

26176-01-001

**PROPOSED RESIDENTIAL DEVELOPMENT
PARK WEST AVENUE, CHERRY ORCHARD,
DUBLIN 10**

Stage 1 Quality Audit

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

for

WATERMAN MOYLAN

on behalf of

**DUBLIN CITY COUNCIL &
LAND DEVELOPMENT AGENCY**

SEPTEMBER 2026



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DOCUMENT CONTROL SHEET

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1. INTRODUCTION

- 1.1 Roadplan Consulting has been commissioned by Waterman Moylan on behalf of Dublin City Council (DCC) and Land Development Agency (LDA) to carry out a Quality Audit on a proposed development at Park West Avenue, Cherry Orchard, Dublin 10.
- 1.2 The proposed development comprises the construction of 312 no. residential units. The development will also include dedicated car parking spaces, bike parking spaces, and communal gardens.
- 1.3 The development is situated on West Park Avenue, Cherry Orchard.
- 1.4 Figure 1 below is a layout drawing of the development. Park West Avenue has a speed limit of 50 km/h in the area of the proposed development.

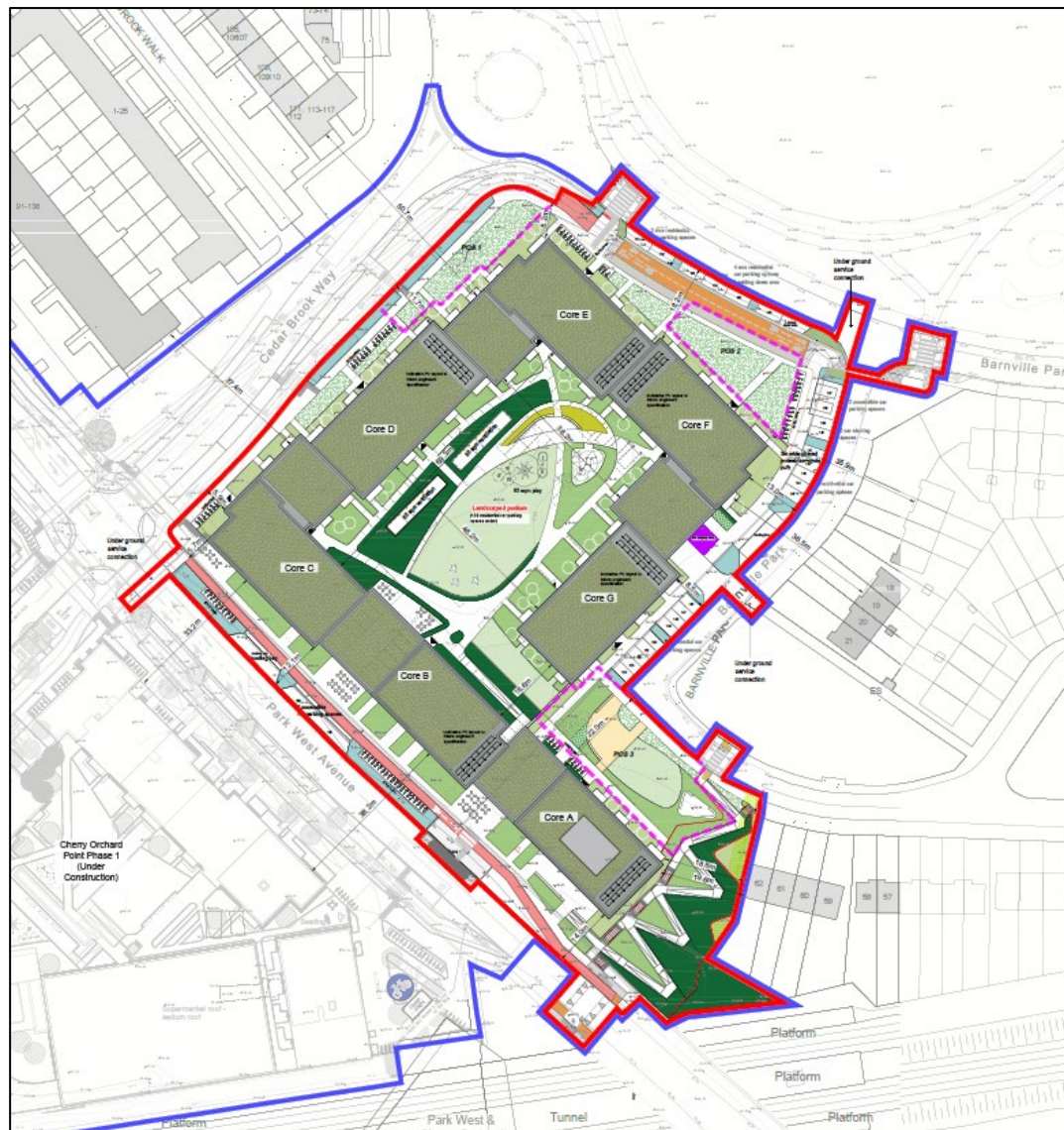


Figure 1.1– Site Location Map and Site Layout for the development

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 a Road Safety Audit, 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
- Glenn Hingerty Chartered Engineer MIEI

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 behaviour; 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 23rd August 2026

The documents provided for the audit were:

Drawing Number	Rev	Drawing Title
2539-COP-PH3-BL-ZZZ-DR-VDA-A-101		Block PH3 – Ground Floor Plan
COP-PH3-CCK-00-DR-A-1020		Site Layout
COP-PH3-CCK-00-DR-A-1020		Car & Bicycle Parking Layout
COP-WMC-PH3-00-DR-C-P0101		Proposed General Arrangement & Site Levels
COP-WMC-PH3-00-DR-C-P0111		Proposed Road Markings and Signage
COP-WMC-PH3-00-DR-C-P0115		Swept Path Analysis Refuse Vehicle
COP-WMC-PH3-00-DR-C-P0116		Swept Path Analysis Fire Tender

Copies of these audited drawings are contained in Appendix A.

Details of drainage or road lighting are not provided. It is assumed that adequate layouts will be provided for each.

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, 6, 7, and 8 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.

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 Street network is proposed to be integrated with surrounding streets. There is one entry/exit to the development for vehicles.	
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 There is only one point of access to the main site.	
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	3.3.2 – Block Sizes appear large with a robust offering of cycle and pedestrian permeability.	
Through movements by private vehicles on local streets are discouraged by an appropriate level of traffic calming measures.	3.2.1 – Movement Function 3.2.2 – Place Context 3.4.1 – Vehicle Permeability	3.2.1 – The development will function as a cul-de-sac with no scope for vehicular traffic or rat-running.	

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).

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 It is presumed that the design speed will be 30 km/h.	
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 Advice Note 1 – Transitions and Gateways	4.2.1 No information has been made available on building height. 4.2.2 Some information on street trees have been made available. Care should be taken to ensure that planting does not obstruct the visibility splay at the house entrances or the entrance to the development. 4.2.2 Trees should be installed in appropriate tree pits. Surface Rooting varieties should be avoided to reduce the risk of differential lifting of footways/cycleways.	
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 Visibility splays may be compromised by proposed trees and formal parking in proposed designated parking bays on Barneville Park.	

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.

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 No information has been made available on building height.	
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 It is unclear what the proposed size of the footways are. Given the reduced parking availability relative to the development size, it is unclear if there is adequate cross-sectional width.	
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	4.3.5 Given the reduced parking availability relative to the development size, it is unclear if there is adequate cycle storage. 4.3.5 Given the reduced parking availability relative to the development size, it is unclear if there is adequate cargo cycle storage.	
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	4.3.2 – Incorrect usage of buff coloured tactile paving is proposed in the development which may result in user confusion causing disorientation. 4.2.5 – Adequate separation between footways and Sheffield stands should be provided to ensure ease of navigation for white cane users.	

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	3.2.1 No information has been submitted regarding the swept path of either the fire tender or the refuse truck on the internal road network of this development. 4.2.2 Some information on street trees have been made available. Care should be taken to ensure that planting does not obstruct the visibility splay at the house entrances or the entrance to the development.	
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	4.2.5 It appears that no EV charging points for electric vehicles are being proposed in this development. Current guidelines suggest that all developments should provide facilities for charging battery operated cars at a rate of up to 10% of the total car parking spaces. 4.2.5 It appears that no EV charging points for electric vehicles are being proposed in this development. Such Spaces should be included in such a layout that trailing sockets do not pose a tripping hazard.	
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	

VISUAL QUALITY

Key Issues	Key DMURS Reference	Audit Suggestion	Design Team Response
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	4.2.6 – Incorrect usage of Tactile Paving at crossing points may result in confusion for white cane users.	

ADDITIONAL COMMENTS

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5. ROAD SAFETY AUDIT

5.1 **Problem**

It is unclear what the proposed drainage arrangement will be at proposed raised crossings. Ponding of water and silting can pose a slipping hazard, especially for vulnerable road users.

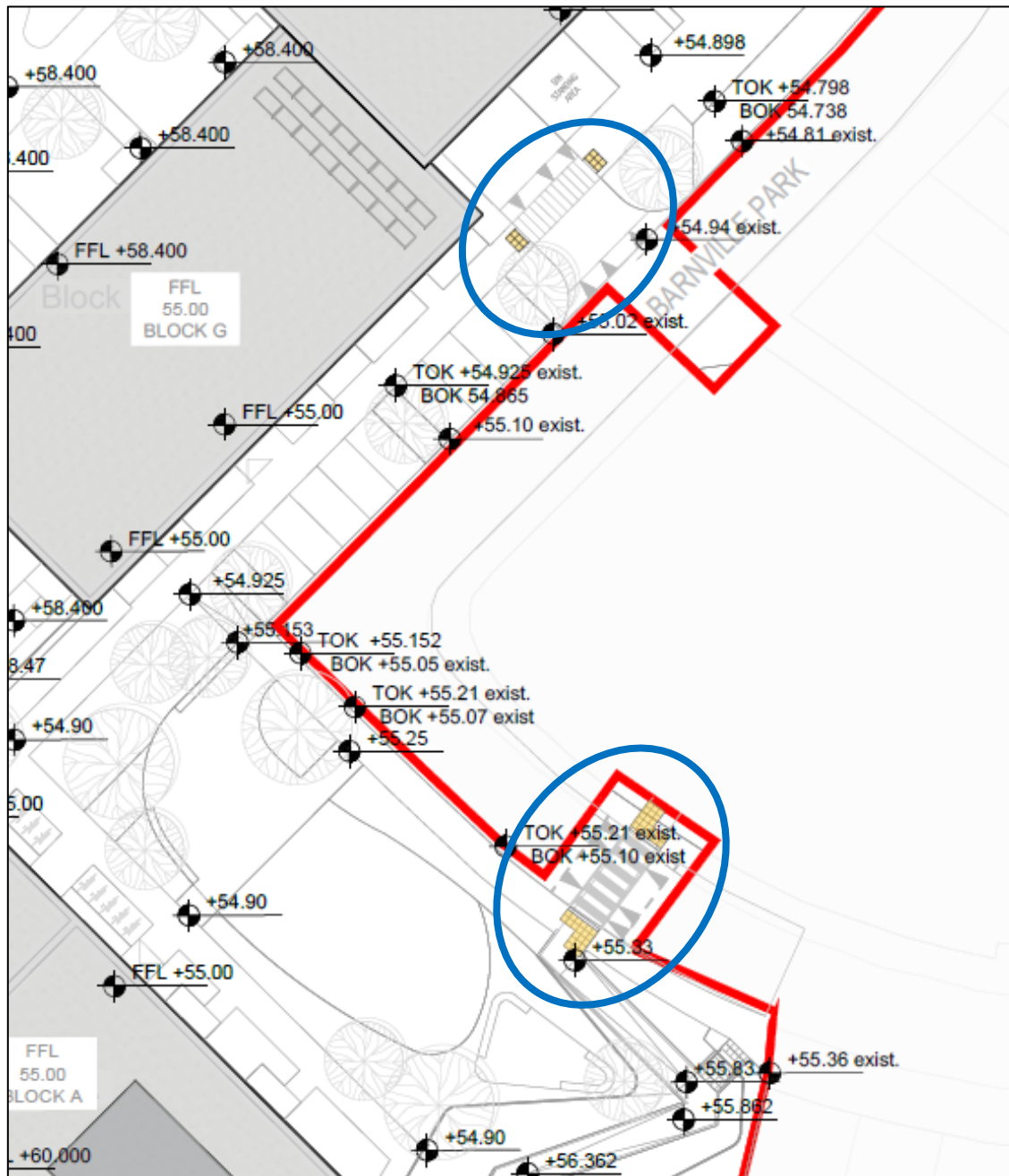


Figure 5.1 Drainage

Recommendation

Ensure adequate drainage measures at all proposed raised crossings throughout the scheme.

5.2 Problem

The existing Cherry Orchard Green / Barnville Park junction is not provided with road markings. The absence of appropriate road markings may result in uncertainty regarding junction priority and vehicle positioning, which could lead to driver confusion, inappropriate manoeuvres, and an increased risk of collisions.

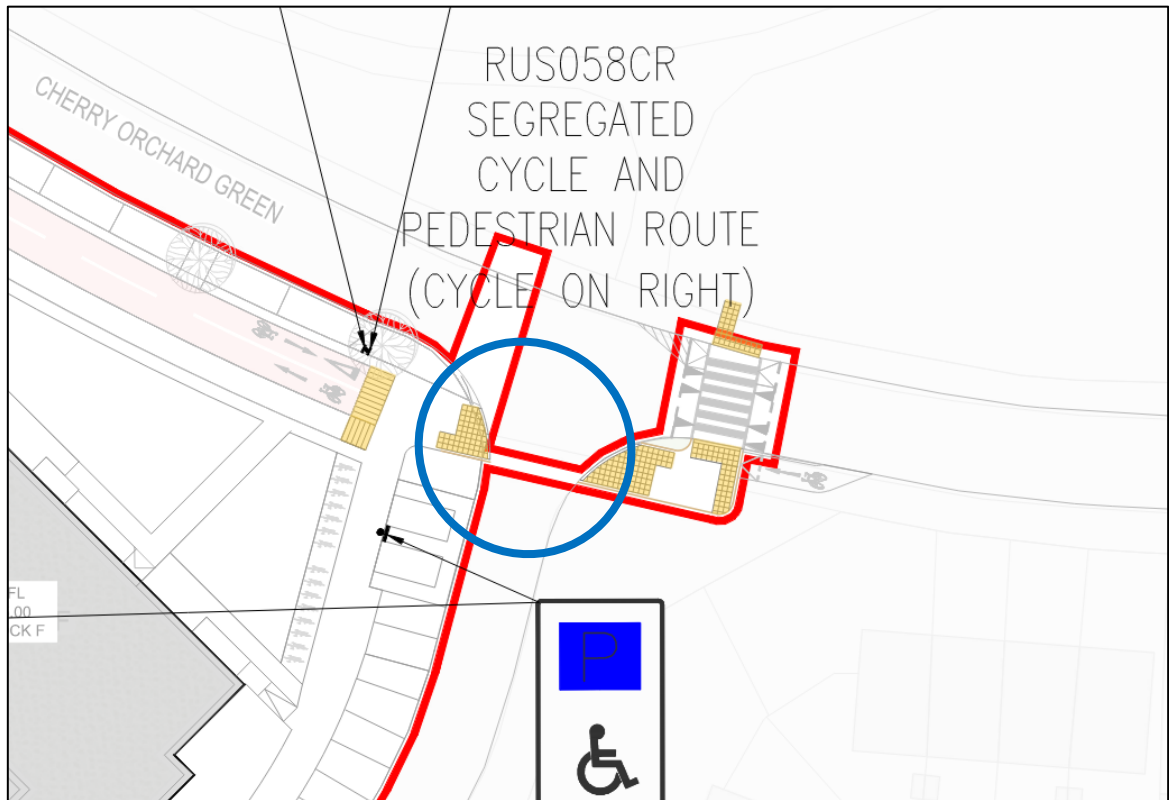


Figure 5.2 – Junction Priority

Recommendation

Provide appropriate road markings at the existing Cherry Orchard Green / Barnville Park junction.

5.3 Problem

The proposed visibility splay extends across parking areas and proposed landscaping/planting. Vehicles parked within the visibility splay, together with the future growth of planting, may obstruct intervisibility between drivers. This could reduce the ability of road users to observe approaching vehicles in sufficient time and may increase the risk of vehicular collisions.



Figure 5.3 – Visibility Splay Across Proposed Parking and Trees

Recommendation

Ensure all visibility splays are adequate, complete and free from obstacles including, but not limited to, parking and planting/trees. Relocate parking and trees as required.

5.4 Problem

The proposed visibility splay does not appear to be correctly superimposed on the drawings. As a result, it is unclear whether the required visibility standards can be achieved. Inadequate visibility splays may compromise intervisibility between drivers, increasing the risk of vehicular collisions.

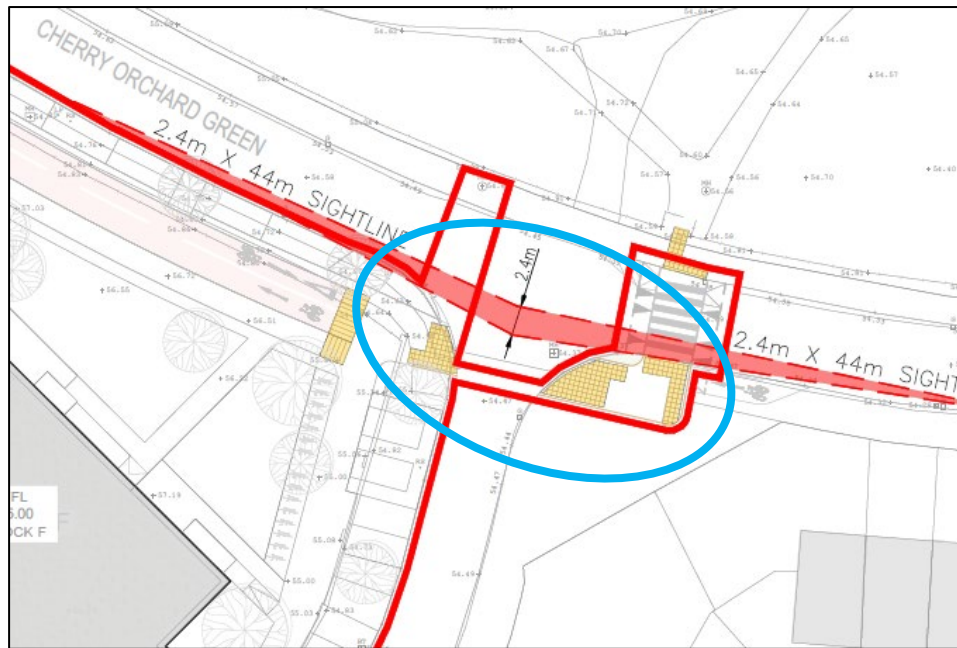


Figure 5.4 – Visibility Splay Incorrectly Superimposed

Recommendation

Review and amend the drawings to clearly demonstrate the correct location and extent of the required visibility splays. Ensure all visibility splays are adequate, complete and free from obstacles including, but not limited to, parking and planting/trees. Relocate parking and trees as required.

5.5 Problem

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

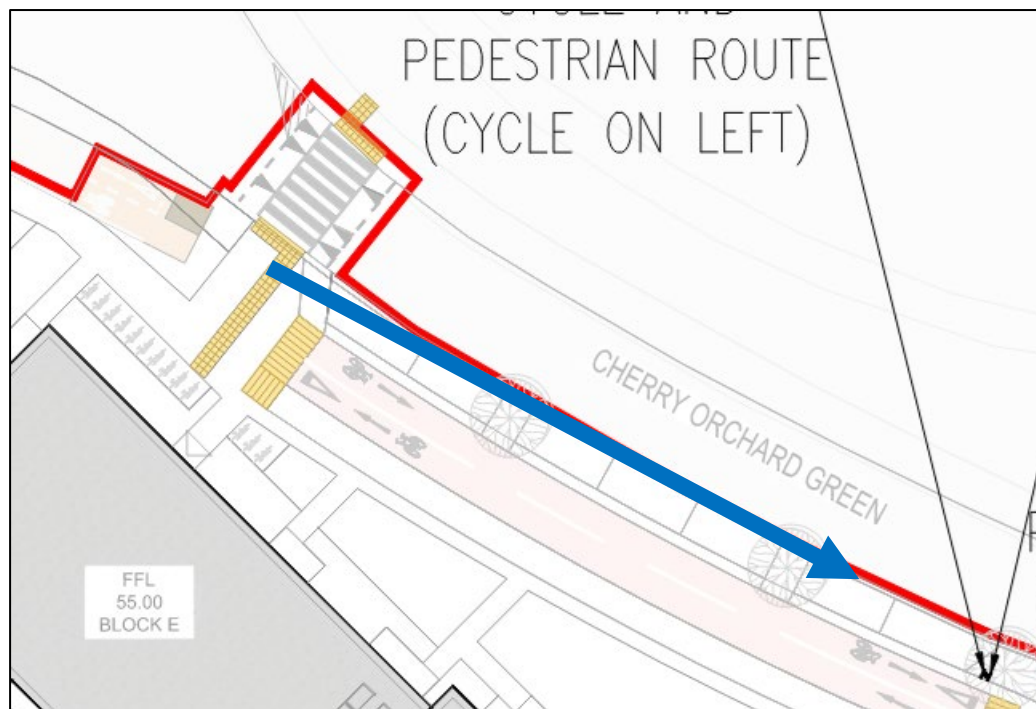


Figure 6.2 – Visibility Compromised at Pedestrian Crossing

Recommendation

Ensure adequate intervisibility between pedestrians and motorists. Relocate parking and landscaping as required.

5.6 Problem

Swept Path Analysis drawings have been provided for certain vehicle movements; however, they do not demonstrate vehicle manoeuvrability throughout the proposed internal car park. As a result, it is unclear whether sufficient space is available for all vehicles to manoeuvre safely within the development. Inadequate manoeuvring space may result in encroaching into opposing traffic lanes or pedestrian areas, or undertaking multi-point turns, increasing the risk of vehicular collisions and injuries to vulnerable road users

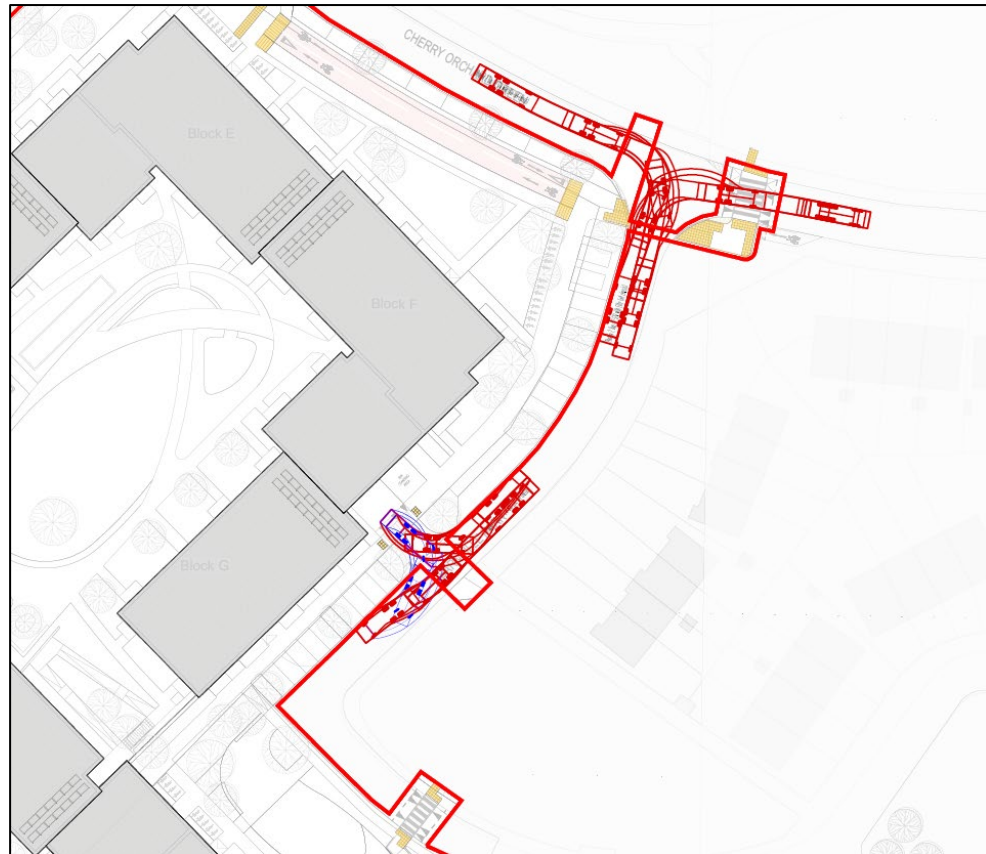


Figure 5.5 – Swept Path Analysis

Recommendation

Ensure adequate manoeuvrability space on all road networks for all vehicle types.

5.7 Problem

A raised pedestrian crossing is proposed on the eastern side of the Cherry Orchard Green / Barnville Park junction. It was noted during the site visit that existing speed ramps are currently located on both the western and eastern approaches to the junction, approximately 15 m to 20 m from the proposed raised crossing. The close proximity of multiple vertical traffic calming features may result in inconsistent driver behaviour, discomfort for vehicle occupants, and increased braking and acceleration manoeuvres. This could lead to driver distraction and an increased risk of vehicle conflicts in the vicinity of the junction and crossing.

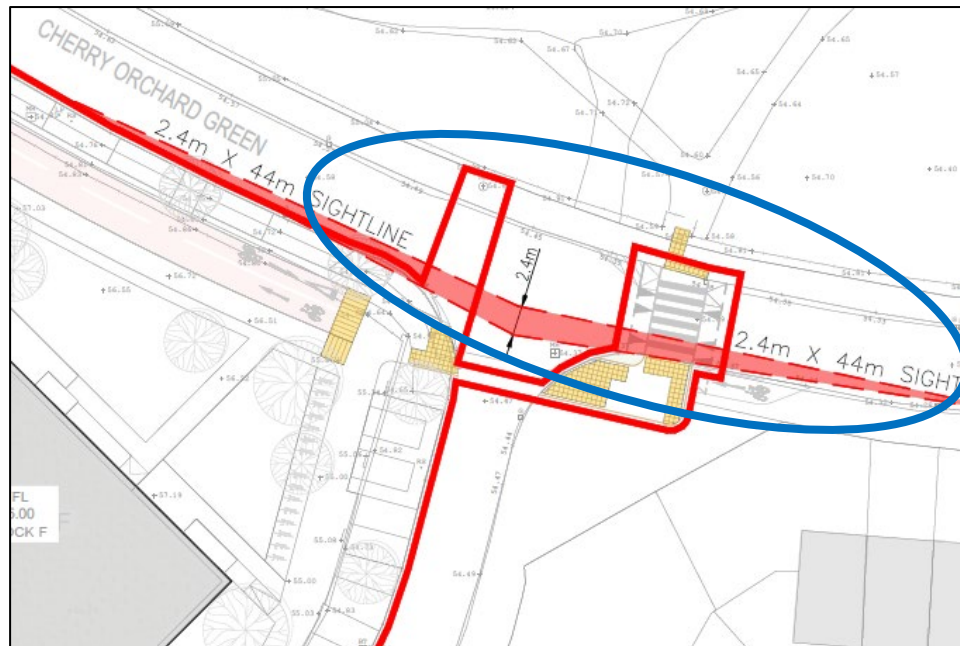


Figure 5.6 – Raised Ramps in close proximity to the Raised Pedestrian Crossing

Recommendation

Review the spacing and interaction between the proposed raised pedestrian crossing and the existing speed ramps to ensure an appropriate and consistent traffic calming strategy is provided. Consider the removal, relocation, or modification of existing traffic calming measures where necessary to reduce the potential for driver confusion and to maintain a safe environment for all road users.

5.8 Problem

Priority arrangements at the internal junctions within the proposed car parking area are not indicated on the drawings. The absence of clearly defined priority may result in uncertainty among drivers regarding right-of-way, leading to hesitation, inappropriate manoeuvres, or conflicting vehicle movements. This could increase the risk of vehicular collisions and may also present a hazard to pedestrians moving through the car parking area.

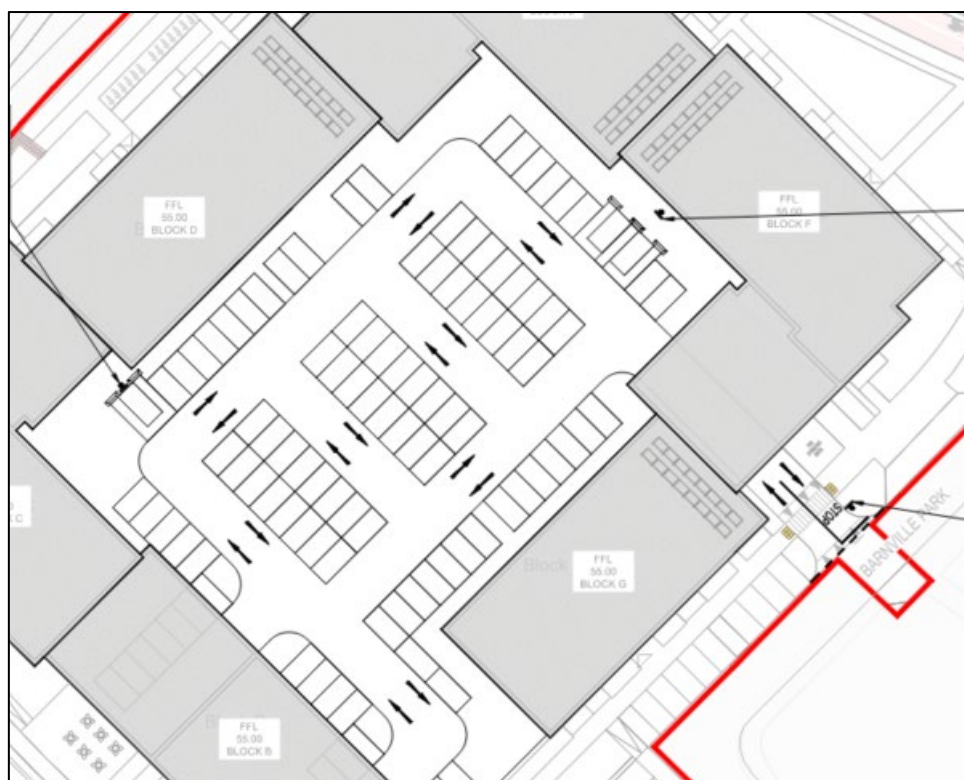


Figure 5.7 – Junction Priority

Recommendation

Provide appropriate road markings at the internal junctions within the car park area.

5.9 Problem

It is unclear if an appropriate tuning is provided at the end of the cul-de-sac within the car parking area at the location shown in the image below. A lack of an appropriate turning area may lead to long reversing manoeuvres along the car park access road increasing collision risk at this location.



Figure 5.8 – Turning Area

Recommendation

Ensure that an appropriate turning area is provided at this location.

5.10 **Problem**

A door serving a bin storage area is proposed to open directly onto the vehicle access to the car parking area. Users exiting the bin storage area may step directly into the path of moving vehicles with limited opportunity to observe approaching traffic. Similarly, drivers may have insufficient time to react to pedestrians emerging from the doorway. This may increase the risk of collisions between vehicles and pedestrians, particularly during periods of servicing and waste collection activity.



Figure 8.9 – Pedestrian Access

Recommendation

Review the layout of the bin storage area and associated access arrangements to ensure that pedestrians are not required to emerge directly into vehicular routes.

6. WALKING AUDIT

6.1 Issue

A proposed shared footway (pedestrians and cyclists) will result the user comfort for both modes, especially in a development with reduced parking levels.

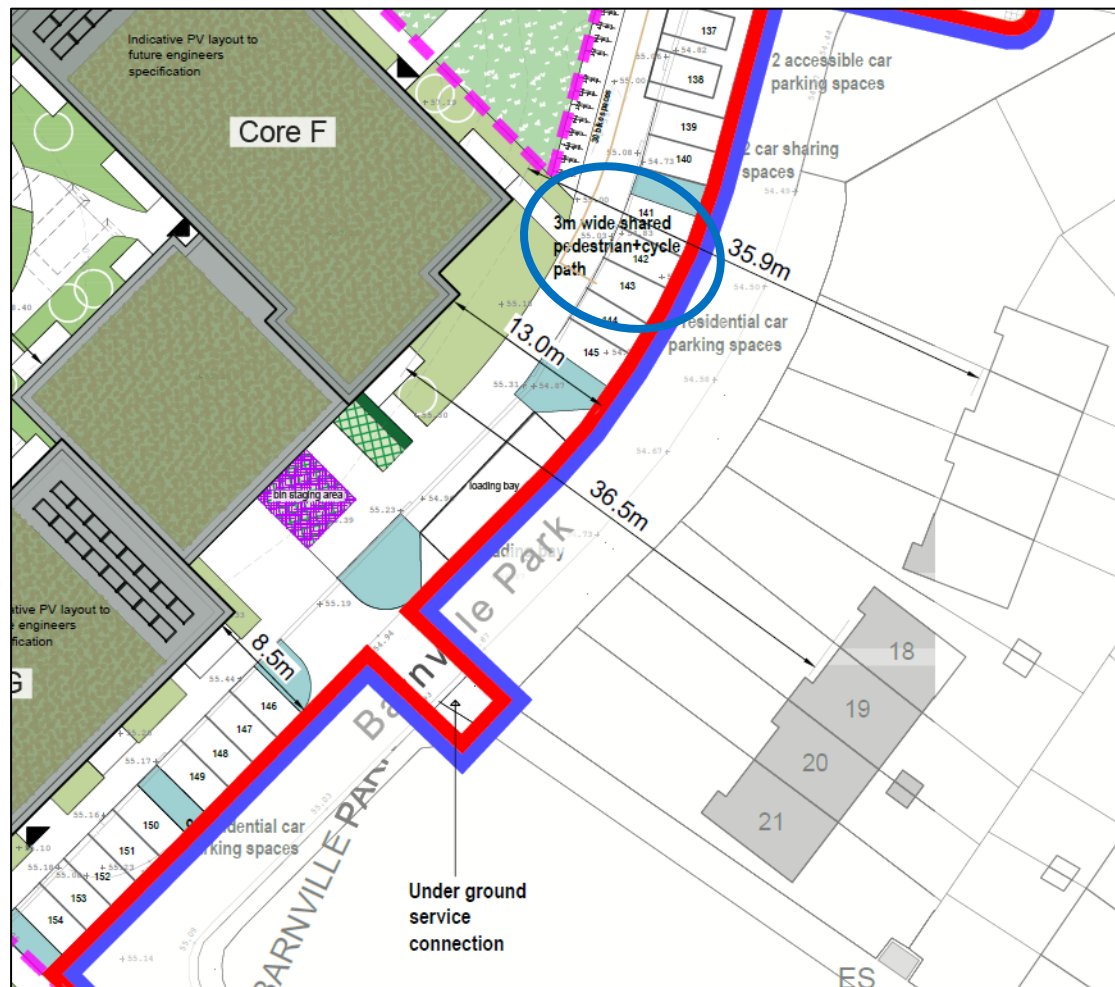


Figure 6.1 – Shared Footpath

Suggestion

Consider segregated footway and cycleway. Ensure adequate cross-sectional width, and thereby level of service, for both modes of transport based on anticipated volumes of users.

6.2 Issue

Infrastructure along pedestrian desire lines is not exhaustive along likely desire lines. This may reduce the attractiveness of walking as a mode of transport.

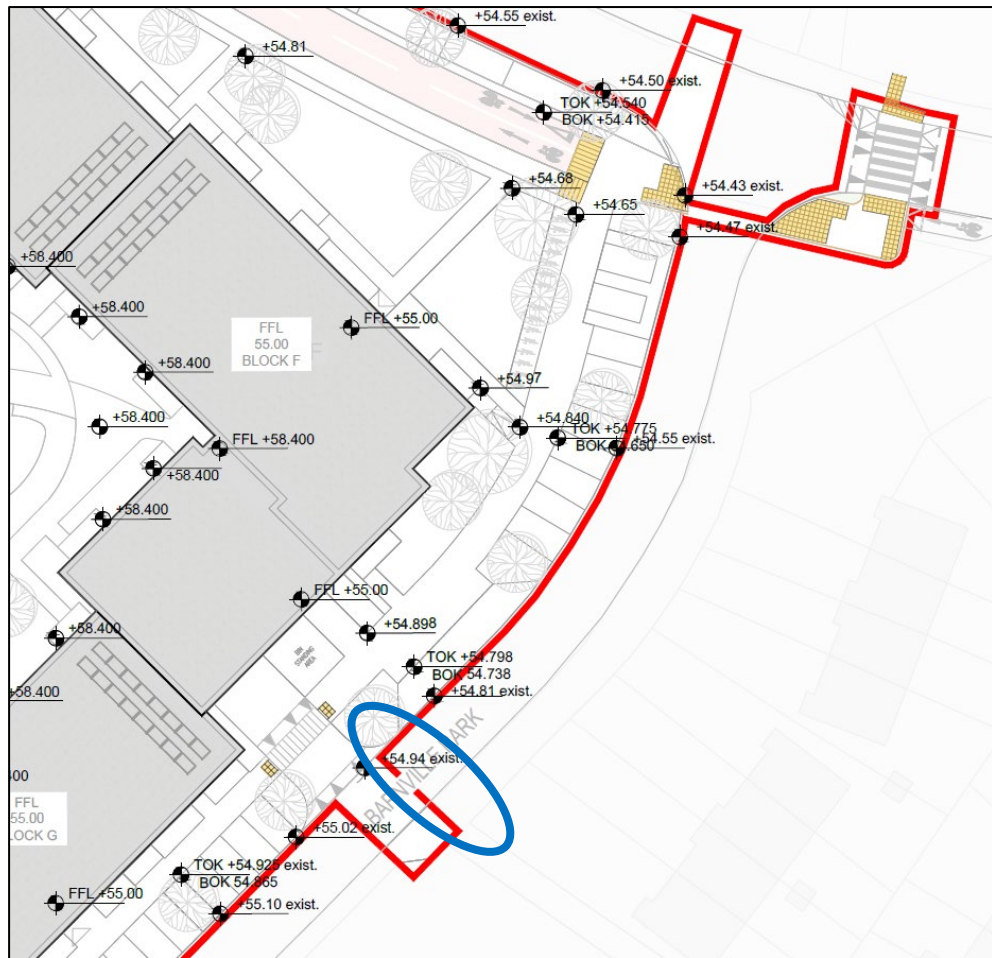


Figure 6.2 – Likely Pedestrian Desire Lines without Crossing

Suggestion

Ensure adequate pedestrian infrastructure along all likely crossing points and desire lines.

6.3 Issue

Sheffield Stands are proposed immediately adjacent to footpaths/shared space/cycletracks in a number of locations including but not limited to the locations shown in the image below. Poorly stored cycles may overhang onto the footpath/shared space area reducing its capacity.

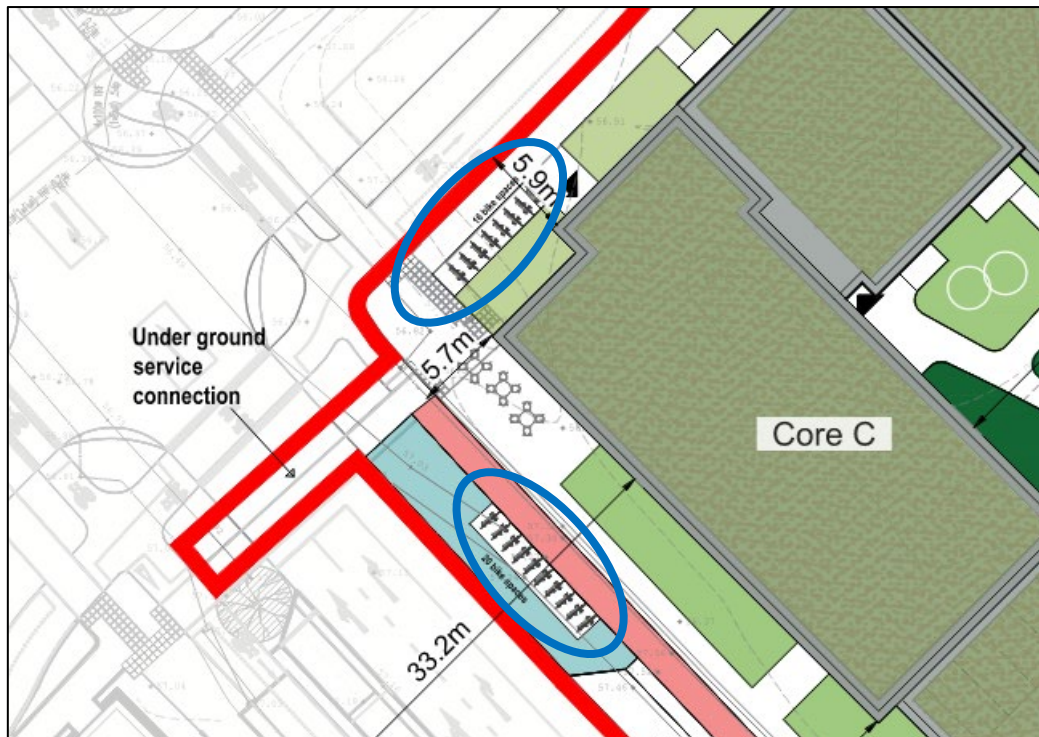


Figure 6.3 – Pedestrian Routes adjacent to Sheffield stands

Suggestion

Ensure adequate separation between the cycle parking areas and the adjacent footpaths/shared space/cycletracks.

6.4 Issue

Adequate pedestrian links have not been provided within the proposed car parking area. As a result, pedestrians may be required to walk within vehicular circulation routes to access parking spaces, building entrances, and other facilities. The absence of dedicated pedestrian routes may lead to increased interaction between pedestrians and vehicles manoeuvring within the car park, thereby increasing the risk of pedestrians being struck by passing or reversing vehicles



Figure 6.4 – Pedestrian Routes within the Car Park

Suggestion

Provide dedicated pedestrian routes within the car parking area to facilitate safe and convenient pedestrian movement between parking spaces and key destinations within the development.

7. CYCLING AUDIT

7.1 Issue

Bi-directional cycleway ends at a congested area including shared space area and pedestrian crossings. It is unclear how cyclists will tie-in to/from this cycleway from surrounding/adjacent cycling routes or desire lines.

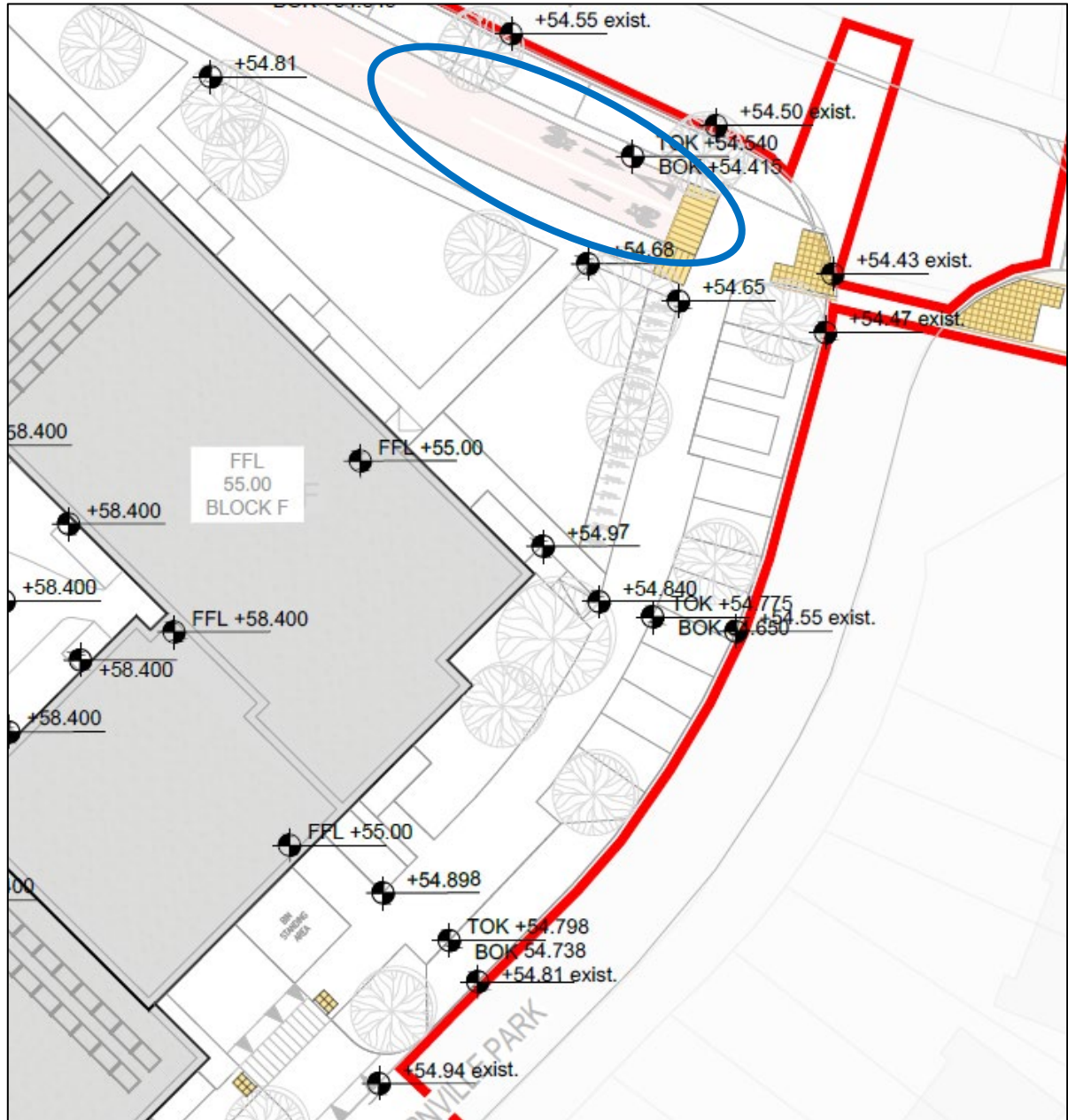


Figure 7.1 – Pedestrian Routes adjacent to Sheffield stands

Suggestion

Ensure infrastructure provides ample opportunity for tie-in to adjacent/future infrastructure.

7.2 Issue

It is unclear if proposed cycleway widths will be adequate for cargo cycles. Inadequate infrastructure may limit the uptake of the mode of transport.

Suggestion

Ensure infrastructure provides ample dimensions for cargo cycles.

7.3 Issue

It is unclear how the proposed Sheffield stands will be fixed to the ground. If these are bolted to the ground, where the bolt is accessible, this can give rise to theft by the removal of the Sheffield stand using a socket set (or similar). Risk of theft or non-secure storage may reduce the attractiveness or uptake of the mode.

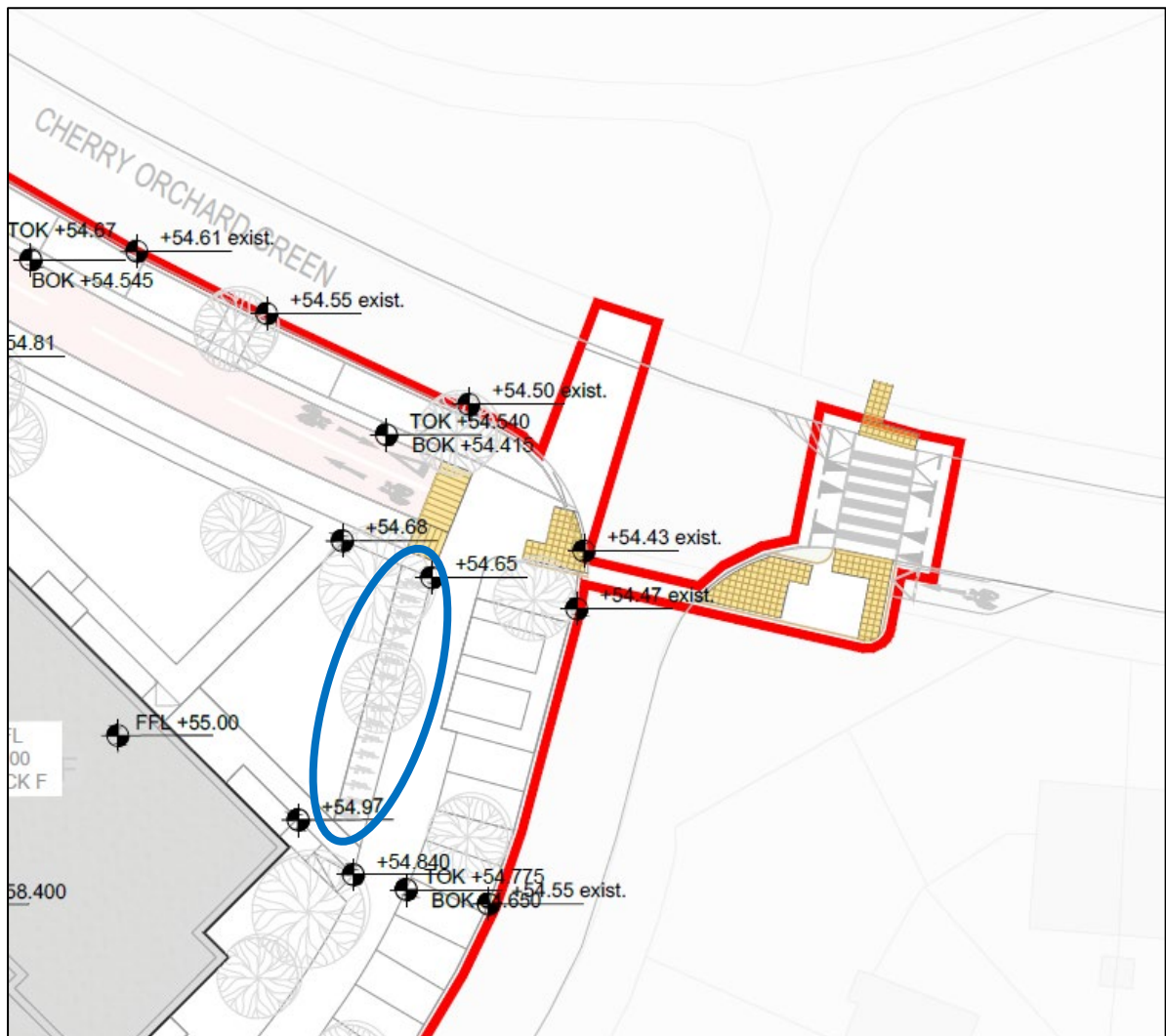


Figure 7.2 – Sheffield stands

Suggestion

Ensure secure storage.

7.4 Issue

It is unclear how cyclists will access some of the cycle parking areas from the proposed cycle facility. A lack of appropriate connections may lead to conflicts with other road users

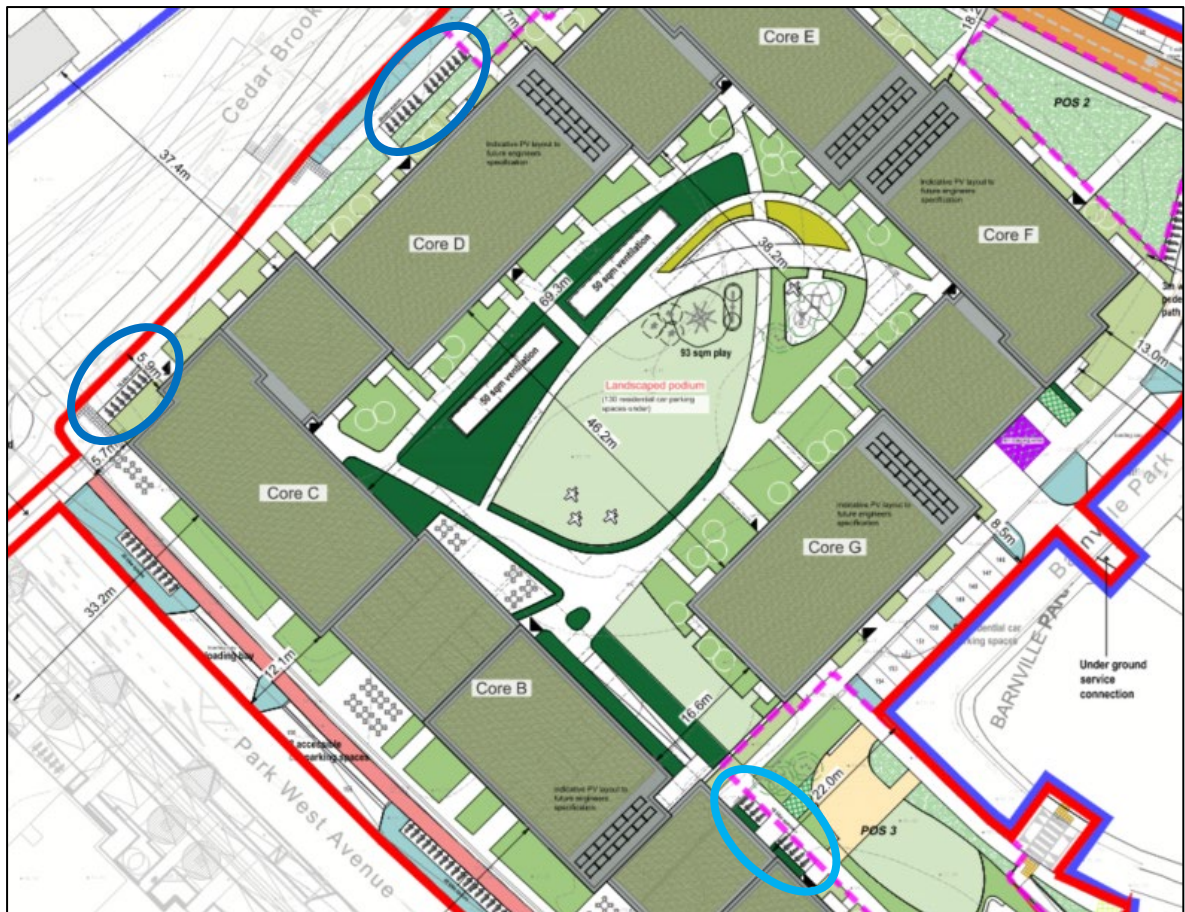


Figure 7.3 – Cycle Access

Suggestion

Ensure appropriate access is provided from the cycle facility to all the cycle parking areas.

7.5 Issue

It is not clear if there is adequate storage facilities in the development for cargo cycles. Due to their larger dimensions standard Sheffield stands are not suitable.

Suggestion

Review the cycle parking proposals to ensure that adequate and appropriately sized parking facilities are provided for cargo cycle

8. ACCESSIBILITY AUDIT

8.1 Issue

Proposed tactile paving appears to be incorrect (Buff coloured with a tail). Incorrect usage of tactile paving may result in confusion, causing disorientation, for vision impaired users.

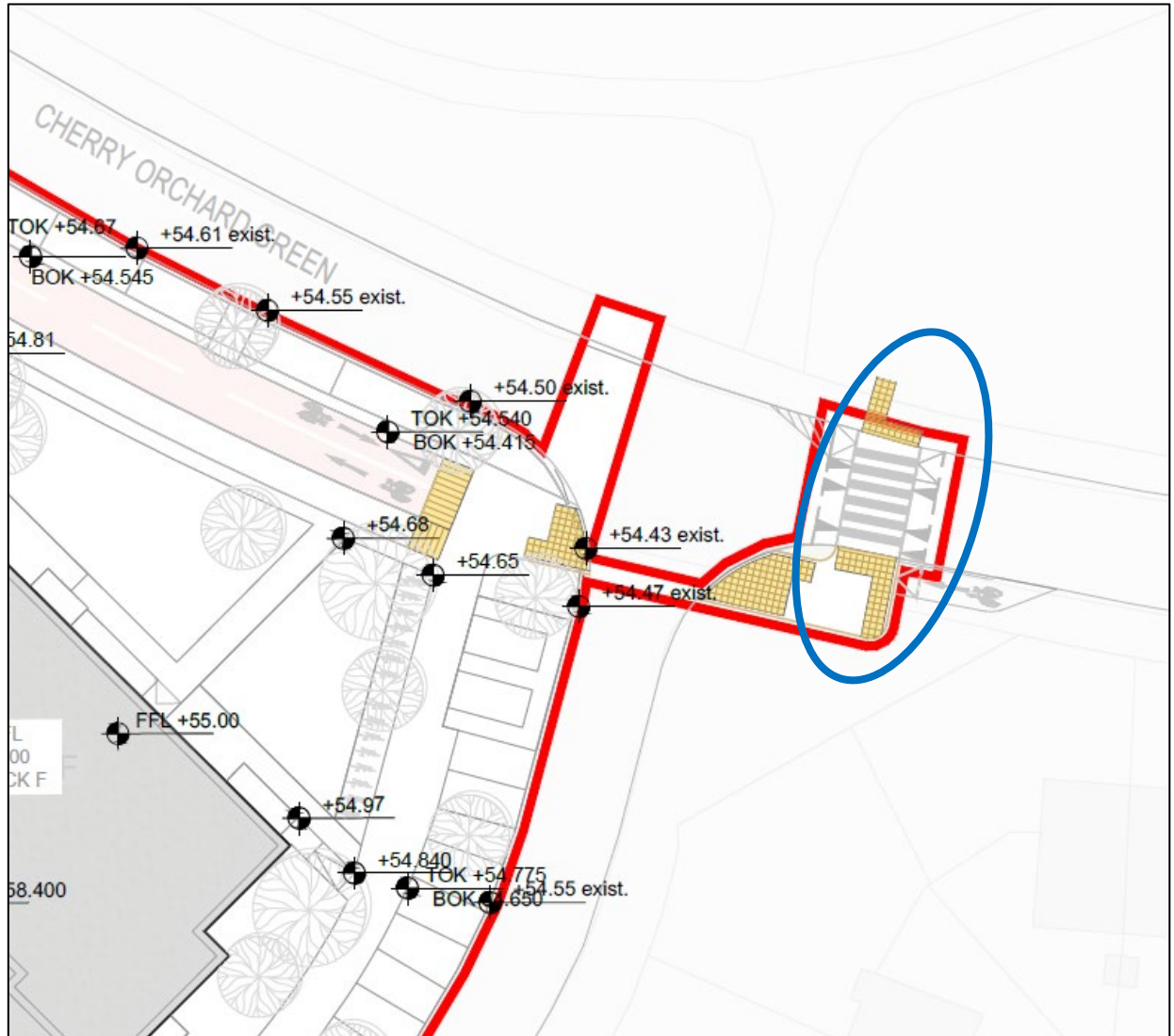


Figure 8.1 – Incorrect Tactile Paving Layout.

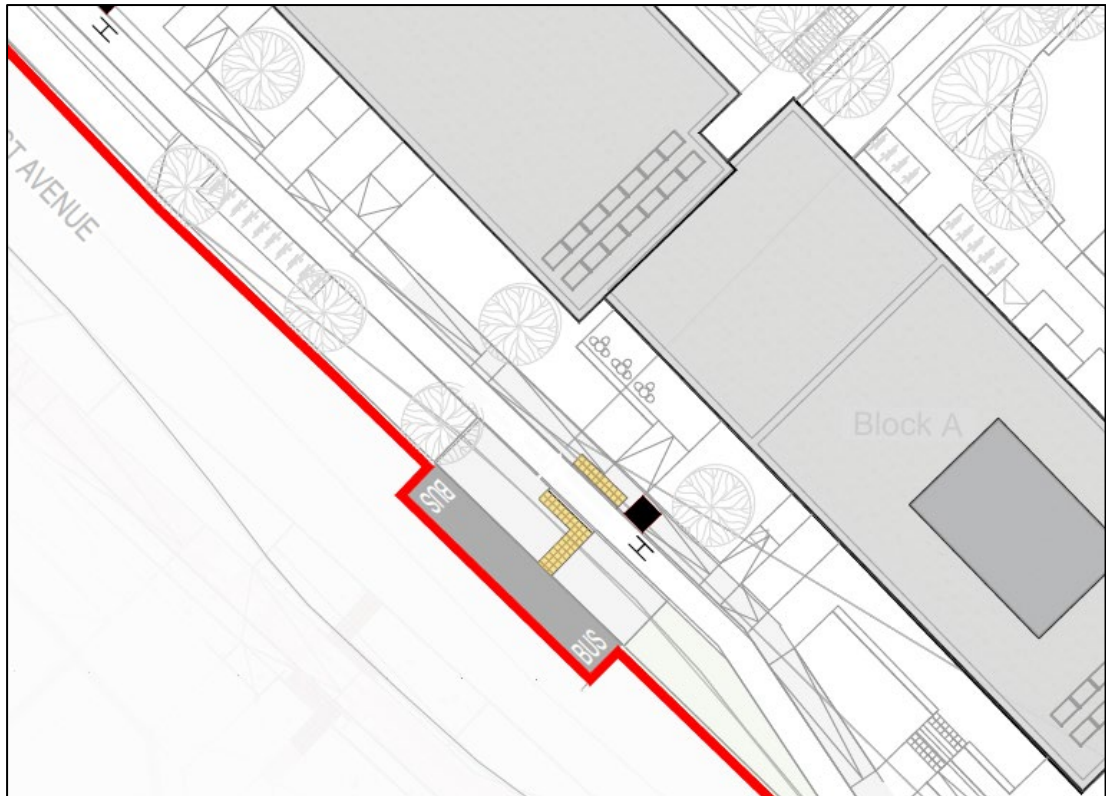


Figure 8.2 – Incorrect Tactile Paving Layout.

Suggestion

Ensure compliance with tactile paving standards to support independent navigation for white cane users.

8.2 Issue

The proposed area of shared space, 3 metres wide, may pose navigation challenges for vision or mobility impaired users due to the increased conflict with cyclists.

Suggestion

Consider full segregation of all modes.

8.3 Issue

It is unclear if there will be any segregation between the footway and cycleway. Where installed at grade without tactile delineation, this arrangement can cause disorientation for vision impaired users who may walk inadvertently onto adjacent cycleways, creating a conflict.

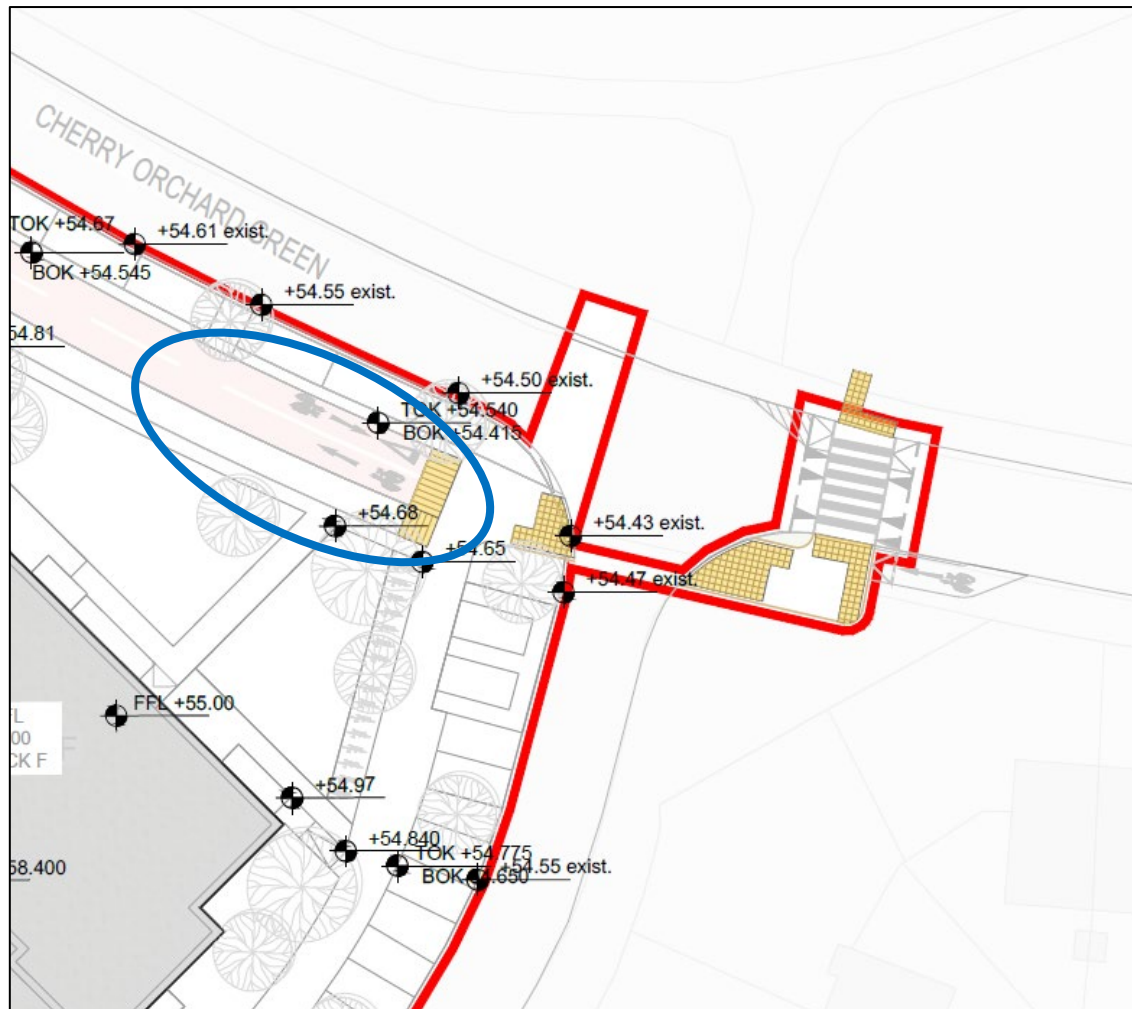


Figure 8.3 – Footway / Cycleway Arrangement

Suggestion

Consider upstand between footway and cycleway or tactile delineation.

8.4 Issue

It is unclear where chamber lids will be installed. Where installed in footways they may result in interruptions to tactile paving, causing a risk of confusion or disorientation for vision impaired users.

Suggestion

Ensure full continuity of tactile paving. Adopt recessed chamber lids as required.

8.5 Issue

Disabled parking spaces are provided within the proposed development. However, no dropped kerbs are shown to be provided to allow a mobility impaired pedestrian to access the footpath adjacent to some of the disabled parking spaces. A lack of a dropped kerb may lead to mobility

impaired pedestrians travelling along the carriageway to access the footpath where they would be at an increased risk of being struck by a passing vehicle.

Suggestion

The proposed kerb layout should be reviewed and modifications implemented to ensure dropped kerbs for pedestrian access is provided at locations where pedestrian access/use is anticipated.

8.6 Issue

Footpaths intersect with shared pedestrian/cycle facilities at a number of locations throughout the proposed development. However, no measures are indicated to warn pedestrians that they are entering an area where cyclists may be present. The absence of appropriate warning measures may result in pedestrians inadvertently entering the path of cyclists, leading to uncertainty and increasing the risk of collisions between cyclists and pedestrians, particularly vulnerable users such as children, older people, and those with visual impairments.

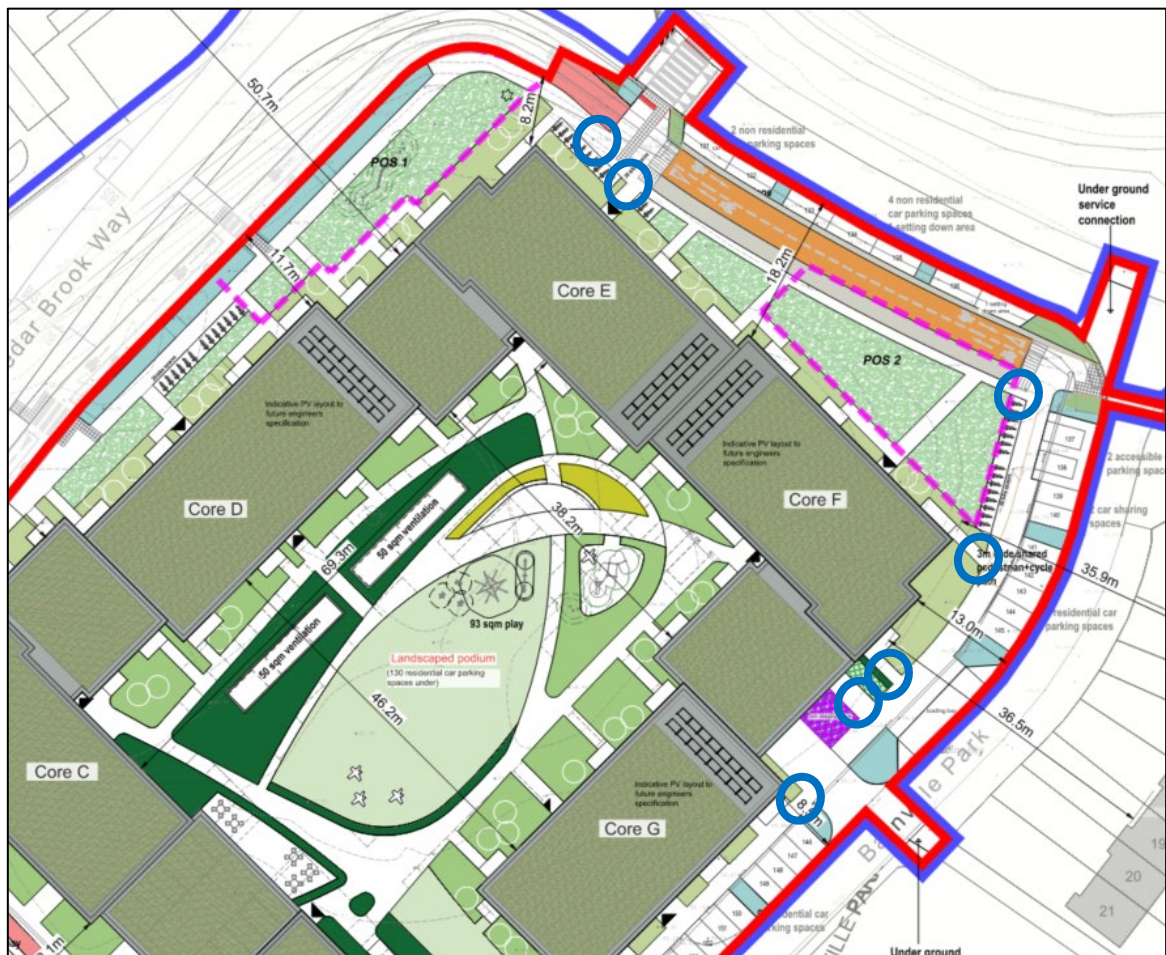


Figure 8.4 – Tactile Paving

Suggestion

Provide appropriate tactile paving at locations where footpaths intersect with shared pedestrian/cycle facilities to alert pedestrians to the potential presence of cyclists.

9. ROAD SAFETY AUDIT FEEDBACK FORM

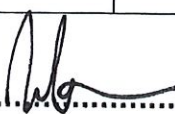
Scheme: Proposed Housing Development at Park West Avenue, Cherry Orchard, Dublin

Document Number: 26176-01-001

Date Audit Completed: 27th August 2026

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team
	Problem Accepted (yes/no)	Recommended 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	Appropriate drainage facilities such as double gullies on either side of the raised table shall be incorporated into the design to ensure no ponding of surface water at these locations.	-----
5.2	YES	YES	There is currently no stop line at this junction. This can be added if required by Dublin City Council.	-----
5.3	YES	YES	The lack of visibility within the visibility splays at the proposed access location to the undercroft parking is acknowledged. The parking spaces along Barnville Park have been shifted to avoid encroachment into the visibility splay. The updated visibility splays are reflected in the current visibility splay drawings.	-----
5.4	YES	YES	Updated visibility splays are included in the planning application drawing pack and ensure that parking spaces and trees are clear of the visibility splays at this junction location.	-----
5.5	YES	YES	The lack of intervisibility between vehicles and pedestrians at this location is noted. The proposed parking spaces along Cherry Orchard Green have been shifted to facilitate clear visibility between vehicles and pedestrians using the road crossing.	-----
5.6	YES	YES	Swept path analysis for a large vehicle within the undercroft parking area has been included in the planning application drawing pack	-----

			and clearly demonstrates the manoeuvrability of vehicles within the undercroft. Refuse and fire tender vehicles are not proposed to access or utilise the undercroft parking area.	
5.7	YES	YES	Both existing speed ramps will be replaced by the proposed speed ramps at the northeast of the development, at the junction of Cherry Orchard Green and Barnville Park, and at the northwest of the development on Cherry Orchard Green.	-----
5.8	YES	YES	Appropriate road markings and priority junctions have been included in the updated design and are reflected in the roads markings and signage drawings submitted under the planning application.	-----
5.9	YES	YES	The proposed parking bays in this area of the undercroft layout have been adjusted, and appropriate large vehicle autotrack analysis has been undertaken to ensure adequate manoeuvrability within this area.	-----
5.10	YES	YES	The layout and access location of the bin store area in the undercroft parking has been reviewed to ensure pedestrians are not required to emerge directly into the vehicular routes. This detail is shown on the updated Architects Drawing 2539-PA-Car Bicycle Parking Layout submitted as part of Planning.	-----

Safety Audit
Signed off  Design Team Leader

Print Name NICHOLAS MCKEOWN

Date 9/9/26

Safety Audit
Signed off  Employer

Print Name DANIEL LARKIN

Date 9/9/26

Safety Audit
Signed off  Audit Team Leader

Print Name George Frisby

Date 9/9/2026

10. OTHER AUDITS FEEDBACK FORM

Scheme: Proposed Housing Development at Park West Avenue, Cherry Orchard, Dublin

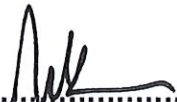
Document Number: 26176-01-001

Date Audits Completed: 27th August 2026

Paragraph No. in Audit Report	To Be Completed By Designer		
	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.
6.1	YES	PARTIALLY	The recommendation to consider segregated cycle and pedestrian facilities is noted. A segregated cycle track and footpath are provided along the northern and eastern fronts of the development, in line with the primary roads and main cyclist routes.
6.2	YES	YES	
6.3	YES	PARTIALLY	The interface between the proposed cycle parking facilities and adjacent footpaths, shared spaces and cycle tracks is noted. The location and arrangement of the cycle parking facilities will be reassessed where appropriate to ensure suitable integration with the surrounding pedestrian and cyclist facilities.
6.4	YES	PARTIALLY	The provision of dedicated pedestrian routes within the car parking area is noted. Dedicated pedestrian facilities are provided along the perimeter of the undercroft parking area, providing a safe route between the parking spaces and the wider pedestrian network. Given the scale and layout of the undercroft parking area, the provision of additional dedicated pedestrian routes through the parking aisles is not considered necessary.
7.1	YES	PARTIALLY	Appropriate tactile paving is incorporated into the design to indicate to cyclists that the cycle track terminates at this shared-surface location. Future cycle lane facilities are proposed as part of a separate development to the north of Cherry Orchard Green, with cyclists required to cross the street to access and connect with the future cycle lane.
7.2	YES	PARTIALLY	The cycle track is designed at 4.0 m wide, in accordance with the desirable minimum width stipulated in the Cycle Design Manual for a bidirectional cycle track.

7.3	YES	YES	
7.4	YES	YES	
7.5	YES	YES	
8.1	YES	YES	
8.2	YES	PARTIALLY	The cycle track and footpath arrangement adjacent to Cherry Orchard Green, with the shared surface area, has been designed in consultation with Dublin City Council and reflects the Council's preferred approach for this side of the development.
8.3	YES	PARTIALLY	An upstand, where required by the Council, will be incorporated at the relevant locations.
8.4	YES	YES	
8.5	YES	YES	
8.6	YES	YES	

Safety Audit

Signed off  Design Team LeaderPrint Name NICHOLAS McKEOWNDate 9/9/20

Please complete and return to:

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