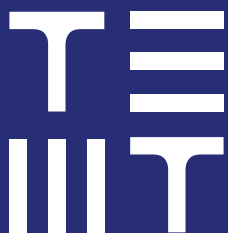


Bancroft View SHD
Stage 1 Quality Audit

11.05.2022

22046-TNT-XX-XX-RP-T-00001



TENT ENGINEERING

Site Address:

Green Hills Road,
Tallaght
Dublin 24

Client Address:

Conor Martin
Marcon Capital
Dublin 2

Revision and Review

This report has been prepared for the sole benefit, use and information of the client. The liability of Tent Engineering with respect to the information contained in this report will not extend to any third party.

REVISION(S)

Rev.	Description	Date
P01	1st issue	11.05.2022

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1 Audit Information

1.1 Title

Bancroft View SHD Stage 1 Quality Audit

1.2 Audit Reference Number

Bancroft View SHD Quality Audit 22046

1.3 Project Code

Bancroft View SHD 22046

1.4 Date Audit Completed

10th May 2022

1.5 Audit Attended by

Diarmuid Healy

Edward Heukers

1.6 Audit Team

Diarmuid Healy

Edward Heukers

1.7 Information Received

Item		Supplied	Description
A	Plans	Yes	PE19139-CWO-ZZ-ZZ-DR-A-0100-P08 PE19139-CWO-ZZ-00-DR-A-1000-P08 PE19139-CWO-ZZ-01-DR-A-1001-P08 PE19139-CWO-ZZ-01-DR-A-1002-P08 PE19139-CWO-ZZ-01-DR-A-1003-P08 PE19139-CWO-ZZ-01-DR-A-1004-P08 PE19139-CWO-ZZ-01-DR-A-1005-P08 PE19139-CWO-ZZ-01-DR-A-1006-P08 PE19139-CWO-ZZ-01-DR-A-1007-P08 PE19139-CWO-ZZ-01-DR-A-1008-P08 PE19139-CWO-ZZ-01-DR-A-1009-P08 D20011-EDC-XX-XX-DR-PL-3000
B	Traffic Count Data	Yes	As per section 3.1 of the Transport Assessment
C	Speed Count Data	No	
D	Accident Data	Yes	As per section 3.5 of the Transport Assessment
E	Design Standards	Yes	As per section 1.5 of the Transport Assessment
F	Design Brief	No	
G	Other Data	Yes	DMURS Design Statement Mobility Management Plan Traffic and Transport Statement Construction Environmental Waste Management Plan Outdoor Lighting Report Engineering Services Report

2 Introduction

This is a Quality Audit which examines the accessibility of the proposed development which will consist of 197 apartments, commercial units with a gross floor area of 872m², Creche with a gross floor area of 330m², 78 car parking spaces, bicycle parking and landscaped grounds. Vehicular access to the proposed development will be from an existing priority junction on the Hibernian Industrial Estate Road which serves the adjacent Greenhills Retail Park development consisting of a car dealership and mixed commercial units. Greenhills Road, Tallaght, Dublin 24 on the public road network.

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).

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 section 1.7 above.

A site visit was carried out on 09th May 2022 in daylight conditions. The weather was overcast with light showers.

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.

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 and Walking Audit Observations

3.1 Walking & Cycling

The proposed pedestrian and cycle facilities within the development link to the existing facilities along Greenhills Road to the western perimeter of the proposals. The proposed development is well located adjacent to an existing footpath and cycle way network and residents will have direct access onto Greenhills Road.

Greenhills Road is of sufficient nature to accommodate cyclists and is from observation used in this manner. It has footpaths to either side that allows connections to many local facilities, including shops, pharmacies, bars, cafes, and restaurant with the site being adjacent to the local centre of Tallaght. The Greenhills Road is served by a dedicated cycle lane on both side of the road.

Pedestrians and cyclists can access the site from three connection points on Greenhills Road which are limited to cyclists and pedestrians only. Cyclist and pedestrians can also enter from the sole vehicle route to the north via a shared surface. Immediately outside the site is an existing pedestrian crossing which will assist users to connect to Airton Road.

The drawings provided for audit indicate a shared pedestrian and cycle pathways through the site via the main vehicle entrance.

The drawings show a significant level of dedicated cycle and pedestrian connectivity throughout the site, the majority of hard landscaping to the west and south.

The drawings provided for audit do show limited detail of cycle parking provision proposed for the development, however the Traffic & Transport Assessment and Mobility Management Plan indicate further detail - "secure long term bicycle parking is to be provided in bicycle stores located on the ground floor of the development, short term covered bicycle parking is to be provided within the grounds of the proposed development. Bicycle parking spaces are provided in accordance with "Sustainable

Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020”.

It is not clear the number of spaces which are provided and it is recommended to report the number of spaces in the Transport Assessment.

Section 3.4 and 3.5 of the mobility management plan describe the pedestrian and cyclist facilities. These were interrogated and found to be accurate description which concludes the development is well served.

The drawings provided for audit do not show details of tactile paving provision throughout the whole site. It is unclear in places where pedestrians will be directed to and what will happen at the interface of pedestrian and cycle areas as well as traffic and cycle areas.

The design team must ensure that appropriate pedestrian and tactile paving is in place throughout the site and that all road users are provided with sufficient information at modal interface points.

3.2 Other Means of Access

The information provided for audit shows the site will be provided with clearly designated disabled access car parking spaces. The dimension for disabled spaces are compliant. No building section was available as part of this audit. The designer should ensure wheelchair spaces maintains access of 2.6m clear head height. There is a provision for 9 Electric Vehicle Charging spaces in a parallel parking arrangement which provide sufficient space to allow the parallel parking manoeuvre to take place.

Pick up and drop off for the proposed creche is to the south east of the development. It is unclear if there is adequate safe mean to turn around if all parking spaces are full on arrival. It is recommended this scenario is tested and tracked at detailed design stage.

The site has been designed in a manner to allow servicing vehicles to access the development without compromising access for other road users. The turning movement has been tracked and appears adequate.

Details of lighting have been provided to the auditors to confirm that sufficient light levels will

be present to allow pedestrians, cyclists, and other non-motorised users to progress through the site along the designated routes. This is essential in order to ensure a safe and secure environment for all users of this area.

The site is well serviced by local bus facilities with stops in both directions immediately to the site access locations on Greenhills Road. This allows pedestrian access to the wider Dublin area. The area is serviced by the Dublin Bus route 27 which connects to the City Centre.

The site is a 20min walk from the nearest luas stop which provide a rapid means to access the city centre. This allows pedestrian access to a wider area and promotes the use of cycle connections with cycle parking at the tram stop. However, it should be noted that it is not permitted to take cycles on the Luas unless they are covered folding cycles.

4 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 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 Tent Engineering. 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 Quality Audit Report at the earliest opportunity and prior to detailed design.

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 challenges that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be considered for implementation.

5.1.1 Signatures

Audit Team Leader Signature

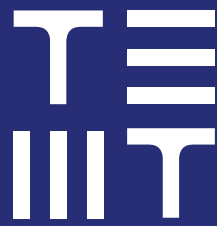
Name: Diarmuid Healy



Audit Team Member Signature

Name: Edward Heukers





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