Document Title

Quality Audit Response Document

Project

Kishoge/Clonburris, Lot 2, Site 4

Client

South Dublin County Council

KSG4-CSC-ZZ-XX-RP-C-0008

Job No. D116

31 March 2025

CS CONSULTING
Civil, Structural & Traffic Engineering

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CS CONSULTING
Civil, Structural & Traffic Engineering

QUALITY AUDIT RESPONSE DOCUMENT

KISHOGE/CLONBURRIS, LOT 2, SITE 4

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Appendix A: Quality Audit by Roadplan Consulting

1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by South Dublin County Council to prepare a Quality Audit Response Document for a residential planning application located within the Clonburris SDZ lands.

This document is a response to items addressed in the Quality Audit (incl. Road Safety Audit, Walking Audit and Cycling Audit).

The following responses are made to clarify the recommendations of the Quality Audit carried out by Roadplan Consulting for the residential planning application located within the Clonburris SDZ lands.

1.1 Site Location

The proposed development site is situated within Lot 2 Site 4 within the Clonburris Strategic Development Zone in Co. Dublin. The area enclosed by the application boundary extends to approx. 11.6ha. The subject site is located within the operational area of South Dublin County Council.

Figure 1 – Location of subject lands
(sources: EPA, OSi, OSM Contributors, Google)

The location of the subject lands is shown in **Figure 1**; their extents and environs are shown in more detail in **Figure 2**.

Figure 2 – Subject lands extents and environs
(sources: NTA, OSi, OSM Contributors, Microsoft)

The development site extends to approximately 11.6ha and is bounded to the north by the Irish Rail Railway line and to the south, east and west by lands zoned for development. The site is bisected by the permitted Southern Link Street (reg ref. SDZ20A/0021) from which vehicular, cycle and pedestrian access shall be provided.

1.2 Existing Land Use

The subject development site is currently greenfield and does not generate significant volumes of vehicular traffic.

1.3 Proposed Development

The proposed development comprises 436no. residential units in a mix of house, apartment, duplex and triplex units comprising 141no. houses (133no. 3-bedroom and 8no. 4-bedroom), 124no. apartments units (62no. 1-bedroom and 62no. 2-bedroom), 106no. duplex units (53no. 2-bedroom and 53no. 3-bedroom), 57no. triplex units (57no. 2-bedroom), 3no. age-friendly apartment units (3no. 1-bedroom), and 5no. garden apartment units (5no. 2-bedroom). Non-

residential accommodation proposed (c. 1,550 m2 total) includes: A childcare facility (c. 544sqm), retail unit (c. 150sqm), employment use within the existing Grange House (c. 173 sq m) and a community building/ pavilion (c. 683 sq m) fronting Griffeen Valley Park. All associated and ancillary site development and infrastructural works including 408no. surface level car parking, 793no. bicycle parking (591no. long term and 202no. short term spaces), hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, substations, bin stores and foul and water services.

2.0 RESPONSE TO QUALITY AUDIT

The Quality Audit undertaken by Roadplan Consulting includes an access, cycling, waling and road safety audit. The following sections responses to all items raised in within the Quality audit. Refer to the Quality audit included within **Appendix A** for further information.

2.1 Road Safety Audit

2.1.1 Item 5.1

It is unclear if the proposed parking area is adequate for all likely vehicle manoeuvres due to its arrangement. Vehicle manoeuvrability into and out of parking bays for example is unclear. This may give rise to vehicle collisions or kerb mountain with associate pedestrian injuries.

2.1.2 Recommendation:

Swept path analyses should be carried out for all vehicle types in parking area.

2.1.3 Response to Item 5.1

Swept path analyses for the anticipated vehicle types have been carried out for the development's internal roads and are shown on CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0035.**

2.1.4 Item 5.2

It is unclear how fire tender and refuse truck movements can occur in the development. Tight manoeuvring spaces create a risk of kerb mounting with pedestrian injuries or colliding with parked vehicles.

2.1.5 Recommendation:

Ensure adequate swept path analyses for all vehicles.

2.1.6 Response to Item 5.2

Swept path analyses for fire tender and refuse truck movements have been carried out for the development's internal roads and are shown on CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0016** and **KSG4-CSC-XX-XX-DR-C-0017.**

2.1.7 Item 5.3

Various raised kerbs and vertical carriageway deflections are proposed. It is unclear what the proposed drainage arrangements are at these locations. This may result in ponding of water and silting which may create a slipping risk for cyclists.

2.1.8 Recommendation

Ensure adequate drainage throughout the development.

2.1.9 Response to Item 5.3

Adequate drainage measures shall be provided throughout the development, the proposed drainage layout is shown on CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0004.**

2.1.10 Item 5.4

Some visibility splays, while annotated on drawings, may be compromised by formal parking. This may increase the risk of vehicular collisions at this location due to compromised sightlines.

2.1.11 Recommendation

Ensure adequate visibility splays.

2.1.12 Response to Item 5.4

Adequate visibility splays shall be provided throughout the development, where formal parking significantly impacted the proposed visibility splay, parking has been relocated. The proposed visibility splays are provided on CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0028.**

2.1.13 Item 5.5

Low radii bends are proposed at a number of locations within the development. It is unclear of two opposing vehicles can safely pass one another on these bends. It is also unclear if adequate stopping sight distance is available on the inside of these bends due to the presence of parked vehicles. A lack of adequate stopping sight distance and appropriate carriageway width may contribute to side swipe collisions at these locations.

2.1.14 Recommendation

Ensure that two vehicles can safely pass one another one these bends, and that appropriate stopping sight distance is available on the inside of these bends.

2.1.15 Response to Item 5.5

Swept path analyses have been carried out for vehicles accessing the proposed development, demonstrating that two vehicles can pass one another on the low radii bends within the development. Stopping sight distances of 23m have been indicated. Please refer to CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0035.**

2.2 Walking Audit

2.2.1 Item 6.1

It is unclear how bin collection will happen without impeding footway access. This may increase requirements to walk on roadways during bin collection day, especially during school run times.

2.2.2 Recommendation:

Ensure adequate footway separation from bin collection with adequate waste collection strategy.

2.2.3 Response to Item 6.1

Bin collection staging areas have been identified within Figure 3. The locations of the proposed staging areas are separated from the proposed pedestrian footpaths.

Figure 3 - Proposed bin staging areas

2.2.4 Item 6.2

Due to the proximity of the development to a proposed school, and permeability with adjacent developments, footway widths may not be adequate for the required level of service needed at school run times.

2.2.5 Recommendation:

Ensure adequate footway widths for all times.

2.2.6 Response to Item 6.2

The proposed minimum footway width within the development is 2.0m generally, greater footpath widths are provided in areas where increased demand in anticipated such as in proximity to the proposed creche, at uncontrolled pedestrian crossings and in proximity to disabled parking bays within the scheme. Please refer to CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0011.**

2.2.7 Item 6.3

Some internal footways appear to be very narrow and don't feature dimensions (ramped area between entrance and parking area). This may pose challenging for pedestrians to pass each other.

2.2.8 Recommendation:

Ensure all footways are of an appropriate minimum width as per DMURS.

2.2.9 Response to Item 6.3

The proposed minimum footway width within the development is 2.0m generally exceeding the minimum requirement of DMURS. Please refer to CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0011.**

2.2.10 Item 6.4

Pedestrian crossings at certain locations may be compromised by parked vehicles and may compromise intervisibility between pedestrians and motorists, potentially causing injuries.

2.2.11 Recommendation:

Ensure adequate intervisibility between pedestrians and motorists at all locations.

2.2.12 Response to Item 6.4

The proposed locations of pedestrian crossings have been reviewed in relation to the proposed intervisibility between pedestrians and motorists. Buffer strips have been provided between the pedestrian crossing locations and proposed car parking. Please refer to CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0011.**

2.2.13 Item 6.5

It is unclear of the proposed development will tie into a pedestrian desire line to/from a nearby rail station. Compromised desire lines may reduce the attractiveness of certain modes of transport.

2.2.14 Recommendation:

Ensure adequate provision of infrastructure for all desire lines.

2.2.15 Response to Item 6.5

Pedestrian permeability has been provided throughout the development, ensuring that easy pedestrian access is provided to key destinations including Kishoge Rail Station. Please refer to CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0025.**

2.3 Cycling Audit

2.3.1 Item 7.1

It is unclear how the proposed development will connect to existing/adjacent cycling infrastructure in adjacent developments. Lack of continuation will compromise the cycling experience or attractiveness in the development.

2.3.2 Recommendation:

Consider cycle infrastructure through the development to tie-in to existing.

2.3.3 Response to Item 7.1

The proposed layout has been updated to include tie-in to permitted cycle infrastructure within the adjacent Southern Link Street. However, the development is a low-speed environment which has been designed for cyclists to share the residential street network with vehicles. Please refer to CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0011.**

2.3.4 Item 7.2

It is unclear if the proposed cycle storage facilities in the development will be adequate for the anticipated volumes of cyclists or if cargo cycles have been considered. As such, it is unclear how attractive cycling, including that of cargo cycles, to/from the development will be.

2.3.5 Recommendation:

Ensure adequate provision of cycle storage facilities for all cycle types.

2.3.6 Response to Item 7.2

Cycle storage facilities have been provided in accordance with the requirement of the South Dublin County Development Plan 2022-2028. Please refer to the Traffic and Transport Assessment submitted under separate cover within the subject planning application for further details.

2.3.7 Item 7.2

It is unclear if the proposed cycle storage facilities in the development will be adequate for the anticipated volumes of cyclists or if cargo cycles have been considered. As such, it is unclear how attractive cycling, including that of cargo cycles, to/from the development will be.

2.3.8 Recommendation:

Ensure adequate provision of cycle storage facilities for all cycle types.

2.3.9 Response to Item 7.2

Cycle storage facilities have been provided in accordance with the requirement of the South Dublin County Development Plan 2022-2028. Please refer to the Traffic and Transport Assessment submitted under separate cover within the subject planning application for further details.

2.3.10 Item 7.3

It is unclear how the development will tie in to the proposed GDA Cycle network (https://www.nationaltransport.ie/wp-content/uploads/2023/01/2022-GDA-Cycle-Network.pdf). Fragmented cycle networks may reduce the attractiveness of cycling as a mode.

2.3.11 Recommendation:

Tie-ins to adjacent cycle infrastructure should be considered.

2.3.12 Response to Item 7.3

The proposed layout has been updated to include tie-in to permitted cycle infrastructure within the adjacent Southern Link Street. Please refer to CS Consulting drawing no. **KSG4-CSC-XX-XX-DR-C-0011.**

2.4 Accessibility Audit

2.4.1 Item 8.1

In the absence of cycle infrastructure, footways may become shared surfaces between cycles and pedestrians. This may increase the conflict between footways and pedestrians, especially pedestrians with a vision impairment.

2.4.2 Recommendation:

A kerb upstand or tactile delineation line should be included to ensure separation from cyclists for vision impaired pedestrians.

2.4.3 Response to Item 8.1

As noted in response to item 7.1, the proposed development shall accommodate cyclists on the residential street networks, alongside vehicles.

2.4.4 Item 8.2

It is unclear if raised carriageways will have a kerb separation between carriageways and footways. This may create a hazard between pedestrians and vehicles, especially where white cane users can't distinguish footways from carriageways and where

footways terminate at carriageways. Mobility impaired pedestrians may also struggle at crossings proposed at tie-ins to vehicular grade changes.

2.4.5 Recommendation:

Ensure adequate separation and crossing points between pedestrians and vehicles

2.4.6 Response to Item 8.2

A kerb upstand (typically 50mm) shall be provided at raised table junctions. This upstand shall be transitioned to flush at proposed pedestrian crossing locations and appropriate tactile paving shall be provided.

2.4.7 Item 8.3

There appears to be limited provision of benches in the development. This may pose a challenge for the independent navigation of people with certain mobility impairments.

2.4.8 Recommendation:

Pedestrian benches some be provided throughout. They should be located in areas that don't compromise the footway widths.

2.4.9 Response to Item 8.3

Additional benches have been provided within the proposed development. Please refer to the landscape architect's drawings for further information.

2.4.10 Item 8.4

Some electric charging bays have been provided. It is unclear how the chargers will connect the vehicles and if a tripping hazard will be generated for pedestrians

2.4.11 Recommendation:

Ensure arrangement of charging infrastructure does not generate a tripping hazard.

2.4.12 Response to Item 8.4

EV charging car parking spaces have been provided with a buffer strip to contain the proposed charging infrastructure, thereby ensuring that the proposed charging infrastructure does not generate a tripping hazard.

2.4.13 Item 8.5

Some parking bays are proposed adjacent to Raised Tables. It is unclear if these are to be grade separated from the carriageway or not. This may create a hazard between pedestrians and vehicles, especially where white cane users can't distinguish footways from carriageways and where footways terminate at carriageways.

2.4.14 Recommendation:

Ensure adequate separation between pedestrians and vehicles.

2.4.15 Response to Item 8.5

Raised kerbs shall be provided between footways and car parking bays.

2.4.16 Item 8.6

Some proposed disabled bays may pose challenges for mobility impaired users accessing/egressing their vehicles as there is no proposed access to pathways around them.

2.4.17 Recommendation:

Ensure adequate footway access around the perimeter of each disabled bay

2.4.18 Response to Item 8.5

Dropped kerbs shall be provided at each disabled car parking bay.

APPENDIX A:

QUALITY AUDIT BY ROADPLAN CONSULTING

CS CONSULTING

Civil, Structural & Traffic Engineering

24230-01-001

PROPOSED RESIDENTIAL DEVELOPMENT
AT CLONBURRIS, CO.DUBLIN

Stage 1 Quality Audit

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

for

CS CONSULTING

MARCH 2025

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DOCUMENT CONTROL SHEET

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Project No.	24230-01
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Document No.	24230-01-001

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1. INTRODUCTION

1.1 Roadplan Consulting has been commissioned by CS Consulting to carry out a Quality Audit of a proposed development at Clonburris, Co Dublin.

1.2 The proposed development comprises the development of greenfield/brownfield lands into a residential development as part of the wider Clonburris Strategic Development Zone.

1.3 The development is situated at Clonburris, Co Dublin.

1.4 Figure 1.1 below is a layout drawing of the development.

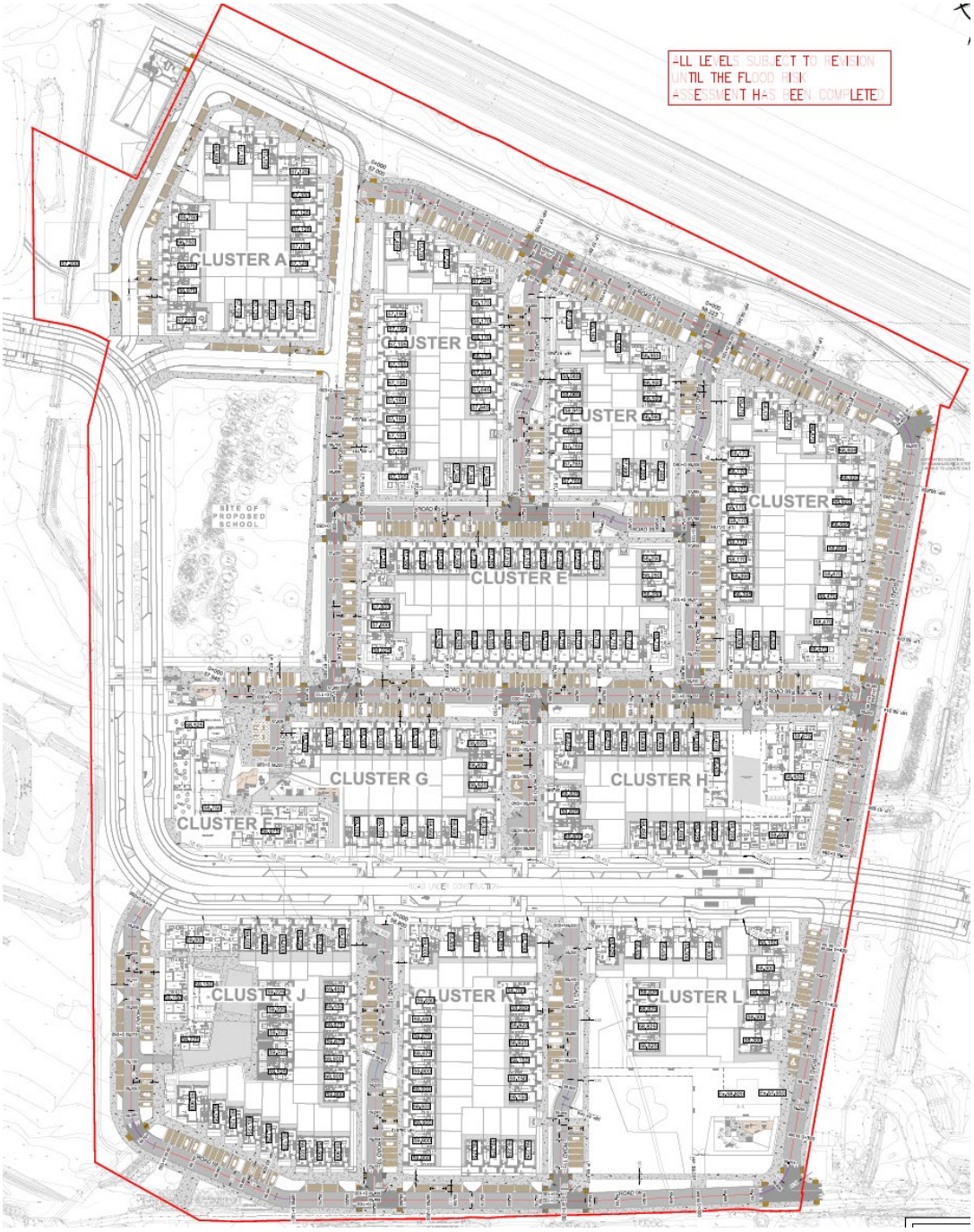

Figure 1.1– *Site Location Map and Site Layout for the development*

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
- 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 behavior; and
- any other issues considered relevant to each constituent element of the Quality Audit process.

3.3 The adjacent road network has not been completed so a site visit for this quality audit was not possible.

The road, footpaths, cyclepaths and access points currently under construction were not audited as part of this quality audit.

The documents provided for the audit were:

Drawing Number	Rev	Drawing Title
D116-CSC-XX-XX-DR-C-0011		Proposed Road Layout
D116-CSC-XX-XX-DR-C-0014		Proposed Road Markings and Signs
D116-CSC-XX-XX-DR-C-0028		Proposed Sightlines

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 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	No Comment	No Comment
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]	No Comment	No Comment
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 – No segregated cycle infrastructure is proposed	The development site is a low-speed environment with the acknowledgment that cyclists will share the residential street network with vehicles.
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	No Comment	No Comment

[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]	No Comment	No Comment
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	4.2.9 – Ensure adequate manoeuvrability into or out of parking bays	Adequate manoeuvrability shall be provided.
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	4.4.6 – Vehicle manoeuvrability within certain street areas may be challenging, especially for larger vehicles.	Adequate manoeuvrability shall be provided.

[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	4.4.6 – On street parking may not be fully accessible for private vehicles which may impact footway space.	All on street parking shall be designed to DMURS standard. All footpaths shall be min. 2m wide and unobstructed to adequately cater for pedestrians.
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	No Comment	No Comment
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		
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	4.2.5 – There appears to be limited provision in benches in the development which would aid the independent mobility of those with some mobility impairments.	Benches have been added to scheme in response this item.

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	No Comment	No Comment
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	No comment	No Comment
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	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	No Comment

ADDITIONAL COMMENTS

5. ROAD SAFETY

5.1 **Issue**

It is unclear if the proposed parking area is adequate for all likely vehicle manoeuvres due to its arrangement. Vehicle manoeuvrability into and out of parking bays for example is unclear. This may give rise to vehicle collisions or kerb mountain with associate pedestrian injuries.

Suggestion

Swept path analyses should be carried out for all vehicle types in parking area.

5.2 **Issue**

It is unclear how fire tender and refuse truck movements can occur in the development. Tight manoeuvring spaces create a risk of kerb mounting with pedestrian injuries or colliding with parked vehicles.

Suggestion

Ensure adequate swept path analyses for all vehicles.

5.3 **Issue**

Various raised kerbs and vertical carraigeway deflections are proposed. It is unclear what the proposed drainage arrangements are at these locations. This may result in ponding of water and silting which may create a slipping risk for cyclists.

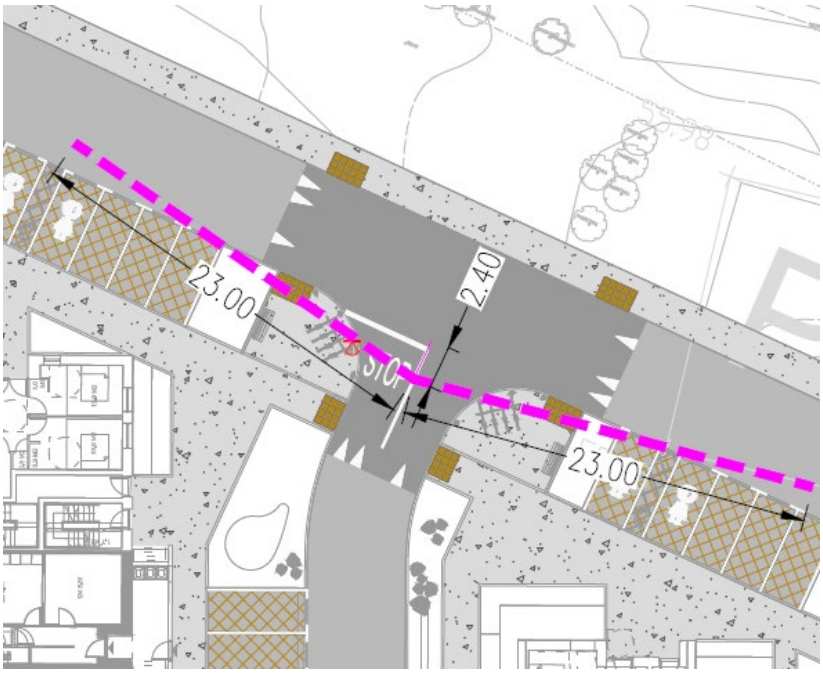

***Figure 5.1** – Raised carrageways*

Suggestion

Ensure adequate drainage throughout the development.

5.4 **Issue**

Some visibility splays, while annotated on drawings, may be compromised by formal parkiung. This may increase the risk of vehicular collisions at this location due to compromised sightlines.

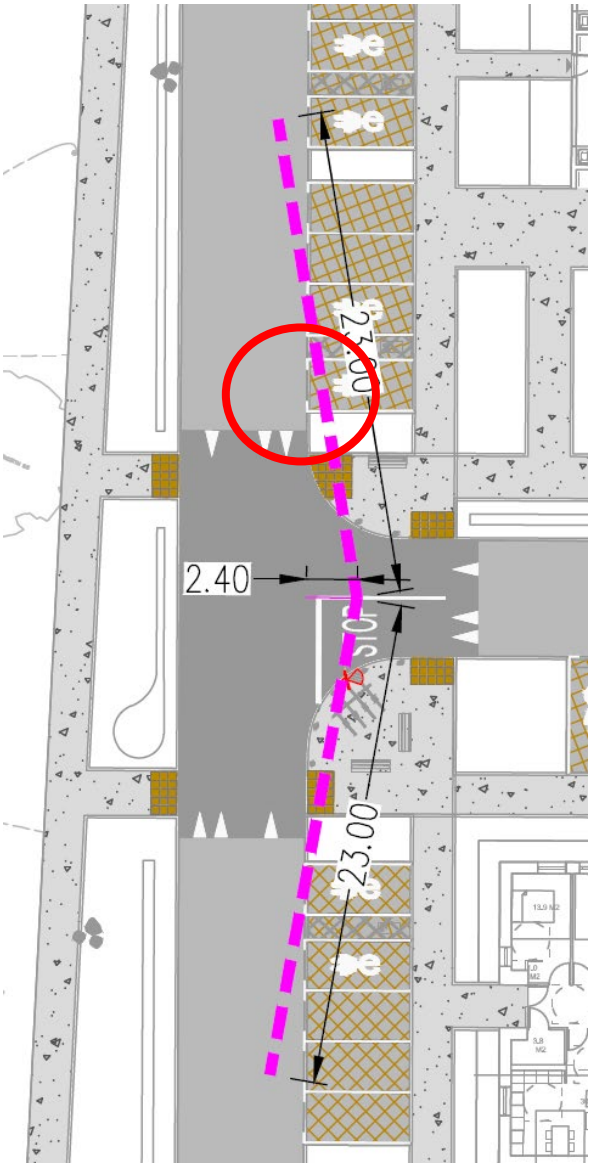

Figure 5.2 – *Vehicle movements on pedestrian areas*

Suggestion

Ensure adequate visibility splays.

5.5 **Issue**

Low radii bends are proposed at a number of locations within the development. It is unclear of two opposing vehicles can safely pass one another on these bends. It is also unclear if adeqaute stopping signt distance is available on the inside of these bends due to the presence of parked vehicles. A lack of adeqaute stopping signt distance and appropraite carriageway width may contribute to side swipe collisions at these locations.

Suggestion

Ensure that two vehicles can safely pass one another one these bends, and that appropriate stopping sight distance is available on the inside of these bends.

6. WALKING

6. 1 **Issue**

It is unclear how bin collection will happen without impeding footway access. This may increase requirements to walk on roadways during bin collection day, especially during school run times.

Suggestion

Ensure adequate footway separation from bin collection with adequate waste collection strategy.

6. 2 **Issue**

Due to the proximity of the development to a proposed school, and permeability with adjacent developments, footway widths may not be adequate for the required level of service needed at school run times.

Suggestion

Ensure adequate footway widths for all times.

6. 3 **Issue**

Some internal footways appear to be very narrow and don't feature dimensions (ramped area between entrance and parking area). This may pose challenging for pedestrians to pass each other.

Suggestion

Ensure all footways are of an appropriate minimum width as per DMURS.

6. 4 **Issue**

Pedestrian crossings at certain locations may be compromised by parked vehicles and may compromise intervisibility between pedestrians and motorists, potentially causing injuries.

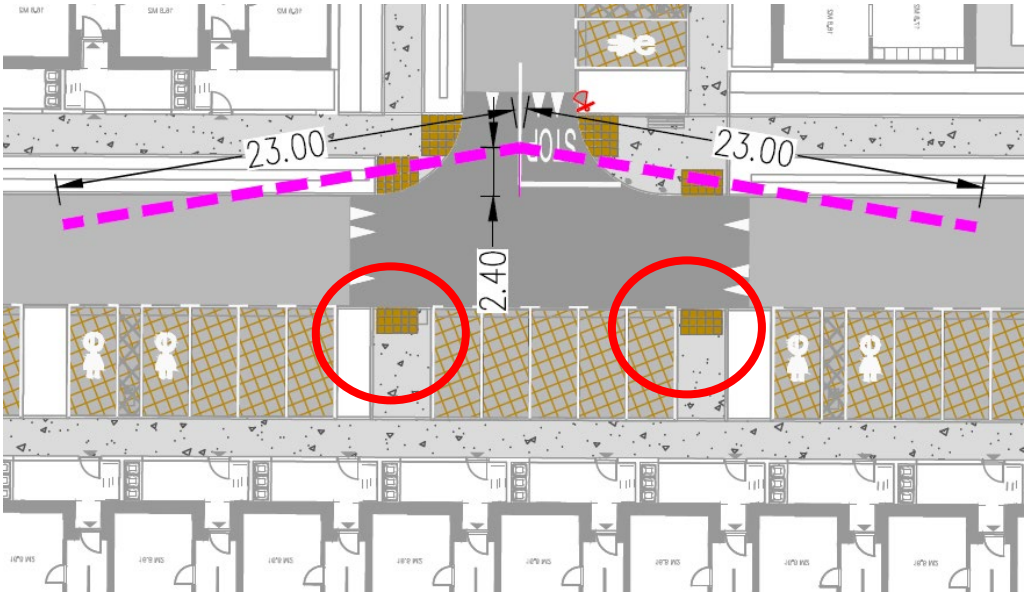

Figure 6.1 – *Reduced Intervisibility between pedestrians and motorists*

Suggestion
Ensure adequate intervisibility between pedestrians and motorists at all locations.

6. 5 **Issue**
It is unclear of the proposed development will tie into a pedestrian desire line to/from a nearby rail station. Compromised desire lines may reduce the attractiveness of certain modes of transport.

Suggestion
Ensure adequate provision of infrastructure for all desire lines.

7. CYCLING

7. 1 **Issue**

It is unclear how the proposed development will connect to existing/adjacent cycling infrastructure in adjacent developments. Lack of continuation will compromise the cycling experience or attractiveness in the development.

Suggestion

Consider cycle infrastructure through the development to tie-in to existing.

7. 2 **Issue**

It is unclear if the proposed cycle storage facilities in the development will be adequate for the anticipated volumes of cyclists or if cargo cycles have been considered. As such, it is unclear how attractive cycling, including that of cargo cycles, to/from the development will be.

Suggestion

Ensure adequate provision of cycle storage facilities for all cycle types.

7. 3 **Issue**

It is unclear how the development will tie in to the proposed GDA Cycle network (https://www.nationaltransport.ie/wp-content/uploads/2023/01/2022-GDA-Cycle-Network.pdf). Fragmented cycle networks may reduce the attractiveness of cycling as a mode.

Suggestion

Tie-ins to adjacent cycle infrastructure should be considered.

8. ACCESSIBILITY

8. 1 **Issue**

In the absence of cycle infrastructure, footways may become shared surfaces between cycles and pedestrians. This may increase the conflict between footways and pedestrians, especially pedestrians with a vision impairment.

Suggestion

A kerb upstand or tactile delineation line should be included to ensure separation from cyclists for vision impaired pedestrians.

8. 2 **Issue**

It is unclear if raised carriageways will have a kerb separation between carriageways and footways. This may create a hazard between pedestrians and vehicles, especially where white cane users can't distinguish footways from carriageways and where footways terminate at carriageways. Mobility impaired pedestrians may also struggle at crossings proposed at tie-ins to vehicular grade changes.

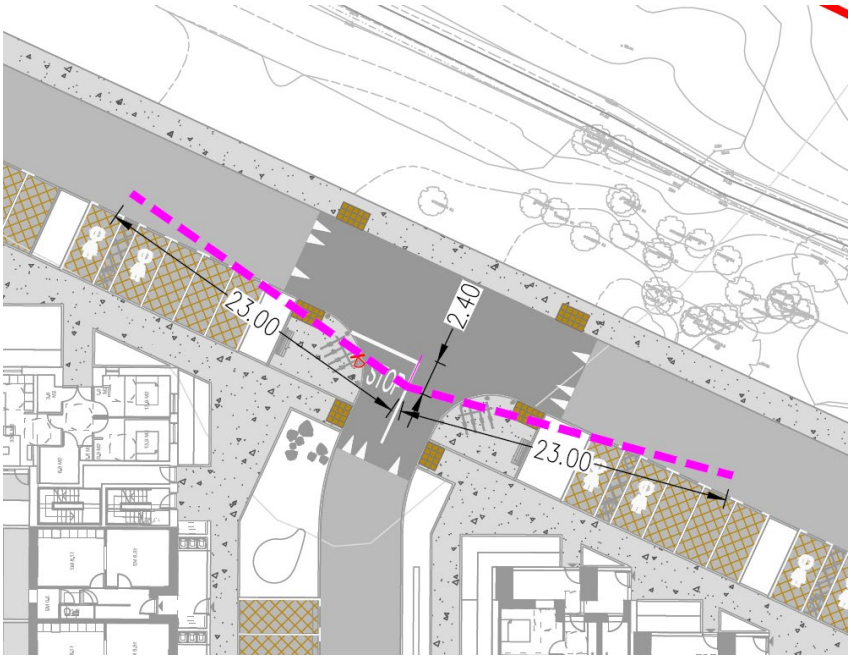

Figure 8.1 – *Raised Table Area*

Suggestion

Ensure adequate separation and crossing points between pedestrians and vehicles.

8. 3 **Issue**

There appears to be limited provision of benches in the development. This may pose a challenge for the independent navigation of people with certain mobility impairments.

Suggestion

Pedestrian benches some be provided throughout. They should be located in areas that don't compromise the footway widths.

8. 4 **Issue**

Some electric charging bays have been provided. It is unclear how the chargers will connect the vehicles and if a tripping hazard will be generated for pedestrians.

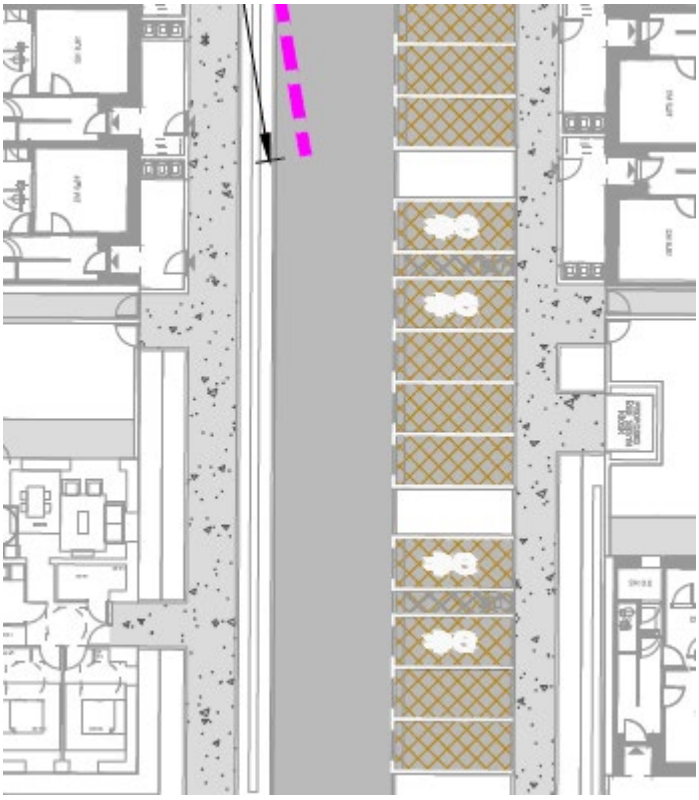

Figure 8.2 – *Car charging bays*

Suggestion

Ensure arrangement of charging infrastructure does not generate a tripping hazard.

8. 5 **Issue**

Some parking bays are proposed adjacent to Raised Tables. It is unclear if these are to be grade separated from the carriageway or not. This may create a hazard between pedestrians and vehicles, especially where white cane users can't distinguish footways from carriageways and where footways terminate at carriageways.

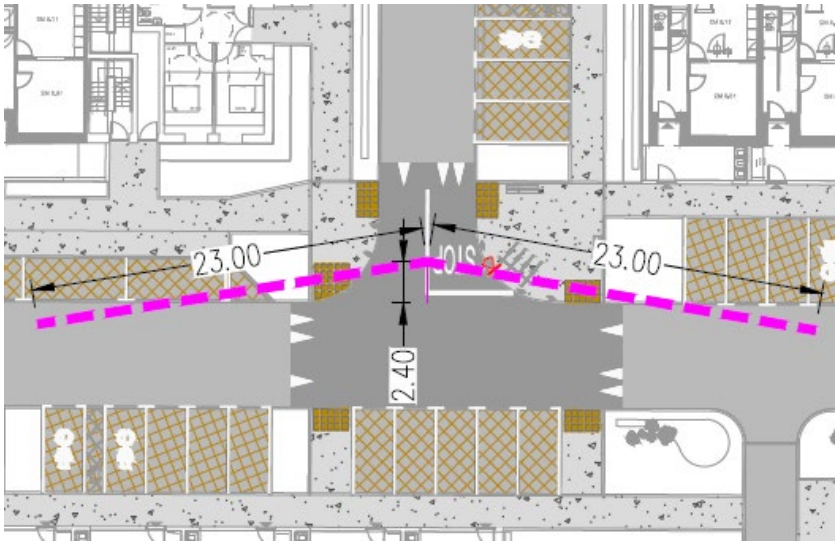

Figure 8.3 – *Parking bays adjacent to Raised Table*

Suggestion

Ensure adequate separation between pedestrians and vehicles.

8. 6 **Issue**

Some proposed disabled bays may pose challenges for mobility impaired users accessing/egressing their vehicles as there is no proposed access to pathways around them.

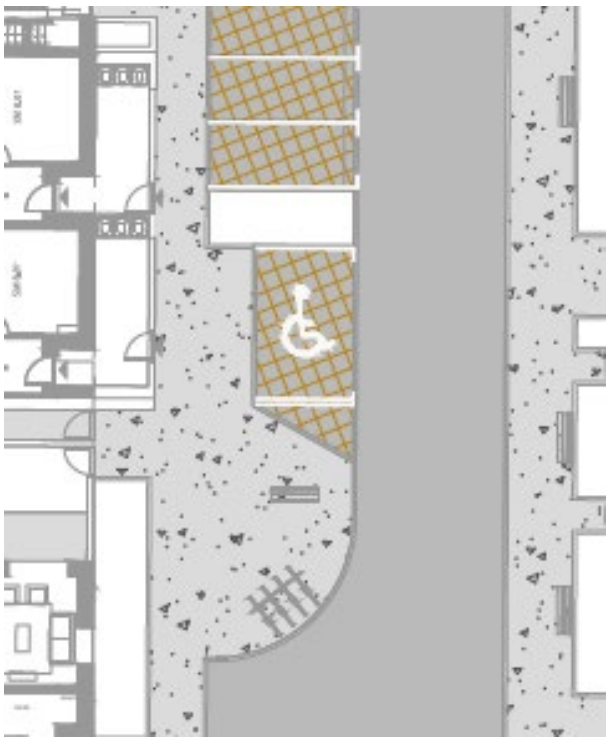

Figure 8.3 – *Disabled Parking bay*

Suggestion

Ensure adequate footway access around the perimeter of each disabled bay.

9. QUALITY AUDIT FEEDBACK FORM

Scheme: Proposed Residential Development at Clonburris, Co Dublin

Document Number: 24230-01-001

Date Audit Completed: 10th January 2025

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	----------	----------
6.3	YES	YES	----------	----------
6.4	YES	YES	----------	----------
6.5	YES	YES	----------	----------
7.1	NO	NO	The development site is a low-speed environment with the acknowledgment that cyclists will share the residential street network with vehicles. Adequate connections for cycle facilities are provided to proposed and existing cycle infrastructure adjoining the development site.	Yes
7.2	YES	YES	----------	----------
7.3	YES	YES	----------	----------
8.1	YES	YES	----------	----------
8.2	YES	YES	----------	----------
8.3	YES	YES	----------	----------
8.4	YES	YES	----------	----------
8.5	YES	YES	----------	----------

8.6	YES	YES	----------	----------

Safety Audit Signed off  **Design Team Leader**

Print Name JOE FRYERS **Date** 17/02/2025

Safety Audit Signed off  **Audit Team Leader**

Print Name George Frisby **Date** 11/3/2025

Please complete and return to:

Roadplan Consulting,
7, Ormonde Road
Kilkenny
E-mail: info@roadplan.ie

APPENDIX A – DRAWINGS

ALL LEVELS SUBJECT TO REVISION
UNTIL THE FLOOD RISK
ASSESSMENT HAS BEEN COMPLETED

CLUSTER A
CLUSTER B
CLUSTER C
CLUSTER D
CLUSTER E
CLUSTER F
CLUSTER G
CLUSTER H
CLUSTER J
CLUSTER K
CLUSTER L

SITE OF PROPOSED SCHOOL

ROAD UNDER CONSTRUCTION

POSSIBLE ROAD CONSTRUCTION

ESTIMATED LOCATION OF FINGLAS MAHUDDRICK STREAM (UNABLE TO LOCATE ON SURVEY)

RAILWAY

ROADS LEGEND:

- SITE BOUNDARY
- PROPOSED ROAD
- PROPOSED FOOTPATH
- PROPOSED PARKING SPACE
- PROPOSED RAISED TABLES
- PROPOSED TACTILE PAVING BUFF COLOURED (UNCONTROLLED CROSSING)

D116

DRAFT

INFORMATION ONLY
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NOTES
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Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By

Architect	DTA
Project	SDCC Clonburris Lot 02 KSW Site 4
Title	Proposed Road Layout
Dwg. No.	D116-CSC-XX-XX-DR-C-0011

Date	Drn by	Chkd by	Aprvd by	Scale	Revision
Sept. '24	SC	JF	OS	1:500 @A0	

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Environment I.S. EN ISO 14001:2004
Energy I.S. EN ISO 50001:2011
Health & Safety OHSAS 18001:2007

CLUSTER A
CLUSTER B
CLUSTER C
CLUSTER D
CLUSTER E
CLUSTER F
CLUSTER G
CLUSTER H
CLUSTER J
CLUSTER K
CLUSTER L
SITE OF PROPOSED SCHOOL
ROAD UNDER CONSTRUCTION
RAILWAY
POSSIBLE ROAD CONSTRUCTION
ESTIMATED LOCATION OF KILMAHUDDRICK STREAM (UNABLE TO LOCATE ON SURVEY)
STOP
RUS027: STOP SIGN AS PER T.S.M. CHAPTER 5

	TRAFFIC SIGNS.	
SIGNS.	DESCRIPTION	DOE TRAFFIC SIGNS MANUAL REFERENCE.
STOP	STOP SIGN	RUS027

ROAD MARKINGS.

SYMBOL	DESCRIPTION	REFERENCE	COLOUR
STOP	WORDED 'STOP' MARKING	M114	WHITE
	STOP LINE	RRM017	WHITE
	CENTRE LINE	RRM001	WHITE
	TRAFFIC CALMING TRIANGLE	M112	WHITE
	DISABLED PERSONS SYMBOL	RRM015	WHITE
e	ELECTRIC VEHICLE RECHARGING BAY MARKINGS	RRM034	WHITE
	PERPENDICULAR PARKING BAY	RRM013	WHITE
	PARALLEL PARKING BAYS	RRM011	WHITE

ROADS LEGEND:

- SITE BOUNDARY
- PROPOSED ROAD
- PROPOSED FOOTPATH
- PROPOSED PARKING SPACE
- PROPOSED RAISED TABLES
- PROPOSED TACTILE PAVING BUFF COLOURED (UNCONTROLLED CROSSING)

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Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By

Architect	DTA
Project	SDCC Clonburris Lot 02 KSW Site 4
Title	Proposed Road Markings and Signs
Dwg. No.	D116-CSC-XX-XX-DR-C-0014

Date	Drn by	Chkd by	Aprvd by	Scale	Revision
Sept. '24	SC	JF	OS	1:500 @A0	

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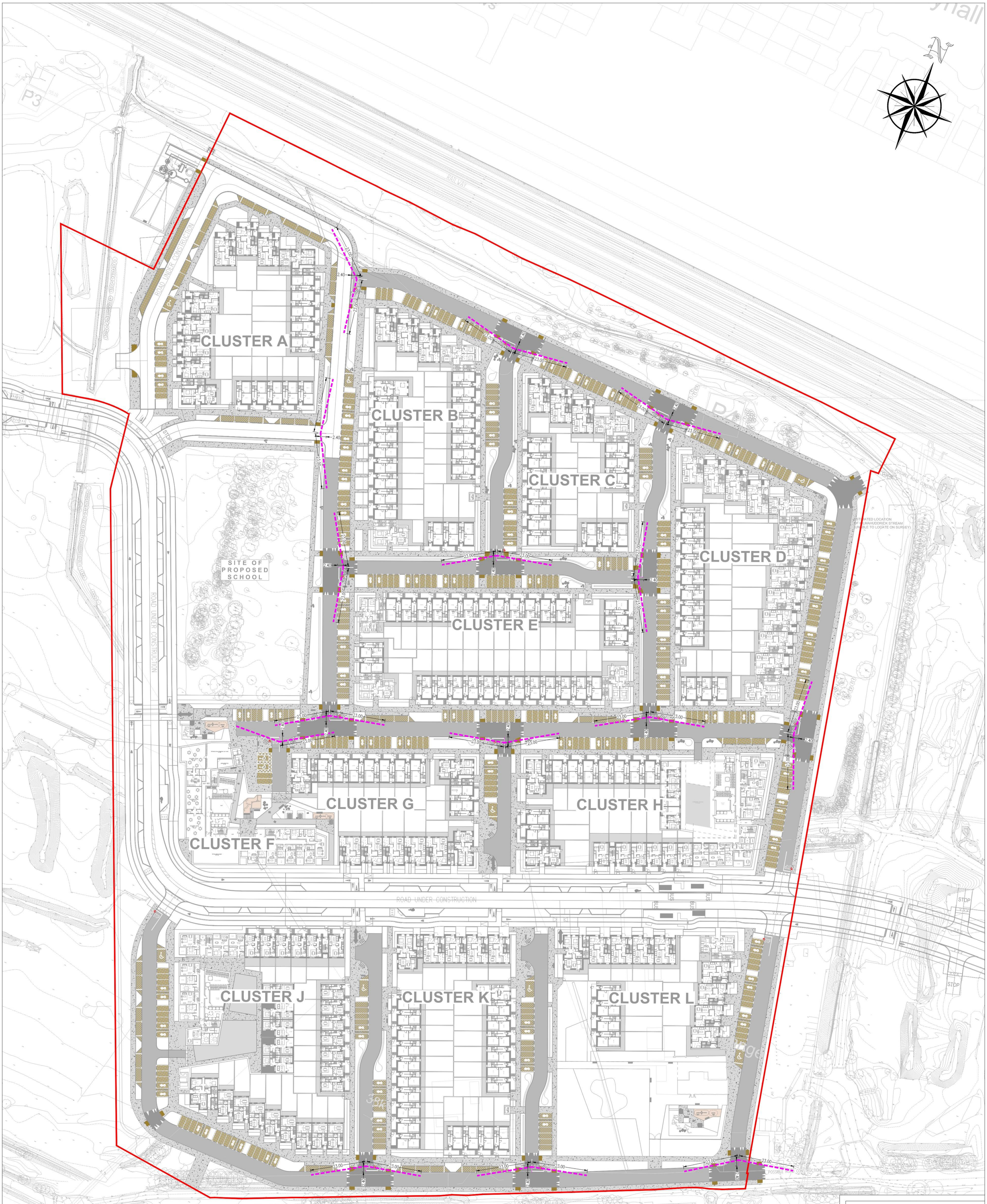
Energy I.S. EN ISO 50001:2011
Health & Safety OHSAS 18001:2007



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Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By

Architect	DTA
Project	SDCC Clonburris Lot 02 KSW Site 4
Title	Proposed Sightlines
Dwg. No.	D116-CSC-XX-XX-DR-C-0028

Date	Drn by	Chkd by	Aprvd by	Scale	Revision
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