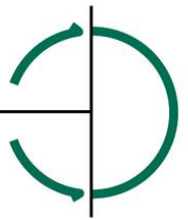


# Proposed Concorde Residential Development, Naas Road, Walkinstown, Dublin 12

**Client: Burlington Real Estate**

**Stage 1/2 Quality Audit**





**PROPOSED CONCORDE RESIDENTIAL DEVELOPMENT, NAAS  
ROAD, WALKINSTOWN, DUBLIN 12**

Description:

**Stage 1/2 Quality Audit**

Author:

**Ken Swaby**

**Mark Andrews**

Audit Brief Submitted By:

**Barrett Mahony Consulting Engineers**

Distribution:

**Barrett Mahony Consulting Engineers**



**1 AUDIT INFORMATION**

- 1.1 Title** **QUALITY AUDIT CONCORDE S1/2**
- 1.2 Audit Reference Number** **QUALITY AUDIT CONCORDE S1/2 KS 292**
- 1.3 Project Code** **CONCORDEQA**
- 1.4 Date Audit Completed** **11<sup>th</sup> January 2019**
- 1.5 Audit Team**
- Team Leader** **Ken Swaby, ILTP**
- Team Member** **Mark Andrews, ILTP**
- 1.6 Information Received**

ITEM		Supplied	Comments
A	Plans	Yes	<p>Received from Barrett Mahony Consulting Engineers</p> <p>Barrett Mahony Consulting Engineers Drawings:</p> <ol style="list-style-type: none"> <li>1. <i>Proposed Foul &amp; Surface Layout</i>, ref. C-1000, rev. PL1</li> <li>2. <i>Proposed Basement Drainage Layout</i>, rev. C-1001, rev. PL1</li> <li>3. <i>Proposed Road &amp; Surface Layout</i>, ref. C-1002, rev. PL1</li> <li>4. <i>Watermain Layout</i>, ref. C-1003, rev. PL1</li> <li>5. <i>Proposed Signalized Junction Layout</i>, ref. C-1004, rev. PL1</li> <li>6. <i>Proposed SuDS Layout</i>, ref. C-1005, rev. PL1</li> <li>7. <i>Autoroute Refuse Vehicle Tracking</i>, ref. C-1050, rev. PL1</li> <li>8. <i>Autoroute Deliverys Vehicle Tracking</i>, ref. C-1051, rev. PL1</li> <li>9. <i>Autoroute Fire Tender Tracking</i>, ref. C-1052, rev. PL1</li> <li>10. <i>Standard Drainage Details</i>, ref. C-1200, rev. PL1</li> <li>11. <i>Roads Details</i>, ref. C-1210, rev. PL1</li> <li>12. <i>Standard Watermain Details</i>, ref. C-1220, rev. PL1</li> <li>13. <i>Standard SuDS Details</i>, ref. C-1225, rev. PL1</li> </ol> <p>Reddy Architecture Drawing:</p> <ol style="list-style-type: none"> <li>14. <i>GAP – Ground Floor Level</i>, ref. P18-062D-RAU-01-00-DR-A-GAP-01100</li> </ol> <p>Stephen Diamond Associates Landscape Architects Drawing:</p> <ol style="list-style-type: none"> <li>15. <i>Master plan – Southern Section</i>, ref. 18-489-PD-01</li> </ol>
B	Traffic Count Data	No	
C	Speed Count Data	No	
D	Accident Data	No	
E	Design Standards	No	
F	Design Brief	No	



ITEM		Supplied	Comments
G	Other Data	Yes	<p><u>Received from Barrett Mahony Consulting Engineers</u></p> <ol style="list-style-type: none"> <li>1. <i>Civil Engineering Infrastructure Report for Planning</i>, ref. 18.232-IR-01, Issue P1 (02/11/2018)</li> <li>2. <i>Parking and Mobility Study</i>, ref. 18.232-PMS-01, Issue 2 (02/11/2018)</li> </ol>



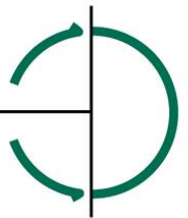
## 2 INTRODUCTION

- 2.1.1 This is a Stage 1/2 Quality Audit which examines the accessibility of the proposed Concorde Residential Development on Naas Road, Walkinstown Dublin 12, and its connection to the existing road network and wider environment.
- 2.1.2 This Stage 1/2 Quality Audit includes a Road Safety Audit, Access Audit, Cycle Audit and Walking Audit. The Road Safety Audit is included under separate cover. Where problems are considered to relate to both documents they have been repeated.
- 2.1.3 The Quality Audit including Road Safety Audit has been carried out in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- 2.1.4 The Feedback Form for this Stage 1/2 Quality Audit is included in **Appendix A** of this report.
- 2.1.5 This Stage 1/2 Quality Audit is based upon drawings provided to the design team, as included under paragraph 1.6, and also appended to the separate Stage 1/2 Road Safety Audit report.
- 2.1.6 The extent of the Quality Audit is within the redline boundary off the proposed access road, as shown on the drawings listed in paragraph 1.6 above, and along the proposed access road itself and the Naas Road at the approaches to the proposed development access.
- 2.1.7 The Quality Audit including Road Safety Audit has been carried out in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- 2.1.8 A site visit was carried out on Tuesday 8<sup>th</sup> January 2019 in daylight conditions, at approximately 11:00hrs. The weather was fine and dry.
- 2.1.9 This Stage 1/2 Quality Audit specifically examines the accessibility aspects of the proposed development. It is not an appraisal of policy or strategic issues associated with the planning of the development and it does not examine or verify the compliance of the design to any other design criteria or guidelines. The designer and all concerned stakeholders must therefore defend all actions taken on the basis that such care was taken, as was in all circumstances reasonably required, to ensure that the roadway was not unsafe or inaccessible for road users. It is important, therefore that where possible the recommendations in this report are acted upon.
- 2.1.10 Street lighting details have not been provided as part of this audit, and so have not been audited. Streetlighting details will need to be audited at detailed design stage.
- 2.1.11 Basement layout and parking details have not been provided as part of this audit, and so have not been audited. Basement layout and parking details will need to be audited at detailed design stage.
- 2.1.12 Basement illumination details have not been provided as part of this audit, and so have not been audited. Basement illumination details will need to be audited at detailed design stage.



**3 ITEMS RESULTING FROM PREVIOUS QUALITY AUDITS**

The audit team are not aware of these proposals having been previously audited.



## 4 ITEMS RESULTING FROM STAGE 1/2 QUALITY AUDIT

### 4.1 Walking & Cycling

The proposed residential development is to be well connected to the wider pedestrian network with direct footway links to the footpath facilities on the Naas Road. A new signalised pedestrian crossing is also proposed across Naas Road.

The drawings provided for audit also indicate pedestrian crossing facilities and footpaths throughout the site itself. A secondary 1.8m wide walking route remote from motorised traffic is proposed through the open space area along the southern boundary of the site.

It is noted that there are frequent bus and LUAS connections and local facilities available on the nearby Naas Road dual carriageway in the proximity of the proposed development site.

Formal off-road cycle track facilities are proposed within the development site along the existing Carriglea Industrial Estate Access Road and along the southern boundary of the site.

It is noted that cycle parking provision is included at ground / podium level and at basement level.

It is further noted that there are currently no dedicated cycle lanes or cycle tracks along the Naas Road in the vicinity of the proposed development site.

#### **Problem 4.1.1**

The drawings provided for audit do not appear to indicate the proposed facilities to allow pedestrians and cyclists access and egress the basement car park.

#### **Recommendation 4.1.1**

It is recommended that the design team ensures that appropriate facilities are in place to allow pedestrians and cyclists to access and egress the basement car park.

#### **Problem 4.1.2**

The drawings provided for audit do not confirm if the proposed vehicular access ramps to the basement car park are intended to accommodate the movement of pedestrians and other non-motorised users.

#### **Recommendation 4.1.2**

If it is intended that the basement access ramps accommodate the movement of pedestrians and other Non-Motorised Users (NMUs) it is recommended that the design team ensures that the ramps have appropriate facilities in place to safely accommodate such movement. Should such NMU access not be intended on the ramps, it is recommended that this be clearly marked on the drawings and the final constructed scheme, and that an appropriate alternative pedestrian / NMU route be provided along desire lines and clearly signed / marked.

**Problem 4.1.3**

It is unclear from the drawings provided for audit if there are appropriate access facilities for pedestrians and other Non-Motorised Users (NMUs) to access and egress the basement with ease along the various desire lines between the relevant parking areas, residential units and main development access points. Inadequate or inappropriate pedestrian access facilities or marking / signing of same may lead to confusion by users, particularly by visitors not familiar with the development, as to the nature and location of the designated pedestrian / NMu access facilities.

**Recommendation 4.1.3**

It is recommended that the design team ensures that appropriate access facilities be provided for pedestrians and other Non-Motorised Users (NMUs) to safely access and egress the basement along the various desire lines between the relevant parking areas, residential units and main development access points, and that such routes be clearly signed / marked.

**Problem 4.1.4**

The information provided for audit does not show how the proposed footpaths and cycle tracks will connect to the wider network beyond the southern boundary of the site. Without appropriate connections vulnerable road users may be confused as to how or where to continue their journey safely, potentially leading to conflict with other road users.

**Recommendation 4.1.4**

It is recommended that the design team ensures that the proposed cycle and footway facilities connect to the wider network and that where they terminate appropriate provision is made to inform the road user of how they should continue their journey safely.

**Problem 4.1.5**

The proposals include a footpath / cycle track access route along the southern boundary of the site which is to be separated from the proposed residential buildings with fencing. It is considered that this route being remote from the main road and any passing vehicular traffic may be a potential location for anti-social behaviour. This may potentially be perceived as unsafe by non-motorised road users and restrict accessibility.

**Recommendation 4.1.5**

It is recommended that the design team ensures that this pedestrian and cycle access route includes appropriate features to deter anti-social behaviour in the area. This could include passive surveillance from the residential buildings and other security measures.

**4.2 General Access**

The site, at this stage, appears to be generally conducive to access from non-motorised users.

It is noted that the drawings submitted for audit do not show allocation for visitor and disabled access car parking.



**Problem 4.2.1**

It is unclear from the drawings provided for audit if there are appropriate access facilities for mobility impaired, disabled and pushchair users to access and egress the basement with ease along the various desire lines between the relevant parking areas, residential units and main development access points. Inadequate or inappropriate access facilities or marking / signing of same may lead to confusion by users, particularly by visitors not familiar with the development, as to the nature and location of the designated access facilities.

**Recommendation 4.2.1**

It is recommended that the design team ensures that appropriate access facilities be provided for mobility impaired, disabled and pushchair users to safely access and egress the basement along the various desire lines between the relevant parking areas, residential units and main development access points, and that such routes be clearly signed / marked. It is further recommended that designated parking areas are available to disabled residents to ensure that they do not need to traverse additional level changes or gradients within the basement.

**Problem 4.2.2**

The swept path assessment drawings submitted for audit show a Fire Tender navigating the site via the footpath / cycle track access route along the southern boundary of the site, however the landscape drawing submitted includes planting that appears to conflict with this proposed Fire Tender emergency access route. An inappropriate design layout may result in Fire Tenders being restricted in accessing the required areas in the case of an emergency.

**Recommendation 4.2.2**

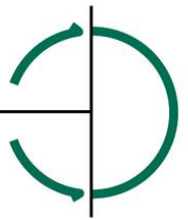
It is recommended that the design team ensures that the drawings for all design disciplines are consistent in layout and detail. It is further recommended that the design team ensures that the facilities provided are appropriate to allow the relevant Fire Tender vehicles required by the local authority to safely manoeuvre within the site.

**Problem 4.2.3**

The landscape, architecture and engineering drawings submitted for audit vary in terms of the geometrical configuration of the building at the far western end of the site. It is unclear if a Fire Tender has sufficient space between boundary treatment and building line at this location to navigate the Fire Tender route proposed on the swept path assessment drawings. An inappropriate design layout may result in Fire Tenders being restricted in accessing the required areas in the case of an emergency.

**Recommendation 4.2.3**

It is recommended that the design team ensures that the drawings for all design disciplines are consistent in layout and detail. It is further recommended that the design team ensures that the facilities provided are appropriate to allow the relevant Fire Tender vehicles required by the local authority to safely manoeuvre within the site.

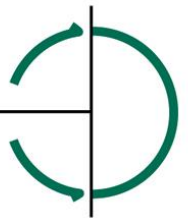


**Problem 4.2.4**

The information provided for audit indicate that there is inappropriate space for refuse and rigid delivery vehicles to perform three-point turn manoeuvres within the proposed hammerhead turnabout area at the northwest corner of the site. This may lead to such vehicles mounting the footpath or performing turning manoeuvres at locations that might not be anticipated by other road users and potentially result in conflict.

**Recommendation 4.2.4**

It is recommended that the design team ensures that the facilities provided are appropriate for all relevant vehicles to safely manoeuvre within the site.



**5 COMMENTS**

It is recommended that the full proposals are subject to a standalone Stage 2 Accessibility / Quality Audit at detailed design stage and prior to commencement of the development on site.



## 6 CONCLUSIONS

It is considered that the site, as currently proposed, is generally conducive to safe access and egress by all forms of road user. It is recommended however that the specific issues raised in this report be taken into account and that appropriate measures be put in place where practicable to mitigate the concerns raised.

This Stage 1/2 Quality Audit Report recommends various actions, which should be considered for inclusion in the detailed design process. Where recommendations are not incorporated into the design this should be documented in an Exception Report and forwarded to the ILTP Road Safety Audit Team. The Design Team should document and provide the rationale for incidences where the audit recommendations have not been incorporated or where alternatives are put forward.

The Design Team should respond to all issues raised in this Stage 1/2 Quality Audit Report through returning a signed copy of the Quality Audit Feedback Form.



**7 QUALITY AUDIT TEAM STATEMENT**

**7.1 Statement**

We certify that the drawings and documents provided with the Audit Brief have been examined. The examination has been carried out with the sole purpose of identifying any features of the scheme that could be improved or modified in order to improve the safety of the scheme. The problems that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be considered for implementation.

**7.2 Signatures**

**7.2.1** Audit Team Leader Signature

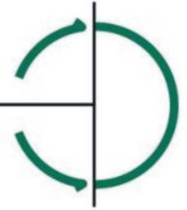
**Name:** Ken Swaby  
**Position:** Transport Engineer  
**Date:** 11 / 01 / 2019  
**Organisation:** ILTP Consulting

**Signed:**

**7.2.2** Audit Team Member Signature

**Name:** Mark Andrews  
**Position:** Transport Engineer  
**Date:** 11 / 01 / 2019  
**Organisation:** ILTP Consulting

**Signed:**



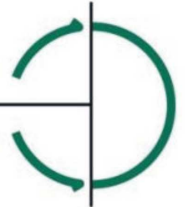
**APPENDIX A QUALITY AUDIT FEEDBACK FORM**

**Quality Audit Reference**                      QUALITY AUDIT CONCORDE S1/2 KS 292  
**Audit Stage**                                      Stage 1/2  
**Date Quality Audit Completed**              11<sup>th</sup> January 2019

Para No. in Report	Problem Accepted (Y/N)	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
4.1.1	Y	Y	FURTHER DETAIL ADDED TO CLEARLY IDENTIFY EGRESS AND ACCESS POINTS	Y
4.1.2	Y	Y	AS 4.1.1	Y
4.1.3	Y	Y	AS 4.1.1	Y
4.1.4	Y	Y	CLARIFICATION NOTES ADDED TO LAYOUT DRAWINGS	Y

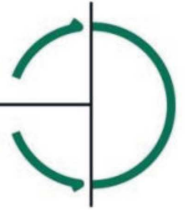


Para No. in Report	Problem Accepted (Y/N)	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
4.1.5	Y	Y	This area referred to is a green belt public route and is a planning requirement to comply with the council's development plan. The proposed buildings around this area include windows and balconies that overlook this area creating passive surveillance, consequently addressing potential problems regarding anti-social behaviour.	Y
4.2.1	Y	Y	FURTHER DETAIL ADDED TO BASEMENT LAYOUT DRAWING	Y
4.2.2	Y	Y	FURTHER DETAIL TO BE ADDED TO SEPTH PATH DRAWING AND COORDINATION WITH LANDSCAPE LAYOUT.	Y
4.2.3	Y	Y	As 4.2.2	Y



Para No. in Report	Problem Accepted (Y/N)	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
4.2.4	Y	Y	REVISED SWEPH PATH ANALYSIS CARRIED OUT AND AJUSTMENTS TO LAYOUTS MADE WHERE NECESSARY	Y





**Signed**

*Liam S Rafferty*

**Design Team Leader**

**Date** 15/01/19

**(Please Complete and return to the Auditor)**

**Safety Audit Signed Off;**

*Ken Swaby*

**Audit Team Leader**

**Date** 15/01/2019