor (undercroft) level within Block 9.
- 18no. on-street parking spaces on Main Street along the southern site boundary.

- 15no. on-street parking spaces on Clongriffin Road, including 4no. set down spaces allocated to the proposed creche.

The development's proposed overall car parking provision (excluding crèche spaces and visitor/commercial spaces) equates to a ratio of 0.49 spaces per residential unit. It is proposed to retain on-street car parking spaces on Friar's Street, Park Street, Market Lane and 10no. car parking on Lake Street within the ownership of the LDA who shall be responsible for the management and maintenance of these car parking spaces. This parking space ratio does not include the proposed on-street spaces on Main Street (18no.) and 9no. car parking spaces on Lake Street as it shall be offered for taking in charge by Dublin City Council and therefore cannot be restricted to use by development residents.

The policy document *Sustainable Urban Housing: Design Standards for Apartments (Guidelines for Planning Authorities)*, published by the Department of Housing, Planning and Local Government in July 2025 ('the Apartment Guidelines'), gives the following guidance on the provision of residential car parking:

> *"In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such [as] rail and bus stations located in close proximity.*
>
> *"These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."*

As detailed in sub-sections **3.6**, the development site is within a 5-minute walk both of DART rail services and of bus stops served by existing and future high-frequency bus routes. The proposed development is therefore considered a suitable candidate for a reduced car parking provision.

7.2 Disabled-Accessible Car Parking

The *Dublin City Development Plan 2022–2028* sets out the minimum requirement for the provision of disabled-accessible parking in new developments, as a proportion of the total development car parking provision. Error! Reference source not found. applies this r equirement to the proposed development.

Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
Block 7 Residential			
164 spaces	5%	8	7
Block 8 Residential			
96 spaces	5%	5	5
Block 9 Residential			
57 spaces	5%	3	6
CCA/Visitor/ Creche			
30 spaces	5%	2	2
Overall Development			
347 spaces	5%	18	20

Table 28 – Accessible Car Parking Provision

The proposed development shall provide a total of 20no. disabled-accessible car parking spaces, thereby satisfying the overall requirements of the Local Authority development plan. These are located as follows:

- 7no. internally at ground floor (undercroft) level within Block 7.
- 2no. on Lake Street, between Block 7 and Block 8.
- 5no. internally at ground floor (undercroft) level within Block 8.
- 3no. externally on maket Lane, between Block 8 and Block 9.
- 3no. internally at ground floor (undercroft) level within Block 9.

7.3 Electric Vehicle Charging Facilities

The *Dublin City Development Plan 2022–2028* requires that at least 50% of all car parking spaces in new developments be equipped with fully functional charging points for battery

electric vehicles (BEVs), and that the remaining spaces be designed to facilitate the future installation of additional BEV charging infrastructure.

BEV charging points shall be provided from the outset at 173no. car parking spaces within the proposed development as indicated on CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.** All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of additional BEV charging points.

Proposed Car Parking Provision	Required Proportion	BEV Charge Points Required	BEV Charge Points Proposed
347 spaces	50%	173	173

Table 29 – BEV Charging Point Provision

7.4 Car Parking Management

All on-street car parking spaces on Main Street and 9no. car parking spaces on Lake Street are proposed to be taken in charge by Dublin City Council and be available for public use. The development's 2no. loading bays are also intended to be taken in charge. All internal car parking spaces are located within the buildings' undercroft car parking areas and so will remain in the ownership of the LDA. Additionally, on-street car parking spaces on Friar's Street, Park Street, Market Lane, Lake Street (10no. parallel spaces) and Clongriffin Road shall remain within the ownership of the LDA. These spaces will be managed by the LDA and made available for use by residents of the development in accordance with their standard estate management procedures. This typically includes monitoring, maintenance and, where required, the implementation of local parking controls (e.g. time limits and signage) to ensure appropriate turnover and use.

All internal car parking spaces within the development (including the 18no. internal accessible spaces) shall be controlled by the development's Management Company. Residential parking spaces shall not be assigned to individual apartment units; spaces shall instead be allocated and/or leased to residents on the basis of availability and need, in part by means of a permit/lottery system, in order to optimise the use of parking spaces.

Access to each of the development's undercroft car parking areas shall be regulated by means of gates and/or barrier control systems. Authorised development occupants shall gain access by means of an RFID key fob or similar automated system. The development's Management Company shall implement suitable information and enforcement measures to

prevent unauthorised or undisciplined vehicle parking within the undercroft car parking areas. The undercroft car park areas and their access control systems will be maintained as part of the buildings' common area maintenance regime.

7.5 Motorcycle Parking

The *Dublin City Development Plan 2022–2028* sets out the standard requirement for the provision of motorcycle parking in new developments, as a proportion of the total development car parking provision. Table 26applies this requirement to the proposed development.

Proposed Car Parking Provision	Standard Required Proportion	Motorcycle Spaces Required	Motorcycle Spaces Proposed
Block 7			
164 spaces	5%	8	7
Block 8			
96 spaces	5%	5	5
Block 9			
57 spaces	5%	3	3

Table 26 – Motorcycle Parking Provision

The development includes 15no. motorcycle parking spaces, all located in designated, signposted areas at ground floor (undercroft) level within Block 7, Block 8 and Block 9, thereby satisfying the requirements of the Local Authority development plan. Suitable rails, hoops, or posts shall be provided at their locations, allowing motorcycles to be secured using a chain or similar device. Motorcycle parking areas shall have limited gradients to enable easy manoeuvrability and parking.

7.6 Bicycle Parking

The proposed development's bicycle parking provision has been assessed with respect to the *Dublin City Development Plan 2022–2028*, which defines the minimum standard bicycle parking provision for new developments by land use type. **Table 29** – Bicycle Parking Provision, shows the standards applicable to the proposed development, illustrating that the proposed bicycle parking provision for the development meets the requirements of the Local Authority development plan. These bicycle parking standards are the same as those given in the *Design Standards for Apartments, Guidelines for Planning Authorities*.

Land Use	Dev. Plan Minima	Quantum	Min. Parking Provision	Proposed Provision
Long Term Bicycle Parking				
Residential Apartment	1 space per bedroom	1,068 bedrooms	1,068 spaces	1,132 spaces
Crèche	1 space per 5 staff	24 staff[8]	5 spaces	20 spaces
Retail/Café	1 space per 5 staff	30 staff	6 spaces	6 spaces
CCA	1 space per 5 staff	20 staff	4 spaces	4 spaces
Short Stay Bicycle Parking				
Residential Apartment	1 space per 2 apartments	707 apartments	354 spaces	380 spaces
Crèche	1 space per 10 children	120 children	12 spaces	12 spaces
Retail/Café	1 space per 100 sqm	622.3sqm	6 spaces	6 spaces
CCA	1 space per 100 sqm	1328 sqm	13 spaces	14 spaces
Total Bicycle Parking				
TOTAL			1,468 spaces	1,574 spaces

Table 27 – Bicycle Parking Provision

The proposed development has a total bicycle parking provision of 1,544no. spaces. These include:

- 470no. standard residents' spaces in secure dedicated bicycle stores at ground floor (undercroft) level within Block 7.
- 25no. residents' oversized cycle spaces in a secure dedicated bicycle store at ground floor (undercroft) level within Block 7.
- 390no. standard residents' spaces in secure dedicated bicycle stores at ground floor (undercroft) level within Block 8.

[8] Provisional figure derived from Tusla Quality and Regulatory Framework standards

- 21no. residents' oversized cycle spaces in a secure dedicated bicycle store at ground floor (undercroft) level within Block 8.
- 234no. standard residents' and creche staff spaces in secure dedicated bicycle stores at ground floor (undercroft) level within Block 9.
- 12no. residents' oversized cycle spaces in a secure dedicated bicycle store at ground floor (undercroft) level within Block 9.
- 392no. standard visitor spaces provided externally within the Block 7. Block 8 and Block 9 (in the form of 196no. Sheffield stands).

The design and layout of the development's long term and short-stay bicycle parking is consistent with the guidance given in the NTA *Cycle Design Manual*.

8.0 ACCESS, LAYOUT, PEDESTRIAN AND CYCLIST FACILITIES, SERVICING

8.1 Vehicular Access and Surrounding Streets

The proposed development includes the construction or extension of surrounding streets to enable access to the development via the existing Clongriffin road network. These street elements to be constructed include a section of Lake Street (located between Block 7 and Block 8), as well as Market Lane and sections of Market Street. It is also proposed to construct additional car parking along the existing streets of Main Street and Clongriffin Road. On-street parking to serve the proposed development will be constructed as part of this expansion of the existing Clongriffin road network; 2no. new loading bays will also be provided on the Main Street and Lake Street.

Each of the proposed blocks has an internal (undercroft) car parking area. The Block 7 and Block 8 undercrofts shall be accessed from Lake Street. That of Block 9 shall be accessed from Market Lane. Each access has an overall width of 7.0m, which shall accommodate 1no. lane in each direction, a central island (to accommodate a lifting arm barrier) and kerbs on either side of the road, allowing two-way vehicular traffic into and out of the development. Kerb radii at these accesses are restricted to 3.0m, which shall discourage high vehicle speeds on entrance to or exit from the development. Unobstructed sight distances in excess of 23m in either direction along Market Lane and Lake Street are achieved for vehicles exiting the development, as measured from a set-back of 2.4m from the public road edge, in accordance with

the requirements of the *Design Manual for Urban Roads and Streets* (sections 4.4.4 and 4.4.5).

8.2 Internal Layout

The undercroft car parking areas within the proposed Block 7, Block 8 and Block 9 comprise circulatory aisles 6.0m in width, along which are arranged perpendicular car parking spaces. Marked pedestrian walkways are provided, giving defined routes between parking spaces and internal access doors. The development's internal car parking layout complies with the recommendations of the *Design Manual for Urban Roads and Streets* and the IStructE *Car Park Design Guide*

8.3 Swept Path Analysis

Swept path analyses of the proposed development have been carried out for cars accessing the development's undercroft car parks and circulating within them, as well as for a refuse collection vehicle and fire tender servicing the development on the surrounding streets and a Light Goods Vehicle using the on-street loading bays. These analyses, shown on CS Consulting drawings **L106-CSC-XX-XX-DR-C-0122**, **L106-CSC-XX-XX-DR-C-0123** and **L106-CSC-XX-XX-DR-C-0124**, indicate that the development's access design and layout can accommodate these vehicle movements where required.

8.4 Pedestrian and Cyclist Facilities

Pedestrian access to the proposed Blocks shall be directly from the surrounding streets (including those street elements to be completed as part of the development). Access to internal long term bicycle parking shall be via dedicated bicycle store entrances from the surrounding street network. Raised pedestrian footpaths with a minimum width of 2.0m shall be provided along all new street sections, in keeping with the design of the existing surrounding Clongriffin road network.

The development shall include a total of 1,544no. bicycle parking spaces, meeting the requirements of the Dublin City Development Plan 2022–2028.

8.5 Development Servicing and Waste Collection

Vehicular servicing of the proposed development – including deliveries and waste collection – shall be conducted on the existing and proposed streets surrounding the development blocks, in common with other existing residential developments in the vicinity. To facilitate vehicular servicing of the development's residential units and non-residential spaces, 2no. new loading bays will be provided on the new sections of Lake Street and Main Street

Domestic refuse collection shall be conducted kerbside; the development's Management Company shall be responsible for engaging the services of an authorised waste disposal contractor, for moving refuse bins to a suitable kerbside location for collection, and for returning bins promptly to internal waste storage areas after collection.

PARK STREET
PARK MEWS
FRIARS STREET
MAIN STREET
GRANGE LODGE AVENUE
BEAU PARK AVENUE
LOADING
SET DOWN ONLY
BUS STOP
STOP
ES
18 Apts 2, 4, 6 18 Apts 1, 3, 5
24 Apts 1-2
30 Apts 2, 4, 6 30 Apts 1, 3, 5
16 Apts 1-2
13 Apts 1-2
6 Apts 1-8
Car Park
36 Apts 1-11
42 Apts 1-6
48 Apts 1-11

PLAN.

SCALE 1:500

ROADS LEGEND:

- SITE BOUNDARY
- PROPOSED ROAD
- PROPOSED FOOTPATH
- PROPOSED PARKING SPACE
- PROPOSED CYCLE ROUTE
- PROPOSED RAISED TABLES
- PROPOSED SHARED SURFACE
- PROPOSED TACTILE PAVING RED COLOURED (CONTROLLED PEDESTRIAN CROSSING)
- PROPOSED TACTILE PAVING BUFF COLOURED (UNCONTROLLED CROSSING)
- PROPOSED CORDUROY TACTILE PAVING

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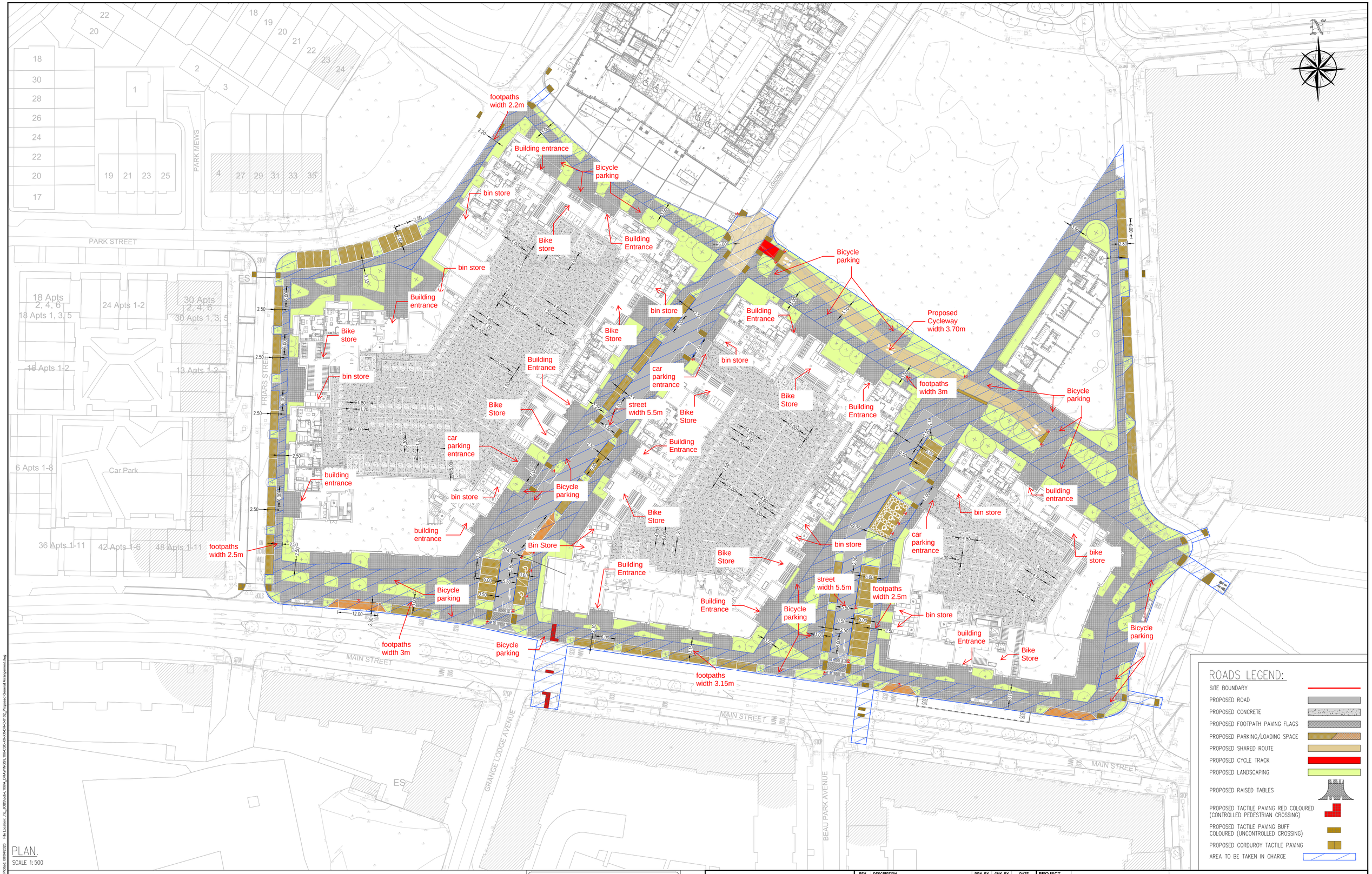
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PROJECT	CLONGRIFFIN WIDER LANDS
CLIENT	LAND DEVELOPMENT AGENCY
JOB No.	L106
DRAWING No.	L106-CSC-XX-XX-DR-C-0102
STATUS	PLANNING
TITLE	PROPOSED GENERAL ARRANGEMENT

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PROJECT	CLONGRIFFIN WIDER LANDS
CLIENT	LAND DEVELOPMENT AGENCY
JOB No.	L106
DRAWING No.	L106-CSC-XX-XX-DR-C-0102
STATUS	S2 - Shared (Coordination)
TITLE	PROPOSED GENERAL ARRANGEMENT

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PROJECT	CLONGRIFFIN WIDER LANDS
CLIENT	LAND DEVELOPMENT AGENCY
JOB No.	L106
DRAWING No.	L106-CSC-XX-XX-DR-C-0106
STATUS	PLANNING
DRAWN BY	SC
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TITLE	PROPOSED ROAD LEVELS & PAVEMENT WORKS
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