

**Title:           QUALITY AUDIT**  
**INCLUDING ROAD SAFETY AUDIT STAGE 1**  
**Proposed Student Accommodation (SHD), 'The Grove'**  
**Goatstown.**

**Client:         DBFL Consulting Engineers**

**Date:          January 2021**

**Report reference: 0933R01**

**VERSION: FINAL**

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## 1.0 Introduction

This report was prepared in response to a request from Mr. Thomas Jennings, DBFL Consulting Engineers for a preliminary design stage Quality Audit of the proposed student accommodation at ‘The Grove’, Goatstown.

The Quality Audit has been carried out in accordance with the guidance in the Design Manual for Urban Roads and Streets (DMURS), produced by Department of Transport Tourism and Sport in March 2013 and as updated in June 2019.

This Quality Audit includes a road safety audit, an access audit, a walking audit and a cycle audit.

The Road Safety and Quality Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

Team Member: **Mark Kelly**, BA BAI MSc CEng MIEI

The Quality Audit involved the examination of drawings and other material provided by DBFL and a site visit by the Audit Team, on the 6<sup>th</sup> of January 2021.

The weather at the time of the site visit was dry and the road surface was wet.

The problems raised in this Quality Audit may belong to more than one of the categories of Audit named above. A table has been provided at the start of Section 3 of this report detailing which category of audit each problem is associated with.

Recommendations have been provided to help improve the quality of the design with regard to the areas described above. A feedback form has also been provided for the designer to complete indicating whether or not he/she will accept those recommendations or provide alternative recommendations for implementation.

The information supplied to the Audit Team is listed in **Appendix A**.

A feedback form for the Designer to complete is contained in **Appendix B**.

A plan drawing showing the problem locations is contained in **Appendix C**.

## 2.0 Background

It is proposed to construct a strategic housing development (SHD) of student accommodation at the lands to the rear of Our Lady’s Grove, Goatstown Road, Dublin 14.

The accommodation will consist of 8no. blocks with approximately 698 bed spaces. The scheme includes 9no. car parking spaces of which 1 will be a disabled parking space and 1 will be a shared use (Go-Car) parking space.

Access to the development will be via The Grove to the R815 Goatstown Road. Goatstown Road is a single carriageway road with cycle lanes in both directions and footpaths on both sides. A controlled pedestrian crossing is located to the south of The Grove junction. Goatstown Road is a busy bus route with bus stops in close proximity to the junction.

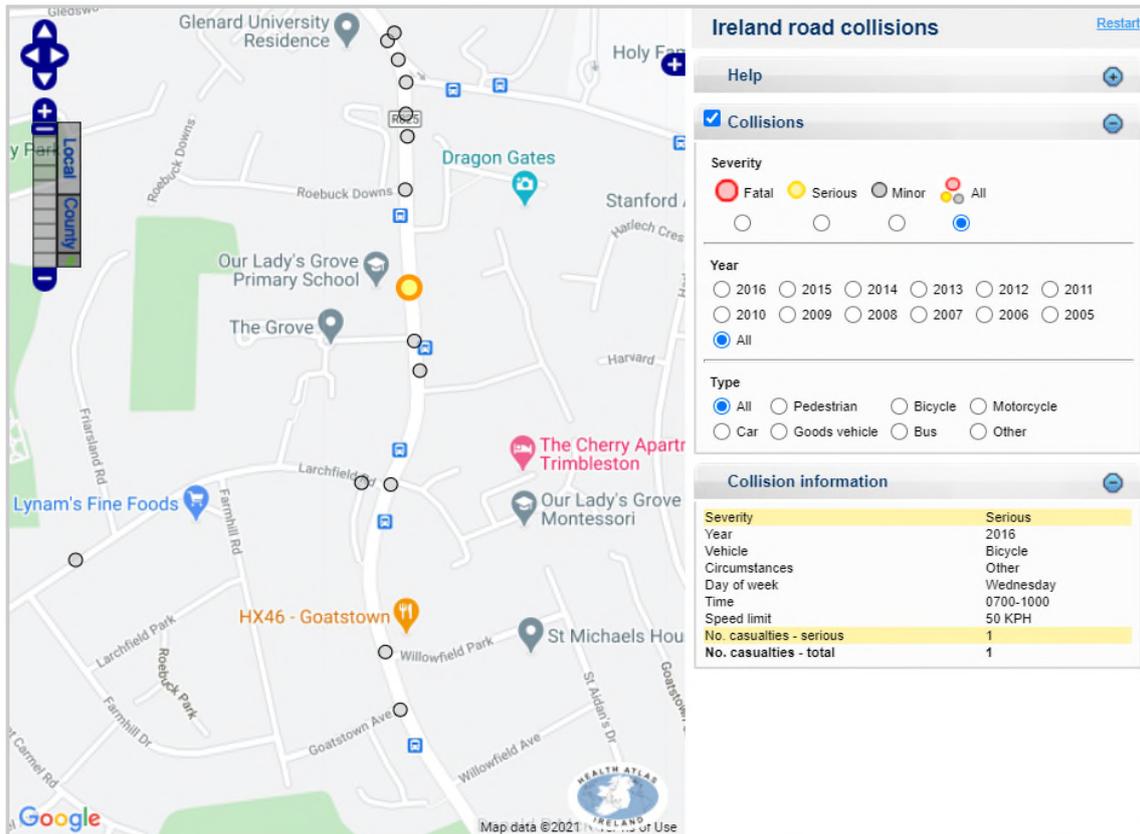
The site is in close proximity to the Belfield campus of University College Dublin.

The location of the site is shown below.



Site Location Map (courtesy of google maps)

A review of the Road Safety Authority’s website shows that between the years 2005 and 2016 there was one recorded serious injury and two recorded minor injury collisions on Goatstown Road adjacent to The Grove junction. Th serious and one minor injury collision involved a bicycle. It should be noted that the cycle facilities on Goatstown Road have been improved very recently.



### 3.0 Main Report

Summary Table of Problem Categories

Problem Reference	Access Audit	Walking Audit	Cycling Audit	Road Safety Audit	Quality Audit
3.1	✓	✓	✓		✓
3.2				✓	✓
3.3	✓			✓	✓
3.4	✓	✓	✓	✓	✓
3.5		✓	✓	✓	✓
3.6				✓	✓
3.7	✓				✓

### 3.1 Problem

#### LOCATION

Drawing, Proposed Site Plan Stephen Marshall Urbanism Ltd.

#### PROBLEM

It is not proposed to provide a pedestrian/cyclist link between the proposed development and the nearby Friarsland Road. Such a link would allow for greater accessibility for vulnerable road users to nearby amenities (e.g. Rosemount Green or the Luas Green Line stops) without having excessive journey times and having to travel on busier arterial routes.



#### RECOMMENDATION

It is recommended that a pedestrian/cyclist link be provided to Friarsland Road.

### 3.2 Problem

#### LOCATION

Drawing 200012-DBFL-RD-SP-DR-C-1001 P02, Roads Layout.

#### PROBLEM

There are two set down spaces provided at the main access point. There is a risk that given the high capacity of the accommodation that there will not be enough space for drop off and collection and that vehicles may park in the spaces reserved for parents at the school. This could lead to safety issues for school goers as they mix with traffic associated with the development whose drivers may not be aware of local rules with regard to pick up and drop off of children etc.



*RECOMMENDATION*

It is recommended that additional drop/off set down space be made available within the development.

**3.3 Problem**

*LOCATION*

Drawing 200012-DBFL-RD-SP-DR-C-1001 P02, Roads Layout.

*PROBLEM*

It is proposed to provide 9 no. parking spaces. There is a risk that some of these spaces will be occupied on a daily basis by staff associated with the maintenance of the development and visiting maintenance staff with materials. As a result there may be very few parking spaces for visitors to the development.

*RECOMMENDATION*

It is recommended that the provision of parking spaces includes the requirements for maintenance staff and maintenance visitors to the development.

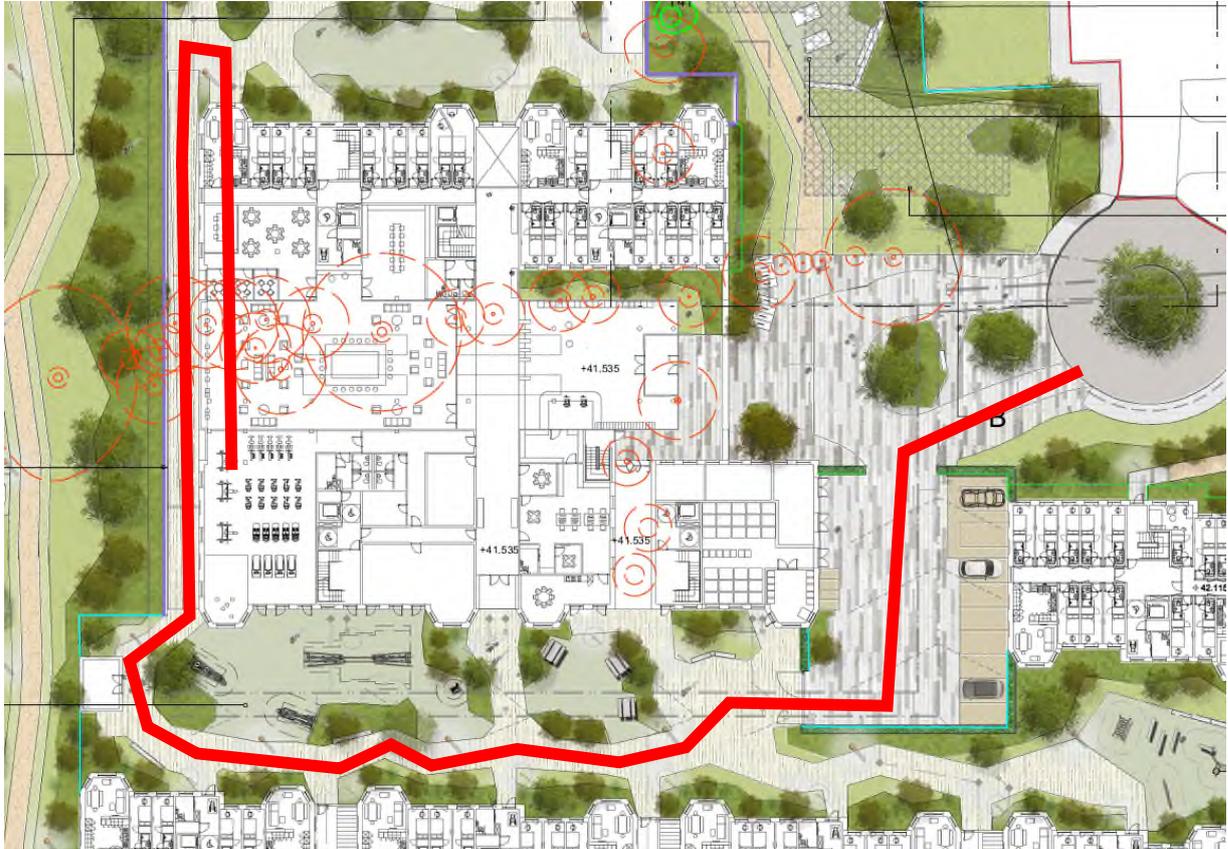
**3.4 Problem**

*LOCATION*

Drawing 1522-300 Rev 9, TBS

*PROBLEM*

There is a long and arduous route for cyclists to enter /exit the main bicycle parking area in the lower ground including a journey through the recreational area and along the ramp at the western side of the main block. There is a risk that cyclists will abandon their bicycles outside in more convenient areas where they may be hazards for cyclists.



*RECOMMENDATION*

It is recommended that a more direct route to the bicycle parking be provided for cyclists.

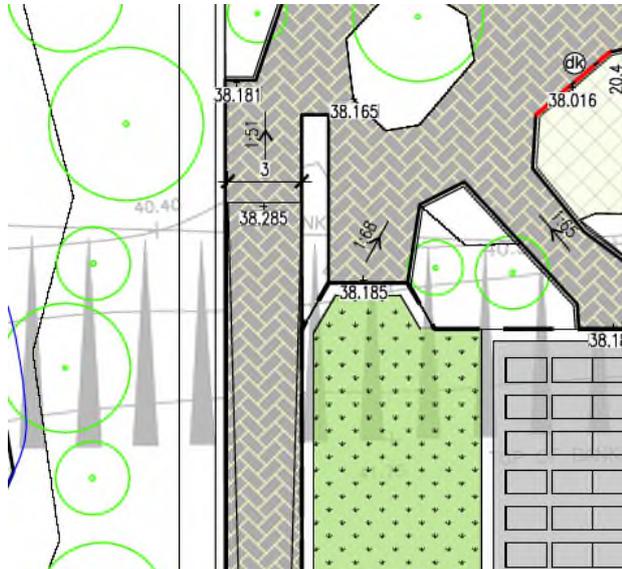
**3.5 Problem**

*LOCATION*

Drawing 200012-DBFL-RD-SP-DR-C-1001 P02, Roads Layout.

*PROBLEM*

There ramp for cyclists and pedestrians to the west of the main block is proposed to be 3.0m wide. The effective width will be less given that there will be walls on both sides. The usage of this ramp is expected to be high given it is on the route to/from the main bicycle parking area and it links with the recreational area. The relatively narrow width could lead to collisions between cyclists and pedestrians particularly when cyclists are travelling downhill.



*RECOMMENDATION*

It is recommended that the ramp be widened to comfortably accommodate the proposed usage by both pedestrian and cyclists or that separate facilities be provided for cyclists.

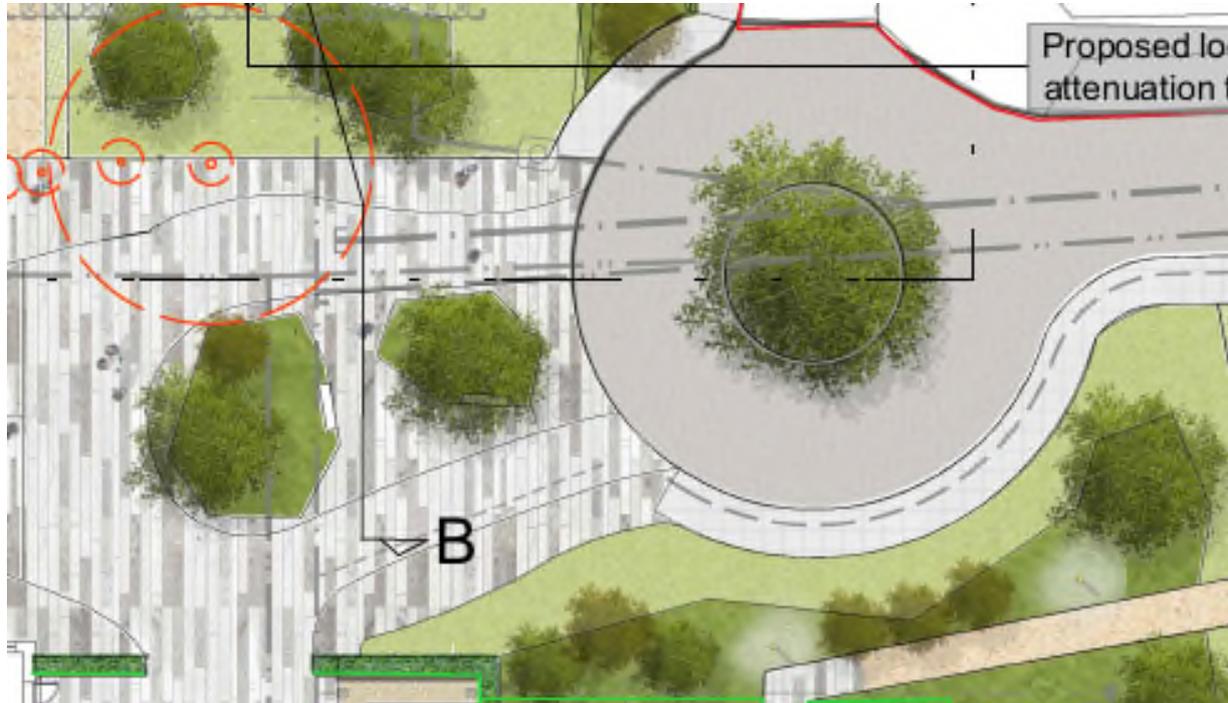
3.6 Problem

*LOCATION*

Drawing 1522-300 Rev 9, TBS

*PROBLEM*

It is proposed to provide a separate access and egress from the roundabout to the development (almost like a second roundabout/gyratory) that will be a shared space for drivers and vulnerable road users. These users must be made aware that they are entering a roundabout and have to give way to traffic on their right. The roundabout will be busy during school term. There is also a proposal to have overhanging trees planted within the central island of the roundabout which may alter drivers perception of the roundabout and also change their usual driving line to avoid the branches.



*RECOMMENDATION*

It is recommended that the roundabout be treated as a public road roundabout in compliance with the Traffic Signs Manual. The entry and exit from the development should be clearly defined to avoid head-on collisions. In addition, any planting in the central island should not be a hazard with regard to visibility or obstruction.

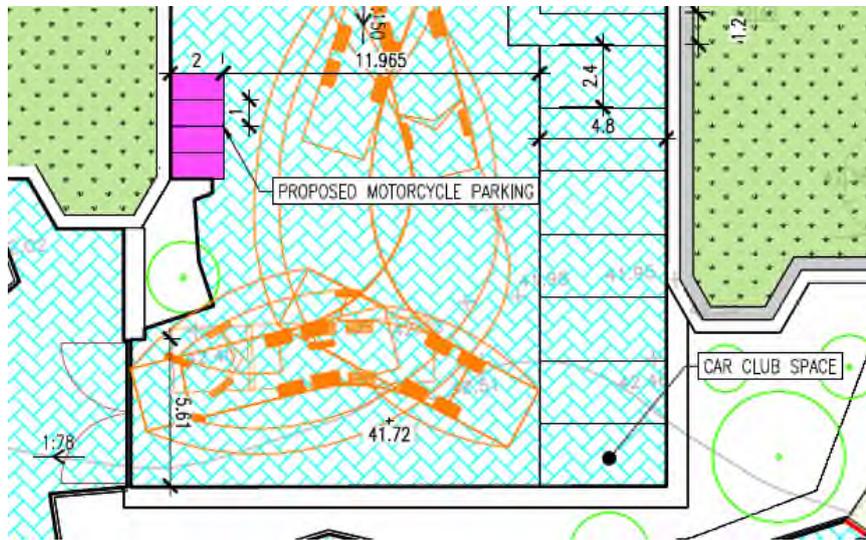
3.7 Problem

*LOCATION*

Drawing 200012-DBFL-RD-SP-DR-C-1001 P02, Roads Layout.

*PROBLEM*

The swept path for the refuse vehicle is shown on the drawing. It is unclear however where the bins will be stored on collection day. There is a risk that bins may be left where they block pedestrian or cyclist routes.



*RECOMMENDATION*

It is recommended that the temporary bin storage areas be shown on the drawings so that they can be assessed for safety and accessibility.

## 4.0 Observations

### 4.1 Observation

It is assumed that the lighting levels will be provided at the detailed design stage.

### 4.2 Observation

Surface water drainage details have not been provided to the Audit Team.

## 5.0 Quality Audit Statement

This quality Audit has been carried out in accordance with the guidance given in DMURS and takes into consideration the principles approaches and standards of that Manual.

The quality audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

**Norman Bruton**                      Signed: *Norman Bruton*  
(Quality Audit Team Leader)    Dated: 22/1/2021

**Mark Kelly**                         Signed: *Mark Kelly*  
(Quality Audit Team Member) Dated: 22/1/2021

## Appendix A

### List of Material Supplied for this Quality Audit;

- Drawing 200012-DBFL-RD-SP-DR-C-1001 P02, Roads Layout.
- Drawing 1522-300 Rev 9, TBS
- SM1908-P16-Fifth floor 1-200 A0
- SM1908-P17-Roof plan 1-200 A0
- SM1908-P20-Combined elevations
- SM1908-P21-Combined elevations
- SM1908-P22-Combined elevations
- SM1908-P23-Combined elevations
- SM1908-P24-Combined elevations
- SM1908-P25-Combined elevations
- SM1908-P40-Section
- SM1908-P80-Amenity space GROUND 1-750 A3
- SM1908-P81-Amenity space LOWER GROUND 1-750 A3
- SM1908-P01-Site location map 1-1000 A3
- SM1908-P02-Site location map 1-2500 A3
- SM1908-P04-Site plan existing 1-500 A0
- SM1908-P05-Proposed site plan 1-500 A0
- SM1908-P10-Lower ground floor 1-200 A0
- SM1908-P11-Ground floor 1-200 A0
- SM1908-P12-First floor 1-200 A0
- SM1908-P13-Second floor 1-200 A0
- SM1908-P14-Third floor 1-200 A0
- SM1908-P15-Fourth floor 1-200 A0

## Appendix B

### Feedback Form

**QUALITY AUDIT FORM – FEEDBACK ON QUALITY AUDIT REPORT**

Scheme: The Drive Student Accommodation SHD

Quality Audit- Planning

Date Audit (site visit) Completed: 6/1/2021

Paragraph No. in Quality Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	YES	NO	A pedestrian / cycle link is proposed to the north west corner of the site to facilitate a potential future connection through adjoining lands to Friarsland Road. The adjoining lands are outside the control of the applicant. However, the applicant is happy to engage with the adjacent school to facilitate the link.	Yes
3.2	YES	YES	An additional drop off / set down space is proposed on the main access road to the development.	
3.3	NO	NO	Given the nature of the development, staff will include a permanent maintenance person and external maintenance will only be in exceptional circumstances. In accordance with the mobility management plan, staff will be encouraged to use sustainable modes of transport. All parking spaces will be booked through the facility and should scheduled maintenance visitors require parking, that can be accommodated.	Yes
3.4	NO	NO	The development is a fully managed facility and residents will not be permitted to leave bikes in unauthorised locations.	Yes

Paragraph No. in Quality Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.5	YES	NO	Cyclists will be requested to dismount and walk the bikes down / up the ramp.	Yes
3.6	YES	YES		
3.7	YES	YES		

Signed..... *David Walsh*  
Design Team Leader

Date 22.01.2021

Signed..... *Alexander Bruton*  
Audit Team Leader

Date: 22/1/2021

## Appendix C

### Problem Location Plan.

Problem 3.1

Proposed 1800mm high paladin fence with native hedge (refer to detail)

Detail Plan 1 (refer to DWG 301)



Proposed basketball hoop on safety surface

Proposed stepped seating area

Proposed 1800mm high paladin fence with native hedge (refer to detail)

Proposed outdoor table-tennis tables

Proposed location for underground attenuation to Engineer's drawing

Proposed 1500 mm high hedge

Proposed 'Activity Hub'

Existing Boundary Retained

Proposed 1500 mm high hedge

Problem 3.6

Problem 3.3

Problem 3.2

Problem 3.7

Problem 3.4

Problem 3.5

T37

T36

+41.515

+41.520

T41

+41.530

+41.535

+41.535

+41.535

+41.535

+41.535

+41.535

+41.535

+41.535

+41.535

+41.535

+41.535

+41.535

+41.535

T73

T72

Tree Line 3

T74

T75

Tree Line 3

T89

T88

T87

T86

T85

T84

T83

T82

T81

T80

Existing Boundary Retained

Tree Line 2

T78

T77a

T76