

# Proposed SHD St. Joseph's House and Adjoining Properties

**Client: Homeland Silverpines Limited**

**Quality Audit**





## SHD AT ST. JOSEPH'S HOUSE AND ADJOINING PROPERTIES

Description:

**Quality Audit**

Author:

**Mark Andrews**

**Ludmila Santos**

Audit Brief Submitted By:

**Derek Murphy** OMP Architects

Distribution:

**Derek Murphy** OMP Architects



**1 AUDIT INFORMATION**

<b>1.1</b>	<b>Title</b>	<b>ST. JOSEPH'S SHD QUALITY AUDIT</b>
<b>1.2</b>	<b>Audit Reference Number</b>	<b>ST. JOSEPHS QUALITY AUDIT MA 315</b>
<b>1.3</b>	<b>Project Code</b>	<b>BERWICKPINES</b>
<b>1.4</b>	<b>Date Audit Completed</b>	<b>14<sup>th</sup> May 2021</b>
<b>1.5</b>	<b>Audit Attended By</b>	<b>Ludmila Santos</b> <b>Mark Andrews</b>
<b>1.6</b>	<b>Audit Team</b>	
	<b>Team Leader</b>	<b>Mark Andrews, ILTP</b>
	<b>Team Member</b>	<b>Ludmila Santos, ILTP</b>



**1.7 Information Received**

ITEM		Supplied	Comments
A	Plans	Yes	<u>Received from O'Mahony Pike Architects</u> BP2-OMP-01-ZZ-DR-A-1002 Site Plan BP2-OMP-01-ZZ-DR-A-1099 Basement
B	Traffic Count Data	Yes	
C	Speed Count Data	No	
D	Accident Data	No	
E	Design Standards	No	
F	Design Brief	No	
G	Other Data	Yes	<u>Received from ILTP Consulting</u> Berwick Pines Traffic Impact Assessment & Mobility Management Plan (Draft), 19 <sup>th</sup> April 2021



## 2 INTRODUCTION

- 2.1.1 The proposed SHD at St. Joseph's House and Adjoining Properties has been amended to now involve the construction of 463 no. apartments across 5 new blocks and the conversion of an existing building, on a site between Leopardstown Road and Brewery Road in Stillorgan, Co. Dublin, and the implementation of basement car park, and associated road and service infrastructure, and green areas for the development.
- 2.1.2 This audit serves as an amendment to the original audit completed in 2017, that involved the construction of 133 no. apartments and 6 no. townhouses, which has been included as Appendix A of this report. This document should be read in conjunction with that document.
- 2.1.3 This Quality Audit includes an Access Audit & Walking Audit to assess if appropriate consideration has been given to all relevant aspects of the proposed development in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- 2.1.4 This Quality Audit specifically examines the accessibility of the external environment of the development. The extent of the Quality Audit is along the internal roads and access paths within the site boundary of the proposed development, and the existing external roads and footpaths linking the site with the wider road network, as shown on the drawings listed under paragraph 1.7 above.
- 2.1.5 A site visit was carried out on 9<sup>th</sup> September 2016 and 17<sup>th</sup> May 2021 in daylight conditions, at approximately 10:00hrs. The weather was fine and dry. A further site inspection has been undertaken following to the amendments to the site proposals to confirm that the local infrastructure has not changed in a manner that would impact this audit.
- 2.1.6 This Quality Audit 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 for road users. It is important, therefore that where possible the recommendations in this report are acted upon.
- 2.1.7 A Stage 1 Road Safety Audit for the proposed development has also been conducted by the audit team and is included under separate cover.



### **3 ACCESS & WALKING AUDIT OBSERVATIONS**

#### **3.1 Walking & Cycling**

- 3.1.1 The proposed pedestrian facilities within the development link to the existing footpaths on Leopardstown Road and within the Silverpines residential estate.
- 3.1.2 Both Leopardstown Road and Brewery Road have footpath and off-line cycle track facilities which are favourable for walking and cycling access to the site. There is also a greenway adjoining the subject site to the immediate northeast which can facilitate pedestrian and cycle access to the proposed development.
- 3.1.3 Pedestrians can access the site from connection points on Leopardstown Road, the Silver Pines residential estate and the Greenway to the north of the site.
- 3.1.4 The drawings provided for audit indicate a shared pedestrian and cycle pathways through the site. The site also has home zone type shared areas for all road users with a vehicle only link from Leopardstown Road to the basement car park access ramp.
- 3.1.5 The drawings provided for audit do not show details of pedestrian and cycle facilities linking to the existing Ann Sullivan School.
- 3.1.6 The drawings provided for audit indicate that pedestrian and cyclists can access the basement car park via lifts from ground level connected at numerous locations to the basement.
- 3.1.7 There is good cycle parking provision proposed for the development, both at ground level and in the basement, the majority of which is provided at basement level with 843 no. stores proposed.
- 3.1.8 The drawings provided for audit do not include details of pedestrian walkways at basement level to facilitate pedestrian movement along designated routes. This should be confirmed by the design team.

#### **3.2 Other means of access**

- 3.2.1 The information provided for audit shows the basement car park will provided with clearly designated electric vehicle charging bays and disabled access car parking spaces.
- 3.2.2 The drawings submitted to the auditors also do not show the extent or location of visitor car parking in the basement car park. Should visitor parking be restricted to the above ground parking areas this should be clearly indicated, both on the drawings and the final constructed scheme.
- 3.2.3 No details of lighting have been provided to the auditors to confirm that sufficient light levels will be present both at ground and basement levels to allow pedestrians, cyclists and other non-motorised users to progress through the site along the designated routes. This is essential for the basement levels to engender a safe and secure environment for all users of this area.



## **4 ITEMS RESULTING FROM ACCESS & WALKING AUDIT**

### **4.1 Issues Raised**

The following section sets out issues raised and recommendations made from the revised Access & Walking Audit conducted for the proposed Berwick Pines Residential Development.

#### **Issue 4.1.1**

The drawings provided for audit do not show details of pedestrian and cycle facilities linking to the existing Ann Sullivan School.

#### **Recommendation 4.1.1**

The design team must ensure that appropriate pedestrian and cyclist facilities are in place within the development to connect with the existing Ann Sullivan School.

#### **Issue 4.1.2**

The drawings provided for audit do not include details of pedestrian walkways at basement level to facilitate pedestrian movement along designated routes.

#### **Recommendation 4.1.2**

The design team must ensure that appropriate pedestrian facilities are included at basement level to guide pedestrians along designated routes.

#### **Issue 4.1.3**

The drawings submitted to the auditors do not show the extent or location of visitor car parking in the basement car park.

#### **Recommendation 4.1.3**

The Design Team should ensure that there is an appropriate provision of visitor car parking in the development. Should visitor parking be restricted to the above ground parking areas this should be clearly indicated, both on the drawings and the final constructed scheme.

#### **Issue 4.1.4**

No details of lighting have been provided to the auditors to confirm that sufficient light levels will be present both at ground and basement levels to allow pedestrians, cyclists and other non-motorised users to progress through the site along the designated routes.

#### **Recommendation 4.1.4**

The design team should ensure that the levels of lighting at ground and basement levels are appropriate and consistent to facilitate the safe and secure movement of all users.



**Issue 4.1.5**

It is not clear from the information provided for audit if the entry to the Home Zone areas will be signed. Without appropriate signage at this point road users may not be aware of the shared nature of the space ahead.

**Recommendation 4.1.5**

The design team should ensure that the facilities are appropriately delineated and signed to advise road users of the nature of the space ahead.





## 5 QUALITY AUDIT TEAM STATEMENT

### 5.1 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 accessibility of the relevant aspects 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.

### 5.2 Signatures

#### 5.2.1 Audit Team Leader Signature

**Name:** Mark Andrews  
**Position:** Transport Engineer  
**Date:** 14 / 05 / 2021  
**Organisation:** ILTP Consulting

**Signed:**

#### 5.2.2 Audit Team Member Signature

**Name:** Ludmila Santos  
**Position:** Transport Engineer  
**Date:** 14 / 05 / 2021  
**Organisation:** ILTP Consulting

**Signed:**

Ludmila Trindade dos Santos



**ACCESS & WALKING AUDIT FEEDBACK FORM**

**Audit Reference Number** ST. JOSEPHS QUALITY AUDIT MA 315

**Date Audit Completed** 14<sup>th</sup> May 2021

<b>Para No. in Report</b>	<b>Recommendation Accepted (Y/N)</b>	<b>Comments / Alternative Measures (Describe)</b>	<b>Alternative Measures Accepted by Auditor? (Y/N)</b>
4.1.1	Y	Pedestrian and cycle facilities will link to the existing An Sullivan School. Also access through the proposed development will be retained for the Ann Sullivan School.	
4.1.2	Y	Pedestrian walkways at basement level will be added to facilitate pedestrian movement along designated routes.	
4.1.3	Y	Visitor car parking in the basement car park will be indicated in our drawings.	



Para No. in Report	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
4.1.4	Y	Lighting details will be provided at detail stage within the development to provide sufficient light levels both at ground and basement to allow pedestrians, cyclists to progress through the site.	
4.1.5	Y	Additional signage will be included to clearly show the route into the Ann Sullivan School.	



**Signed**

Rebecca Adam B.Arch ARB.

Senior Architect

O' Mahony Pike Architects

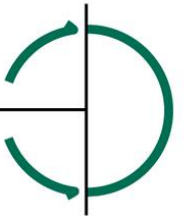
**Design Team Leader**

**Date 24/09/2021**

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

**Quality Audit Team Leader**

**Date 28/09/2021**



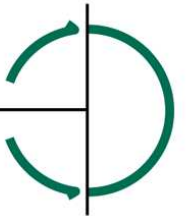
APPENDIX A – Previous Audit with completed feedback form

# Proposed Annaghkeen Residential Development

**Client: Homeland Silverpines Limited**

**Quality Audit**





## PROPOSED ANNAGHKEEN RESIDENTIAL DEVELOPMENT

Description:

**Quality Audit**

Author:

**Mark Andrews**

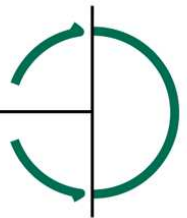
**Ken Swaby**

Audit Brief Submitted By:

**Ben Waite** ILTP Consulting

Distribution:

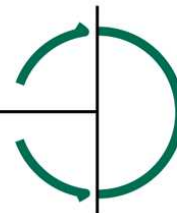
**Ben Waite** ILTP Consulting



**1 AUDIT INFORMATION**

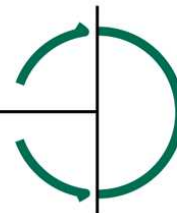
<b>1.1</b>	<b>Title</b>	<b>ANNAGHKEEN QUALITY AUDIT</b>
<b>1.2</b>	<b>Audit Reference Number</b>	<b>ANNAGHKEEN QUALITY AUDIT MA 266</b>
<b>1.3</b>	<b>Project Code</b>	<b>ANNAGHKEEN</b>
<b>1.4</b>	<b>Date Audit Completed</b>	<b>10<sup>th</sup> April 2017</b>
<b>1.5</b>	<b>Audit Attended By</b>	<b>Ken Swaby</b> <b>Mark Andrews</b>
<b>1.6</b>	<b>Audit Team</b>	
	<b>Team Leader</b>	<b>Mark Andrews, ILTP</b>
	<b>Team Member</b>	<b>Ken Swaby, ILTP</b>





**1.7 Information Received**

ITEM		Supplied	Comments
A	Plans	Yes	<p><u>Received from O'Mahony Pike Architects</u>  <i>Annaghkeen Access and Internal Junctions</i>, ref. 007, rev. 003  <i>Site Plan</i>, ref. 1611-OMP-00-00-DR-A-XX-11000 (O'Mahony Pike Architects drawing)  <i>Basement Plan</i>, ref. 1611-OMP-00-B1-DR-A-XX-11000 (O'Mahony Pike Architects drawing)  <i>Pedestrian, Cycle and Vehicular Movement</i> drawing (O'Mahony Pike Architects drawing)</p>
B	Traffic Count Data	Yes	<p><u>Received from ILTP Consulting</u>                      Leopardstown Road Survey Results: Survey Date 21<sup>st</sup> September 2016</p>
C	Speed Count Data	No	
D	Accident Data	No	
E	Design Standards	No	
F	Design Brief	No	
G	Other Data	Yes	<p><u>Received from ILTP Consulting</u>                      Annaghkeen Traffic Impact Assessment &amp; Mobility Management Plan (Draft), 24<sup>th</sup> March 2017</p>



## 2 INTRODUCTION

- 2.1.1 The proposed Annaghkeen Residential development involves the construction of 133 no. apartments and 6 no. townhouses on a site between Leopardstown Road and Brewery Road in Stillorgan, Co. Dublin, and the implementation of basement car park, and associated road and service infrastructure, and green areas for the development.
- 2.1.2 This Quality Audit includes an Access Audit & Walking Audit to assess if appropriate consideration has been given to all relevant aspects of the proposed development in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- 2.1.3 This Quality Audit specifically examines the accessibility of the external environment of the development. The extent of the Quality Audit is along the internal roads and access paths within the site boundary of the proposed development, and the existing external roads and footpaths linking the site with the wider road network, as shown on the drawings listed under paragraph 1.7 above.
- 2.1.4 A site visit was carried out on 9<sup>th</sup> September 2016 in daylight conditions, at approximately 10:00hrs. The weather was fine and dry.
- 2.1.5 This Quality Audit 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 for road users. It is important, therefore that where possible the recommendations in this report are acted upon.
- 2.1.6 A Stage 1 Road Safety Audit for the proposed development has also been conducted by the audit team and is included under separate cover.



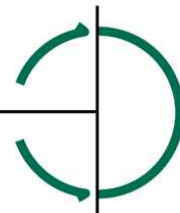
### **3 ACCESS & WALKING AUDIT OBSERVATIONS**

#### **3.1 Walking & Cycling**

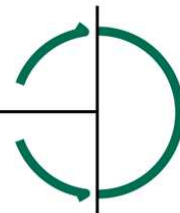
- 3.1.1 The proposed pedestrian facilities within the development link to the existing footpaths on Leopardstown Road and within the Silverpines residential estate.
- 3.1.2 Both Leopardstown Road and Brewery Road have footpath and off-line cycle track facilities which are favourable for walking and cycling access to the site. There is also a greenway adjoining the subject site to the immediate northeast which can facilitate pedestrian and cycle access to the proposed development
- 3.1.3 Pedestrians can access the site from connection points on Leopardstown Road, the Silver Pines residential estate and the Greenway to the north of the site.
- 3.1.4 The drawings provided for audit indicate a shared pedestrian and cycle pathway through the site.
- 3.1.5 The proposed pedestrian and cycle facilities linking to Leopardstown Road are not clear from the drawings provided for audit. The ILTP drawing shows a footpath and Shared Surface for Cars and Bicycles whereas the Architect's drawing shows a Shared Pedestrian and Cycle Pathway. This should be clarified by the design team.
- 3.1.6 The proposed pedestrian and cycle facilities linking to the existing Silverpines residential estate should also be clarified by the design team as the drawings provided for audit indicate a Shared Pedestrian and Cycle pathway linking to an existing footpath in the residential estate.
- 3.1.7 The drawings provided for audit do not show details of pedestrian and cycle facilities linking to the existing Ann Sullivan School.
- 3.1.8 The drawings provided for audit indicate that pedestrian and cyclists can access the basement car park via lifts at ground level connected to the central courtyard between Apartment Blocks B and C.
- 3.1.9 There is good cycle parking provision proposed for the development, with the majority of cycle parking spaces provided at basement level. The drawings provided for audit indicate however that the largest Bicycle Store at basement level can only be accessed by passing through the Bin Store. Unless this is intended to provide additional security for the storage of cycles, and will not inhibit access for cyclists, the design team could improve accessibility by ensuring a more direct access to this bicycle store.
- 3.1.10 The drawings provided for audit do not include details of pedestrian walkways at basement level to facilitate pedestrian movement along designated routes. This should be confirmed by the design team.

#### **3.2 Other means of access**

- 3.2.1 The proposed houses adjacent to Leopardstown Road are provided with direct frontage access to the proposed road network. This allows safe and easy access to all forms of motor vehicles, including cars and powered two wheelers. This will also allow easy access to delivery vehicles.
- 3.2.2 It is not clear from the information provided for audit it there is appropriate space for delivery, service and emergency vehicles to turn safely within the site in order to egress back onto Leopardstown Road and / or Brewery Road.



- 3.2.3 The drawings provided for audit do not confirm where disabled access car parking spaces are to be located. This should be confirmed by the design team.
- 3.2.4 The drawings submitted to the auditors also do not show the extent or location of visitor car parking in the basement car park. Should visitor parking be restricted to the above ground parking areas this should be clearly indicated, both on the drawings and the final constructed scheme.
- 3.2.5 No details of lighting have been provided to the auditors to confirm that sufficient light levels will be present both at ground and basement levels to allow pedestrians, cyclists and other non-motorised users to progress through the site along the designated routes. This is essential for the basement levels to engender a safe and secure environment for all users of this area.
- 3.2.6 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, cyclists and other non-motorised users. Should such access not be intended, this should be clearly marked on the drawings and the final constructed scheme, with the appropriate intended route also marked.



## **4 ITEMS RESULTING FROM ACCESS & WALKING AUDIT**

### **4.1 Issues Raised**

The following section sets out issues raised and recommendations made from the Access & Walking Audit conducted for the proposed Annaghkeen Residential Development.

#### **Issue 4.1.1**

The proposed pedestrian and cycle facilities linking to Leopardstown Road are not clear from the drawings provided for audit. The ILTP drawing shows a footpath and Shared Surface for Cars and Bicycles whereas the Architect's drawing shows a Shared Pedestrian and Cycle Pathway.

#### **Recommendation 4.1.1**

The design team should clarify the pedestrian and cycle facilities at the tie-in point with Leopardstown Road. The design team must ensure that appropriate pedestrian and cyclist facilities are in place within the development which are suitably connected to the public road facilities.

#### **Issue 4.1.2**

The proposed pedestrian and cycle facilities linking to the existing Silverpines residential estate are unclear as the drawings provided for audit indicate a Shared Pedestrian and Cycle pathway linking to an existing footpath in the residential estate.

#### **Recommendation 4.1.2**

The design team should clarify the pedestrian and cycle facilities at the tie-in point with the Silverpines Residential estate. The design team must ensure that appropriate pedestrian and cyclist facilities are in place within the development which are suitably connected to the public road facilities.

#### **Issue 4.1.3**

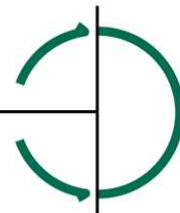
The drawings provided for audit do not show details of pedestrian and cycle facilities linking to the existing Ann Sullivan School.

#### **Recommendation 4.1.3**

The design team must ensure that appropriate pedestrian and cyclist facilities are in place within the development to connect with the existing Ann Sullivan School.

#### **Issue 4.1.4**

The drawings provided for audit indicate that the largest Bicycle Store at basement level can only be accessed by passing through the Bin Store, which reduces accessibility and convenience for cyclists.

**Recommendation 4.1.4**

Unless this is intended to provide additional security for the storage of cycles, and will not inhibit access for cyclists, the design team could improve accessibility by ensuring a more direct access to this bicycle store.

**Issue 4.1.5**

The drawings provided for audit do not include details of pedestrian walkways at basement level to facilitate pedestrian movement along designated routes.

**Recommendation 4.1.5**

The design team must ensure that appropriate pedestrian facilities are included at basement level to guide pedestrians along designated routes.

**Issue 4.1.6**

The drawings provided for audit do not confirm where disabled access car parking spaces are to be located.

**Recommendation 4.1.6**

The design team must ensure that disabled access parking facilities are appropriate in quantum and location to accommodate demand for these facilities.

**Issue 4.1.7**

The drawings submitted to the auditors do not show the extent or location of visitor car parking in the basement car park.

**Recommendation 4.1.7**

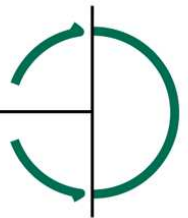
The Design Team should ensure that there is an appropriate provision of visitor car parking in the development. Should visitor parking be restricted to the above ground parking areas this should be clearly indicated, both on the drawings and the final constructed scheme.

**Issue 4.1.8**

No details of lighting have been provided to the auditors to confirm that sufficient light levels will be present both at ground and basement levels to allow pedestrians, cyclists and other non-motorised users to progress through the site along the designated routes.

**Recommendation 4.1.8**

The design team should ensure that the levels of lighting at ground and basement levels are appropriate and consistent to facilitate the safe and secure movement of all users.

**Issue 4.1.9**

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, cyclists and other non-motorised users.

**Recommendation 4.1.9**

If it is intended that the basement access ramps accommodate the movement of pedestrians, cyclists and other non-motorised users the Design Team must ensure that the ramps have appropriate facilities in place to facilitate such movement. Should such access not be intended, this should be clearly marked on the drawings and the final constructed scheme, with the appropriate intended route also marked.

**Issue 4.1.10**

It is not clear from the information provided for audit if there is appropriate space for delivery, service and emergency vehicles to turn safely within the site in order to egress back onto Leopardstown Road and / or Brewery Road.

**Recommendation 4.1.10**

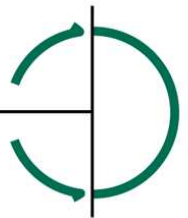
The design team should ensure that the facilities provided are appropriate for all relevant vehicles to safely manoeuvre within the site.

**Issue 4.1.11****Recommendation 4.1.11**

The Design Team should ensure that the proposed lifts within the apartment blocks allow easy access for mobility impaired users to all levels, with appropriately located stairs and escalators for those who wish to use them.

**Issue 4.1.12****Recommendation 4.1.12**

The Design Team should ensure that the proposed development site has level, step free and suitable access points to allow pedestrians to enter without a trip hazard and to allow easy access for mobility impaired users.



**5 QUALITY AUDIT TEAM STATEMENT**

**5.1 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 accessibility of the relevant aspects 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.

**5.2 Signatures**

**5.2.1** Audit Team Leader Signature

**Name:** Mark Andrews  
**Position:** Transport Engineer  
**Date:** 10 / 04 / 2017  
**Organisation:** ILTP Consulting

**Signed:**

**5.2.2** Audit Team Member Signature

**Name:** Ken Swaby  
**Position:** Transport Engineer  
**Date:** 10 / 04 / 2017  
**Organisation:** ILTP Consulting

**Signed:**





**ACCESS & WALKING AUDIT FEEDBACK FORM**

**Audit Reference Number**

ANNAGHKEEN QUALITY AUDIT MA 266

**Date Audit Completed** 10<sup>th</sup> April 2017

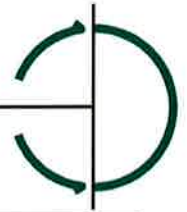
Para No. in Report	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
4.1.1	Y	OMP have amended Architect's site plan to match latest ILTP drawing at Leopardstown Road entrance	
4.1.2	Y	Shared pedestrian / cycleway through site to continue up to Silverpines entrance and tie in with existing public footpath and existing public roadway. Architect's drawings will be amended to reflect this at Detailed Design Stage.	
4.1.3	Y	Appropriate pedestrian & cycle facilities will be provided to connect with the existing Ann Sullivan School – Details to be agreed at later stage with the Planning Authority.	



Para No. in Report	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
4.1.4	Y	<p><b>Architect's drawing (basement layout) has been amended to take this recommendation on board.</b></p>	
4.1.5	Y	<p><b>Architect's drawings will be amended at Detail Design Stage to facilitate pedestrian movement at basement level. Selected designated pedestrian routes will be highlighted as part of Disability Access Certificate (DAC) application to the Building Control Authority.</b></p>	
4.1.6	Y	<p><b>Architect's drawings have been amended to show disabled access car parking spaces (3 no. within basement adjacent to entrance cores, and 4 no. at surface level – 2 no. at St. Josephs House entrance, 2 no. at SW gable of apartment Block B)</b></p>	
4.1.7	Y	<p><b>Architect's drawings will be amended at Detail Design Stage to highlight selected visitor parking spaces. These locations will be agreed with the Planning Authority.</b></p>	



Para No. in Report	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
4.1.8	Y	<p>M&amp;E Consultants OCSC have prepared a site lighting drawing as part of the planning application (Drg no. H559-E001). Light levels on access routes around the site will be addressed as part of Disability Access Certificate (DAC) application to the Building Control Authority.</p>	
4.1.9	Y	<p>It is intended that basement access ramps facilitate movement of vehicles and bicycles (not pedestrians) – final ramp details / geometry to be agreed with Planning Authority.</p>	
4.1.10	Y	<p>Architect's site plan shows turning spaces for both entrances. Entering from Silverpines, turning is available at forecourt at entrance to St. Joseph's House. Entering from Leopardstown Road, turning is available on south side of courtyard between Blocks A and B.</p>	



Para No. in Report	Recommendation Accepted (Y/N)	Comments / Alternative Measures (Describe)	Alternative Measures Accepted by Auditor? (Y/N)
4.1.11	Y	<p><b>Architects layouts show proposed lifts within the apartment blocks which serve all floors including basement car park (Blocks A&amp;B). Lift provision / specification will meet requirements of TGD Part M 2010 and be addressed in Disability Access Certificate (DAC) application to the Building Control Authority.</b></p>	
4.1.12	Y	<p><b>Access and mobility to / within the development site will meet requirements of TGD Part M 2010 and be addressed in Disability Access Certificate (DAC) application to the Building Control Authority.</b></p>	



Signed

A handwritten signature in black ink, appearing to read 'Tom Smith'.

**Design Team Leader**

Date 10/04/2017

(Please Complete and return to the Auditor)

**Safety Audit Signed Off;**

A handwritten signature in blue ink, appearing to read 'Andrew'.

**Road Safety Audit Team Leader**

Date 11/04/2017