

Meinhardt Ltd.

Proposed Residential Development,
(Southern Site), Glenamuck,
Kilternan, Dublin 18

Stage 1 Quality Audit Report

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(Southern Site), Glenamuck,
Kilternan, Dublin 18**

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1 Quality Audit Report

1.1 Background

This report was prepared in response to a request from Mr Brendan Mitchell of Meinhardt Ltd. to provide a Stage 1 Quality Audit of the Proposed Residential Developments, Glenamuck, Kilternan, Dublin 18.

Quality Audits consist of a number of overlapping audits, as described in the Design Manual for Urban Roads and Streets (Ireland). Table 1 outlines the transport-related audits undertaken by PMCE and includes a brief overview of the purpose or goal of each report.

TABLE 1 QUALITY AUDIT REPORT CONTENTS

Access Audit	The purpose of the Access Audit is to review the proposed development to assess if it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size or disability.
Cycle Audit	The purpose of the Cycle Audit is to review the proposed development to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.
Walking Audit	The purpose of the Walking Audit is to review the proposed development to assess if it can be readily and comfortably traversed by pedestrians, that the needs of pedestrians have been prioritised over cyclists & vehicles, and that footpaths are continuous and wide enough to cater for the anticipated number of pedestrians.
Road Safety Audit	The purpose of a Road Safety Audit is to identify problems that may lead to road safety issues, collisions or injuries, and to offer recommendations that would mitigate identified safety risks.
Non-Motorised User Audit¹	The purpose of the Non-Motorised User (NMU) Audit is to review the proposed development to assess if it will cater comfortably for all non-motorised road users, of all ages and abilities, and that the needs of these vulnerable road users have been prioritised over vehicular traffic.

A Quality Audit is not intended to pass or fail a design, rather it is intended as an assessment tool that highlights areas for potential improvements.

¹ A separate Non-motorised User (NMU) Audit has not been prepared. For the proposed scheme/development, separate Access, Walking & Cycling Audits have been undertaken, and these should be referred to for findings in relation to NMUs.

1.2 Local Environment

1.2.1 Site Location

The proposed residential development is located on the southern side of Glenamuck District Distributor Road (GDDR), on an existing greenfield site in Glenamuck North, County Dublin. The development is bounded to the north by the recently constructed Glenamuck District Distributor Road, the Glenamuck Link Distributor Road (currently under construction) to its east and the Glenamuck Manor residential estate to its south.

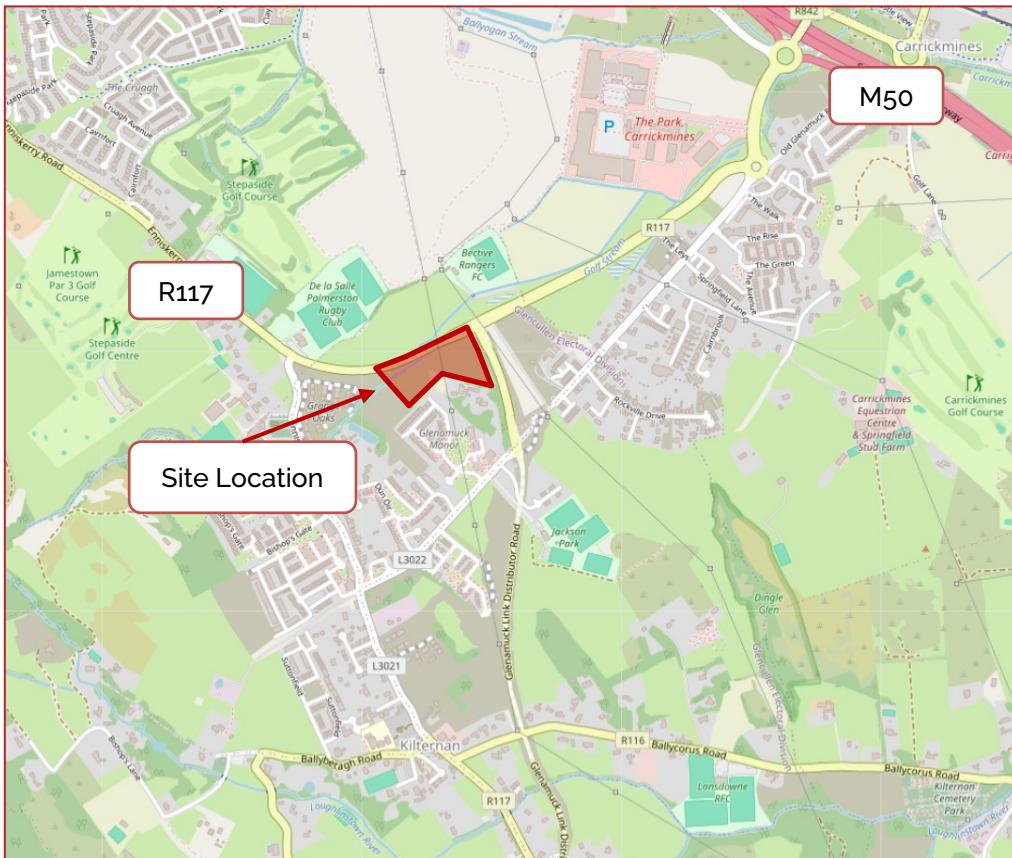


FIGURE 1-1: SITE LOCATION (SOURCE: WWW.OPENSTREETMAP.ORG)

1.2.2 Existing Road Network

1.2.2.1 Glenamuck District Distributor Road (R117)

The Glenamuck District Distributor Road is approximately 1,800m in length, of which 890m comprises a two-lane dual carriageway and 660m a two-way single carriageway, connecting the existing R117 Enniskerry Road with the Glenamuck Road/Golf Lane Roundabout. It features segregated footpaths and cycle tracks on both sides and extends along the eastern and western sides of the proposed development. The Glenamuck District Distributor Road was opened in June 2025.

1.2.2.2 Enniskerry Road (R117)

The Enniskerry Road (R117 Regional Road) extends predominantly in a north-south direction and forms part of the R117. It begins at the junction with the R113 and merges with the Glenamuck District Distributor Road. In the vicinity of the proposed development, it consists of a single-carriageway road with one lane in each direction, approximately 7 m wide, with a posted speed limit of 50 kph.

1.3 Existing Pedestrian & Cyclist Facilities

At present there is good non-motorised road user infrastructure on both sides of the Glenamuck District Distributor Road and the R117, with footpaths and cycle tracks on either side.

1.4 Public Transport

There are bus stops on the Enniskerry Road (a 5-minute walk from the proposed development) and the R118 to the north of the development (a 9-minute walk from the proposed development via Cherrywood Avenue).

The nearest bus stops to the proposed development are listed on Table 1.1 including the bus routes which serve these bus stops, and Figure 1-2 indicates the location of these bus stops in relation to the proposed development.

TABLE 1.1: BUS ROUTES NEAR PROPOSED DEVELOPMENT

Bus Stop (Name)	Bus Stop (number)	Route No.	Proximity to the development	Travelling between	Frequency
Cairnfort	3483/3475	44	1.1km	DCU-Enniskerry	One bus per hour
Palmerstown FC	3476/3482	44	600m	DCU-Enniskerry	One bus per hour
		118		Kilternan-Eden Quay	Once a day (weekdays)
Kilternan Church	3481	44	600m	DCU-Enniskerry	One bus per hour
Kilternan NS	3477	44	700m	DCU-Enniskerry	One bus per hour
Kilternan	3310	44	750m	DCU-Enniskerry	One bus per hour
		118		Kilternan-Eden Quay	Once a day (weekdays)
Rockville Drive	3285/3278	L26	750m	Blackrock Station-Kilternan Village	30 minutes
The View	7324/3277	L26	1.3Km	Blackrock Station-Kilternan Village	30 minutes
The Park	7360	L26	1.3Km	Blackrock Station-Kilternan Village	30 minutes

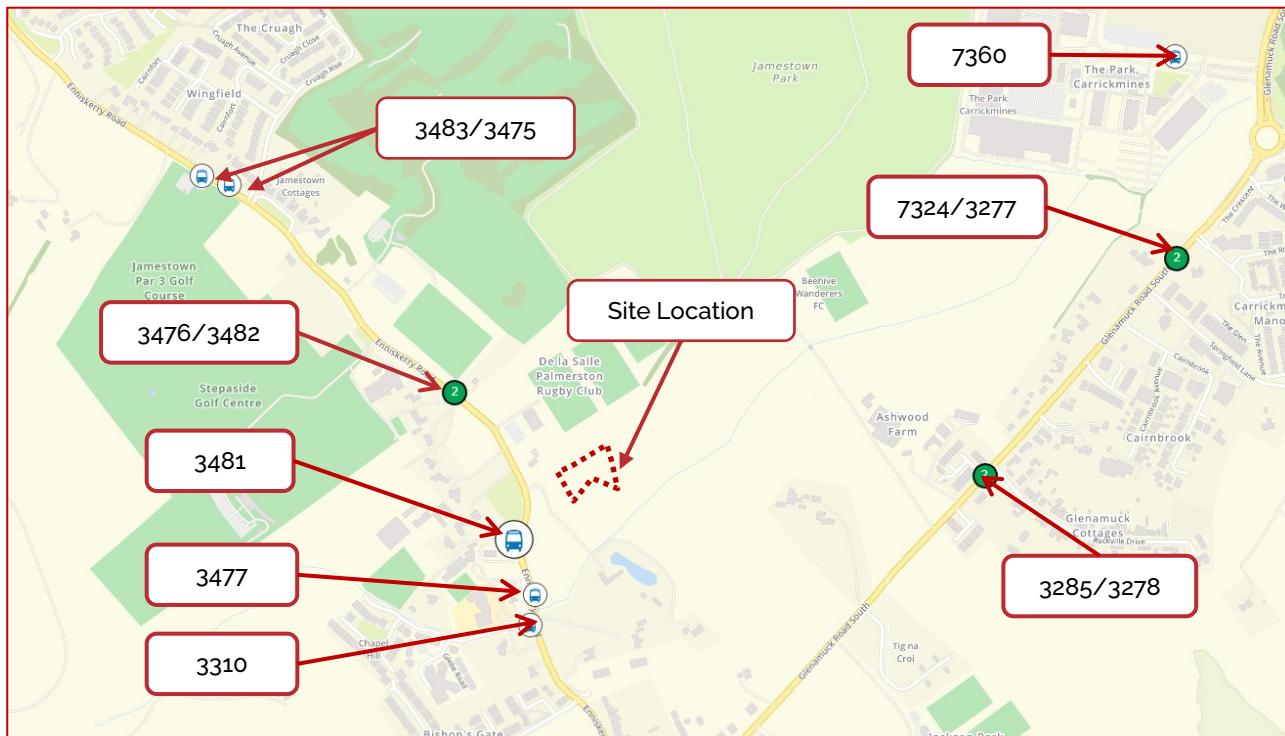


FIGURE 1-2: NEARBY BUS STOPS (SOURCE: WWW.TRANSPORTFORIRELAND.IE)

In addition, the Ballyogan Wood Luas Stop is located to the east of the proposed development (see Figure 1-3) and can be reached within a 26-minute walk from the development access on the Glenamuck District Distributor Road.

The Luas Green Line (Brides Glen to Broombridge) provides a high-quality public transport link between the development and areas to the north, including Dublin City Centre. This ensures strong public transport accessibility for the proposed development.

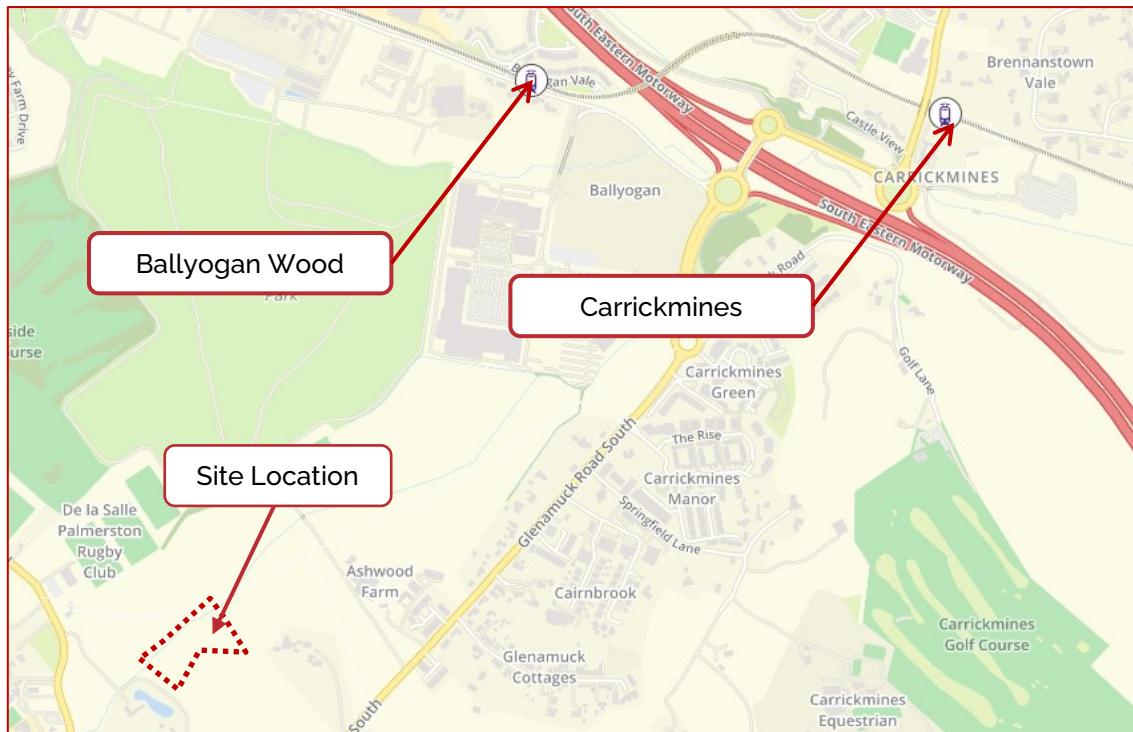


FIGURE 1-3: NEARBY LUAS STOPS (SOURCE: WWW.TRANSPORTFORIRELAND.IE)

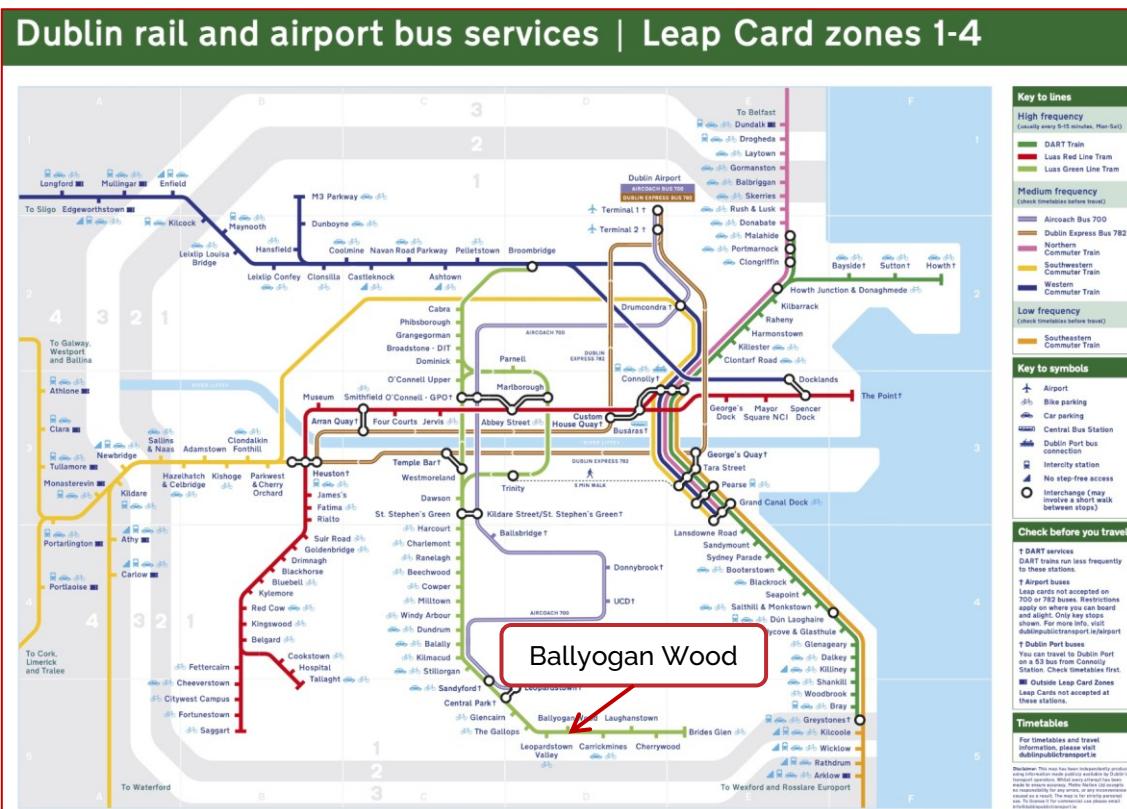


FIGURE 1-4: DUBLIN AREA RAIL AND AIRPORT BUS SERVICES

1.5 Proposed Development Description

The proposed development would consist of: -

- 65 houses and 70 duplex units.
- 199 parking spaces including 3 accessible parking spaces, 16 EV parking spaces, and 8 motorcycle parking spaces.
- 182 bicycle parking spaces including 146 long-stay parking spaces and 36 visitor parking spaces
- A Stop-controlled junction with the Glenamuck District Distributor Road, including a raised-table pedestrian & cyclist crossing of the development access.
- A vehicular access with Glenamuck Manor.
- Internal roads/streets and pedestrian links.

1.6 Summary of Individual Audit Findings

The following table summarises the issues identified by the component audits of this Quality Audit, and the Design Team's response to the issues raised.

#					Summary of Audit Issue	Design Team Response/Action
1					Large vehicles entering the development from the Glenamuck District Distributor Road may come to a halt within the Distributor Road when another vehicle is waiting to exit the development, possibly leading shunt collisions.	Large refuse vehicles enter the development infrequently and normally outside of peak hours. Increasing the junction width may lead to higher speeds at the junction and is against the principles of DMURS.
2					Left-turning drivers from the Glenamuck District Distributor Road may have insufficient visibility of an approaching cyclist due to the vehicle angle & partial setback arrangement.	A fully setback arrangement will be provided at the development junction
3					It is unclear how cyclists would travel safely to/from the cycle track on the northern side of the Glenamuck District Distributor Road and the proposed development	Ramped access to existing cycle track opposite development junction will be provided in agreement with DLRCC.
4					The raised-table crossing includes both cycle track and footway at the same level, which may lead to visually-impaired pedestrians inadvertently straying into the cycle track, or carriageway, when crossing.	Level difference will be introduced at this location
5					The tactile paving at the raised-table crossing of the development access has not been indicated as extending over the full width of the footpath, which could result in a visually impaired pedestrian inadvertently entering the crossing without being adequately warned.	Tactile paving will be extended to the full width of the interface between the footpath and the crossing.
6					The proposed footpath on the northern side of the Street 2 is indicated as terminating at the edge of the home zone, where no measures have been provided advise visually impaired pedestrians that they are entering an area shared with vehicles & cyclists.	Appropriate tactile paving will be provided at transitions between segregated footpaths/carriageways and shared areas.

#					Summary of Audit Issue	Design Team Response/Action
7					It is unclear if a detectable delineator is to be provided to define the refuge area within Home Zone areas.	Delineation will be provided via a change in colour of surfacing and line marking.
8					A number of likely pedestrian crossing desire lines are not accommodated by the proposed crossings, possibly resulting in unsafe crossings.	Additional tactile paving will be provided for a number of desire lines.
9					It is unclear if a level difference would be provided between the footpath and the raised tables away from where tactile paving has been indicated at pedestrian crossings.	Level difference of 25mm to be provided between footpath and raised table away from tactile paving.
10					Insufficient depth of tactile paving at an in-line approach to a crossing could result in a visually-impaired pedestrian inadvertently stepping over the tactile paving and entering the carriageway.	Depth of tactile paving will be increased to 1.2m at this location.
11					Pedestrian crossing points, including dropped kerbs and tactile paving, at corners will be difficult for visually impaired pedestrians to understand.	Crossing points will be moved away from corners where possible.
12					Proposed planting, or parked vehicles, may impede inter-visibility at the transition between Home Zones & footpaths or at pedestrian crossings.	Trees that impede inter-visibility between vehicles and pedestrians will be removed. Drivers approaching the crossings by parking spaces will have visibility due to travelling on the opposite side of carriageway.
13					It is unclear how it is intended that mobility-impaired vehicle occupants will travel to/from the nearest footpath and the proposed mobility-impaired parking space on the side road off Street 5.	The highlighted mobility impaired space will be swapped with the space directly south of it to give direct access to the footpath.
14					The absence of gullies on Street 5 may lead to ponding, resulting in an increased risk of loss of traction for vehicles and cyclists during wet or icy weather.	Street 5 is a single cambered road draining downwards to a SuDS filter swale as detailed on the RMA Dwg.2411/116.

#					Summary of Audit Issue	Design Team Response/Action
						The risk of ponding is mitigated due to the fully drained nature of the configuration.
15	✓			✓	Hazard warning tactile paving has not been indicated at the top and bottom of the steps within the development.	Appropriate hazard warning tactile paving will be provided at the top and bottom of steps within the development.
16	✓		✓	✓	The side boundary walls to Units 56 and 52 extend to the Street 6 carriageway edge, increasing the risk of material damage collisions by vehicles with the boundary and may lead to pedestrians travelling within the adjacent carriageway.	The discontinuous footpath highlighted is a verge not a footpath, the footpath is located on the eastern side of the car parking.
17				✓	A set of steps at the entrance to Duplex Block C exit directly into the carriageway of Street 6.	The steps are required for an emergency escape and will not be in everyday use.
18		✓	✓	✓	It is unclear if the route to the bike store within the development is sufficiently wide enough to accommodate the expected volume of cyclists and pedestrians.	A new entrance to the bike storage will be provided on the left hand side to allow to an appropriately wide access footpath.
19		✓	✓	✓	It is unclear if the proposed footpath between the development and the Glenamuck Link Distributor Road would be sufficient to accommodate both pedestrians and cyclists.	This footpath will be widened to 3m and sloped to accommodate for both pedestrians and cyclists.
20	✓	✓			The absence of ramped access to the development, or the buildings, may cause difficulties to the cyclists and wheelchair users.	Ramped access will be available at the development entrance and in the south-east corner of the site for both cyclists and pedestrians.
21		✓			Information regarding the type of door to the bicycle store within the development has not been provided.	The door to the bicycle store will be manual.

Appendix A: Access Audit

The purpose of this Access Audit is to review the proposed development, and the existing surrounding environment, to assess if it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, or disability.

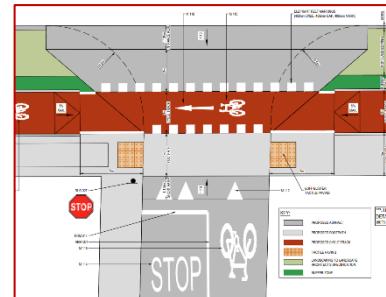
A.1 Access Audit Findings

A.1.1 Delineation between Cycle Track and Footway at Development Access

The cycle track on the Glenamuck District Distributor Road is indicated as being raised to the same level as the adjacent footway on the approach to, and through, the proposed raised-table crossing at the development vehicular access junction.

This could result in visually-impaired or partially-sighted pedestrians inadvertently straying into the cycle track, or enter the carriageway.

Similarly, the edge of the footpath on the development side of the crossing may be insufficiently delineated, possibly resulting in visually-impaired or partially-sighted pedestrians straying into the side road carriageway.



Recommendation

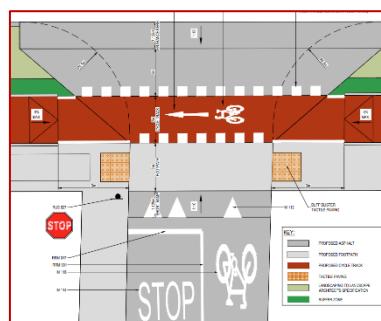
A level difference should be provided between the footway and cycle track on the approaches to, and through, the proposed raised-table crossing. This could be achieved, for example, by a 60mm high bevelled kerb which would facilitate vehicle crossover, whilst providing delineation for visually-impaired pedestrians. Similarly, delineation should be provided between the footway and the side road carriageway.

A.1.2 Extent of Tactile Paving at Crossing of Development Access

The width of the tactile paving within the footpath at the raised-table crossing of the side road at the new junction with the Glenamuck District Distributor Road is not indicated as extending over the full width of the interface between the footpath and the raised-table, which could result in a visually impaired pedestrian inadvertently entering the crossing without being adequately warned.

Recommendation

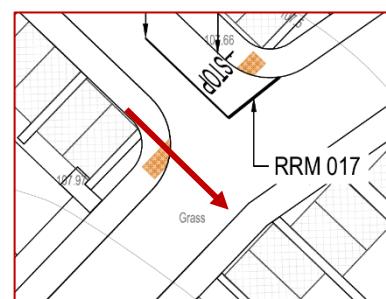
The width of the tactile paving at the crossing should extend over the full width of the interface between the footpath and the crossing.



A.1.3 Crossing Points at Junction Corners

Some pedestrian crossing points have been indicated at the corners of internal junctions within the development.

This layout may lead to confusion for visually impaired pedestrians, as depending on the direction of their approach to the dropped kerb, they may misinterpret the direction of the crossing.



Recommendation

Separate pedestrian crossings of each carriageway, including dropped kerbs and tactile paving, should be provided at pedestrian crossing points along likely desire lines throughout the proposed development. Tactile paving with dropped kerbs should not be shared between two different crossing directions.

A.1.4 Footpath Terminates at Home Zone

The footpath on the northern side of Street 2 is indicated terminating at a Home Zone at its eastern extent. No measures have been indicated at the transition to advise visually impaired pedestrians that they are entering an area shared with other road users. In addition, it is not clear where the 1.2m wide refuge area (e.g. Safe Zone) for visually impaired or partially-sighted pedestrians will be located within the Home Zone.

The 1.2m refuge area has been indicated on the cross sections as being provided on one side of the Home Zone only, however footpaths terminate at the Home Zone on both sides in some locations.



The absence of measures to advise visually-impaired pedestrians when they are entering/leaving shared areas increases the difficulty for these road users in safely & independently navigating the proposed road layout.

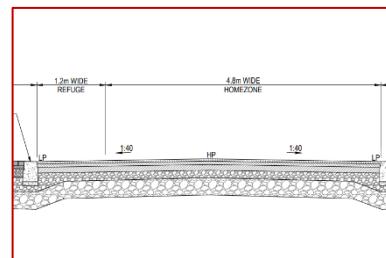
Recommendation

A 'Safe Zone' should be provided within the Home Zones in accordance with the guidance published by the National Disability Authority and appropriate tactile paving should be provided at the transitions between segregated footpaths/carriageways and shared areas.

A.1.5 Delineator to Refuge

A 1.2m wide refuge has been within the proposed Home Zone areas. It is unclear, however, if a detectable (e.g. tactile) delineator will be provided between the refuge area and the remainder of the Home Zone to assist the visually impaired.

The absence of a suitable delineator could lead to difficulties for visually impaired pedestrians safely & independently navigating the proposed Home Zone areas.



Recommendation

The Safe Zone (e.g. refuge area) should be adequately delineated from the remainder of the Home Zone and tie-in with the footpaths outside of the Home Zone.

A.1.6 Depth of Tactile Paving

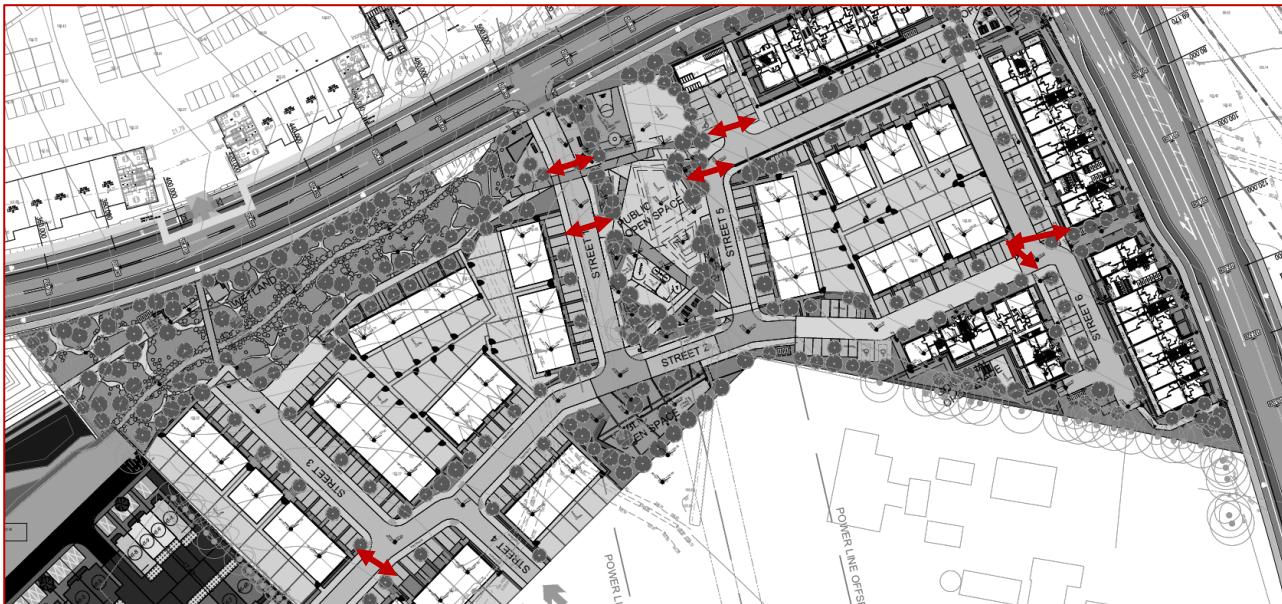
Dropped kerbs and associated tactile paving have been indicated at a proposed crossing of Street 5. There is an in-line approach to the northern crossing point, which could lead to visually-impaired pedestrian inadvertently stepping over the tactile paving and entering the carriageway.

Recommendation

The depth of tactile paving for in-line approaches to dropped kerbs should be 1.2m minimum.



A.1.7 Pedestrian Desire Lines



No crossing facilities have been indicated at a number of likely pedestrian crossing desire lines within the proposed development, including between residential units & the open space areas and across side roads at internal junctions.

The absence of appropriate measures at these likely crossing locations, for example dropped kerbs to facilitate the mobility-impaired and associated tactile paving to advise the visually-impaired, may lead to difficulties for the mobility impaired, particularly wheelchair users, when crossing the carriageway, or to them travelling within the carriageway to find a location where they can access the footpath.

Recommendation

Dropped kerbs and associated tactile paving, of an appropriate type and depth for the type of crossing, should be provided at likely pedestrian crossing locations. Adequate inter-visibility should be available between a non-motorised road user about to commence a crossing and approaching drivers/cyclists at all proposed crossings.

A.1.8 Delineation between Raised Table and Footpath

Raised tables have been indicated at a number of internal junctions within the proposed development. It is unclear, at this early stage in the design development, if a level difference would be provided between the top of the raised table and the adjacent footpath, away from where tactile paving has been indicated at pedestrian crossings, or if the footpath will be flush with the top of the raised table.

If adequate delineation is not provided between the top of the raised table and the adjacent footpath visually impaired pedestrians could inadvertently enter the carriageway.



Recommendation

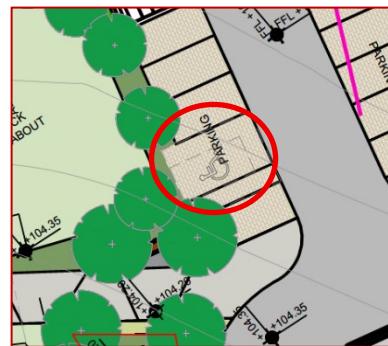
A level difference, detectable by a visually impaired pedestrian, should be provided between the footpath and top of the raised table away from proposed crossing locations.

A.1.9 Travel to/from Accessible Parking

A mobility impaired parking space has been indicated on the side road off of Street 5, however there is no footpath indicated adjacent to the parking space, and the nearest dropped kerb is around the corner.

This layout would result in mobility impaired vehicle occupants having to travel within the carriageway to/from the dropped kerb location.

Recommendation



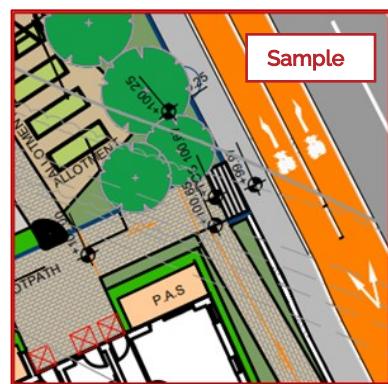
Mobility-impaired parking spaces should be located adjacent to a footpath, with a dropped kerb and associated tactile paving to facilitate access to/from the parking space and the footpath for vehicle occupants.

A.1.10 Warning Tactile Paving at Steps

Steps have been indicated at a number of the pedestrian accesses to the development on the eastern side and the northern side of the proposed development.

Hazard warning tactile paving has not been indicated at the top and bottom of these steps. The absence of warning tactile paving at these locations may lead to visually impaired pedestrians being insufficiently advised of the hazard.

Recommendation

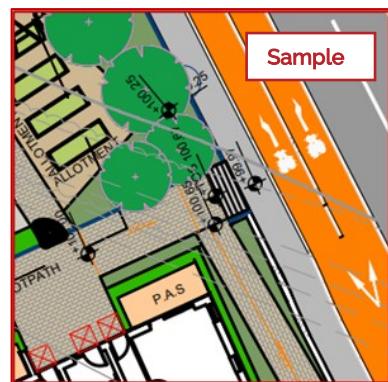


Hazard warning tactile paving should be provided at the top and bottom of steps within the development.

A.1.11 Ramped Access to the Development

Steps have been indicated at a number of the pedestrian accesses to the development on the eastern side and the northern side of the proposed development. However, there is no ramped access indicated to facilitate the mobility-impaired, e.g. wheelchair users, to enter/exit the development at these locations.

This would increase the difficulty experienced by the mobility impaired, who may have to travel an unnecessarily lengthy distance when accessing/egress thing the development, for example via the main access on the Glenamuck District Distributor Road.



Recommendation

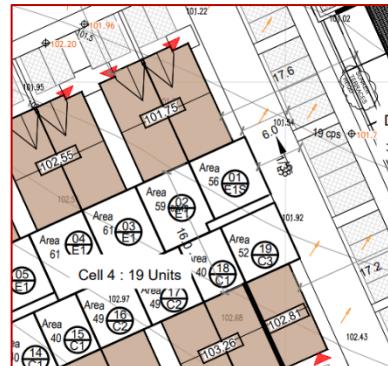
Ramps should be provided adjacent to, or instead of, the steps at the non-motorised road user accesses to the development and buildings, with appropriate gradients and landings.

A.1.12 Discontinuous Footpath

The boundary walls for Units 56 & 52 are indicated as extending to the edge of the Street 6 carriageway. This would result in a discontinuity in the footpath provision along the western side of Street 6, leading to mobility impaired pedestrians having to enter the adjacent carriageway to continue their journey.

Recommendation

Provide a continuous footpath at this location with an adequate lateral offset between the carriageway and any boundary wall/fence.



Appendix B: Walking Audit

The purpose of this Walking Audit is to review the proposed development, and the existing surrounding environment, to assess if it can be readily and comfortably traversed by pedestrians, that the needs of pedestrians have been prioritised over cyclists & vehicles, and that footpaths are continuous and wide enough to cater for the anticipated number of pedestrians.

B.1 Walking Audit Findings

B.1.1 NMU Link to Glenamuck Link Distributor Road

A footpath has been indicated in the southeast of the proposed development to/from the western side of the Glenamuck Link Distributor Road.

It is unclear if this footpath is intended to be used by both pedestrians and cyclists, however it is likely that both types of non-motorised road users would seek to use this route.

If the link is not wide enough to safely accommodate both pedestrians and cyclists, this may lead to pedestrians travelling on the adjacent verge.



Recommendation

The link between the development and the Glenamuck Link Distributor Road should be wide enough to safely accommodate both cyclists and pedestrians.

B.1.2 Width of Route to Bike Store

A bike store is indicated to the west of Duplex Block A, which would be accessed via a footpath. It is unclear if the width of the footpath is sufficiently wide enough to accommodate the expected peak volume of cyclists and pedestrians, leading to some pedestrians or cyclists travelling on the adjacent verge.

Recommendation

The route to/from the bike store should be wide enough to safely accommodate the expected peak volumes of pedestrians & cyclists.

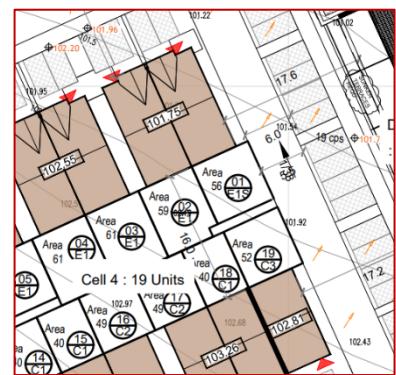


B.1.3 Discontinuous Footpath

The boundary to Units 56 & 52 are indicated as extending to the edge of the Street 6 carriageway. This would result in a discontinuity in the footpath on the western side of Street 6, leading to pedestrians having to enter the adjacent carriageway to continue their journey.

Recommendation

Provide a continuous footpath at this location with an adequate lateral offset between the carriageway and any boundary wall/fence.



Appendix C: Cycle Audit

The purpose of this Cycle Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.

C.1 Cycle Audit Findings

C.1.1 Single-Unit House Bicycle Parking Provision

The proposed residential development comprises 65 single-unit residential properties.

It is indicated that each single-unit residential property will be equipped with sufficient space to park/store bicycles of various types. Both long-term residents and visitors can benefit from such space and bicycles would be both safe and secure when stored within the footprint of the residential unit.

As a result, it is not considered necessary to undertake a specific assessment in relation to bicycle parking requirements for the single-unit residential properties.

C.1.2 Apartment Bicycle Parking Provision

The development will include 70 apartment units in four duplex blocks.

146 long-term bicycle parking spaces and 36 visitor bicycle parking spaces are proposed within the development, with 9 of these being cargo bicycle parking spaces, as per the Mobility Management Plan provided (Doc ref. 4426-MHT-XX-ZZ-RP-T-0002 (Rev.P04)).

Table 4.1 "Standards for Cycle Parking and associated Cycling Facilities for New Developments" of the Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 outlines bicycle parking requirements of 1 long-stay space per housing unit and 1 visitor space per 5 housing units.

Therefore, the minimum bicycle parking requirements for the apartment units in accordance with the DLRCC "Standards for Cycle Parking and associated Cycling Facilities for New Developments" is 70 long-stay cycle spaces, and 14 short stay cycle spaces (84 bicycle parking spaces required in total).

The proposed number of long-term and short-stay bicycle parking spaces within the development meets the Council's minimum requirements.

C.1.3 Long-stay Bicycle Parking Area Doors

It is unclear from the information provided whether the doors to/from the bicycle store are manually operated or powered. Manually operated doors may present difficulties for cyclists accessing/egressing the store.

Recommendation

Doors used by cyclists should be operated electronically by automatic detection or with the push button 3m from the door.

C.1.4 Sheltered Short-Stay Bicycle Parking

The short-stay visitor bicycle parking spaces within the proposed development would be covered (sheltered), as per the Mobility Management Plan provided (Doc ref. 4426-MHT-XX-ZZ-RP-T-0002 (Rev.P04)).

C.1.5 Width of Route to Bike Store

A bike store is indicated to the west of Duplex Block A, which would be accessed via a footpath. It is unclear if the width of the footpath is sufficiently wide enough to accommodate the expected peak volume of cyclists and pedestrians.

Recommendation

The route to/from the bike store should be wide enough to safely accommodate the expected peak volumes of pedestrians & cyclists.

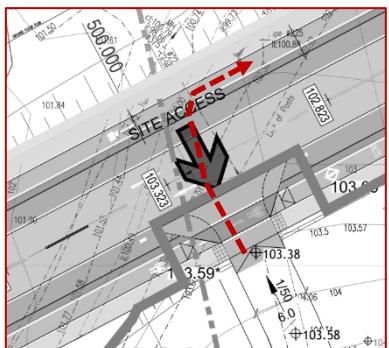


C.1.6 Right-turning Cyclists at Development Access

There are one-way cycle tracks on either side of the Glenamuck District Distributor Road, separated from the carriageway by a grass verge. No arrangement has been indicated on the northern side of the GDDR carriageway to cater for cyclists travelling to/from the cycle track on this side of the GDDR and the development.

This could lead to cyclists choosing to travel in the incorrect direction within the cycle track on the eastern side of the GDDR, or to cyclists remaining within the carriageway.

Recommendation



Provide measures for cyclists to safely access/leave the cycle track on the northern side of the road when accessing or leaving the proposed development access.

C.1.7 NMU Link to Glenamuck Link Distributor Road

A footpath has been indicated in the southeast of the proposed development to/from the western side of the Glenamuck Link Distributor Road.

It is unclear if this footpath is intended to be used by both pedestrians and cyclists, however it is likely that both types of non-motorised road users would seek to use this route.

It is unclear if the width of the footpath is sufficiently wide enough to accommodate the expected peak volume of cyclists and pedestrians.



Recommendation

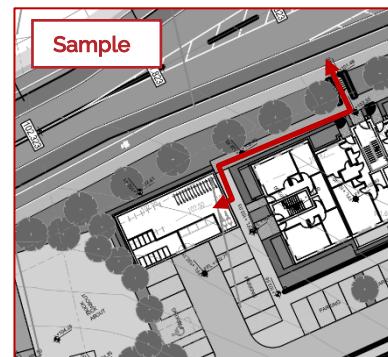
The link between the development and the Glenamuck Link Distributor Road should be wide enough to safely accommodate both cyclists and pedestrians.

C.1.8 Ramped Access to the Development

Steps have been indicated at a number of the pedestrian accesses to the development on the eastern side and the northern side of the proposed development. However, there is no ramped access indicated to facilitate cyclists to enter/exit the development with the exception of the development main access on Glenamuck District Distributor Road. This may lead to cyclists in ascending/descending the steps for a shorter travel distance.

Recommendation

Ramped non-motorised road user accesses should be provided on the eastern side and the northern side of the proposed development.



Appendix D: Road Safety Audit

Meinhardt Ltd.

**Proposed Residential Development
(Southern Site), Glenamuck,
Kilternan, Dublin 18**

Stage 1 Road Safety Audit

P//CE

December 2025

Meinhardt Ltd.

Proposed Residential Development (Southern Site), Glenamuck, Kilternan, Dublin 18

Stage 1 Road Safety Audit

Document Ref:	P25217-PMCE-XX-XX-RP-SA-3_0002
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Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
3.0	XY	PJM	PJM	15 th Dec. 2025	Final Report
2.0	XY	PJM	PJM	11 th Dec. 2025	Revised Report
1.0	XY	PJM	PJM	5 th Dec. 2025	Draft Report



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1 Introduction

1.1 General

This report results from a Stage 1 Road Safety Audit on the Proposed Residential Development (Southern Site) in Glenamuck, Kilternan, Dublin 18 carried out at the request of Mr. Brendan Mitchell of Meinhardt Ltd.

The members of the Road Safety Audit Team are independent of the design team, and include: -

Mr. Peter Monahan
(BE, MSc, CEng, FIEI, RSAcert)
Road Safety Audit Team Leader

Ms. Xue Yan
(BEng, MSc, MIEI)
Road Safety Audit Team Member

The Road Safety Audit took place during November and December 2025 and comprised an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 27th November 2025. Weather conditions during the site visit were dry and the road surface was wet. Traffic volumes during the site visit were high, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix B. Where problems are general to the proposals sample drawing extracts are included within the main body of the report, where considered necessary.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (May 2025), contained on the Transport Infrastructure Ireland (TII) Publications website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit, therefore, no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3: -

- Public Lighting

2 Project Description

The proposed residential development is located on the southern side of Glenamuck District Distributor Road (GDDR), on an existing greenfield site in Glenamuck North, County Dublin. The development is bounded to the north by the recently constructed Glenamuck District Distributor Road, the Glenamuck Link Distributor Road (currently under construction) to its east and the Glenamuck Manor residential estate to its south.

The Glenamuck District Distributor Road (R117) is a recently constructed road, with a posted speed limit of 50kph, extending in a predominantly east to west direction in the vicinity of the development. In the vicinity of the proposed development it is a two-way single carriageway road, and to the east of its junction with the Glenamuck Link Distributor Road it is a two-lane dual carriageway. It includes footpaths and cycle lanes on either side of the road.

The Glenamuck Link Distributor Road is currently under construction. It will extend from its junction with Glenamuck District Distributor Road to a future junction with the R116 in the south.



FIGURE 2.1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

The proposed development would be of: -

- 65 houses and 70 duplex units.
- 195 parking spaces including 3 accessible parking spaces
- 91 bicycle parking spaces including 65 long-stay parking spaces and 26 visitor parking spaces
- A Stop-controlled junction with the Glenamuck District Distributor Road, including a raised-table pedestrian & cyclist crossing of the development access.
- A vehicular access with Glenamuck Manor.
- Internal roads/streets and pedestrian links.

3 Items Arising from the Audit

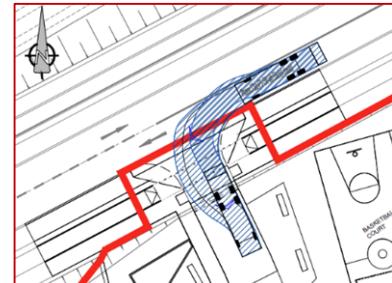
3.1 Development Access Junction on GDDR

Location: Drawing no. 4426-MHT-XX-ZZ-DR-T-20-0002 (Rev.P01)

Summary: Large vehicles entering the development from the Glenamuck District Distributor Road may come to a halt within the Distributor Road when another vehicle is waiting to exit the development, possibly leading shunt collisions.

Large vehicles entering the development from the Glenamuck District Distributor Road may come to a halt on the Glenamuck District Distributor Road should a vehicle leaving the development be stopped at the stop line waiting to join the Distributor Road.

Following drivers on the Distributor Road may not anticipate a vehicle coming to a halt when entering the development junction, leading to late braking and rear-end shunt collisions.



Recommendation

The layout of the development access junction with the Glenamuck District Distributor Road should accommodate vehicles leaving the Distributor Road without having to halt for exiting development traffic.

3.2 Left-turning Driver's awareness of Cyclists at Development Access

Location: Drawing no. NMP_Cowley_Lands_Landscape Master Plan (Rev. -)

Summary: Left-turning drivers from the Glenamuck District Distributor Road may have insufficient visibility of an approaching cyclist due to the vehicle angle & partial setback arrangement.

The likely angle of approach of a left-turning vehicle to the partially set-back cycle track at the development access junction may not afford adequate visibility for left-turning drivers towards approaching cyclists, as the drivers would have to turn and look over their shoulder, and could result in unsafe cycle track crossings by vehicles leading to collisions with cyclists..



Recommendation

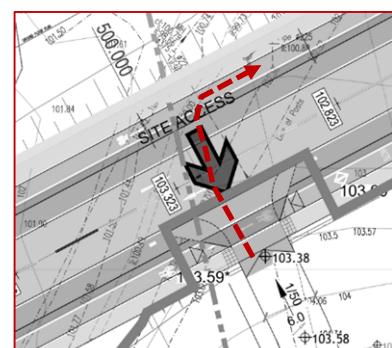
The cycle track crossing at the development access junction should be a fully set back, arrangement.

3.3 Right-turning Cyclists at Development Access

Location: Drawing no. COWLDS-S1-DR-MCORM-AR-P3-1007 (Rev.P4)

Summary: It is unclear how cyclists would travel safely to/from the cycle track on the northern side of the Glenamuck District Distributor Road and the proposed development.

There are one-way cycle tracks on either side of the Glenamuck District Distributor Road, separated from the carriageway by a grass verge. No arrangement has been indicated on the northern side of the GDDR carriageway to cater for cyclists travelling to/from the cycle track on this side of the GDDR and the development.



This could lead to cyclists choosing to travel in the incorrect direction within the cycle track on the eastern side of the GDDR, increasing the risk of collisions with cyclists travelling in the opposing direction, or to cyclists remaining within the carriageway, increasing the risk of being struck by a vehicle.

Recommendation

Provide measures for cyclists to safely access/leave the cycle track on the northern side of the road when accessing or leaving the proposed development access.

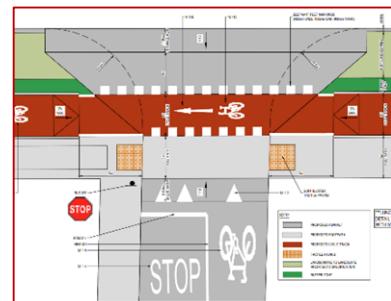
3.4 Delineation between Cycle Track and Footway at Development Access

Location: Drawing No. 4426-MHT-XX-ZZ-DR-C-20-0551(Rev.P01)

Summary: *The raised-table crossing includes both cycle track and footway at the same level, which may lead to visually-impaired pedestrians inadvertently straying into the cycle track, or carriageway, when crossing.*

The cycle track on the Glenamuck District Distributor Road is indicated as being raised to the same level as the adjacent footway on the approach to, and through, the proposed raised-table crossing at the development vehicular access junction.

This could result in visually-impaired or partially-sighted pedestrians inadvertently straying into the cycle track where they are at an increased risk of being struck by a cyclist, and from the cycle track they could inadvertently enter the carriageway where they are at an increased risk of being struck by a vehicle.



Similarly, the edge of the footpath on the development side of the crossing may be insufficiently delineated, possibly resulting in visually-impaired or partially-sighted pedestrians straying into the side road carriageway where they are at an increased risk of being struck by vehicle.

Recommendation

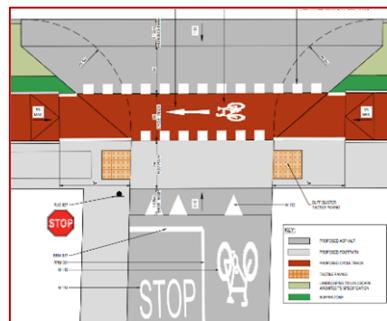
A level difference should be provided between the footway and cycle track on the approaches to, and through, the proposed raised-table crossing. This could be achieved, for example, by a 60mm high bevelled kerb which would facilitate vehicle crossover, whilst providing delineation for visually-impaired pedestrians. Similarly, delineation should be provided between the footway and the side road carriageway.

3.5 Extent of Tactile Paving at Crossing of Development Access

Location: Drawing No. 4426-MHT-XX-ZZ-DR-C-20-0551(Rev.P01)

Summary: *The tactile paving at the raised-table crossing of the development access has not been indicated as extending over the full width of the footpath, which could result in a visually impaired pedestrian inadvertently entering the crossing without being adequately warned.*

The width of the tactile paving within the footpath at the raised-table crossing of the side road at the new junction with the Glenamuck District Distributor Road is not indicated as extending over the full width of the interface between the footpath and the raised-table, which could result in a visually impaired pedestrian inadvertently entering the crossing without being adequately warned, where they are at an increased risk of being struck by vehicle.



Recommendation

The width of the tactile paving at the crossing should extend over the full width of the interface between the footpath and the crossing.

3.6 Footpath Terminals at Home Zones

Location: Drawing no. NMP_Cowley Lands_Landscape Master Plan (Rev. -)

Summary: *The proposed footpath on the northern side of the Street 2 is indicated as terminating at the edge of the home zone, where no measures have been provided advise visually impaired pedestrians that they are entering an area shared with vehicles & cyclists.*

The footpath on the northern side of Street 2 is indicated terminating at a Home Zone at its eastern extent. No measures have been indicated at the transition to advise visually impaired pedestrians that they are entering an area shared with other road users. In addition, it is not clear where the 1.2m wide refuge area (e.g. Safe Zone) for visually impaired or partially-sighted pedestrians will be located within the Home Zone.

The 1.2m refuge area has been indicated on the cross sections as being provided on one side of the Home Zone only, however footpaths terminate at the Home Zone on both sides in some locations.



The absence of measures to advise visually-impaired pedestrians when they are entering/leaving shared areas increases the difficulty for these road users in safely & independently navigating the proposed road layout.

Recommendation

A 'Safe Zone' should be provided within the Home Zones in accordance with the guidance published by the National Disability Authority and appropriate tactile paving should be provided at the transitions between segregated footpaths/carriageways and shared areas.

3.7 Delineator to Refuge

Location: Drawing no.4426-MHT-XX-ZZ-DR-C-20-0551(Rev.P01).

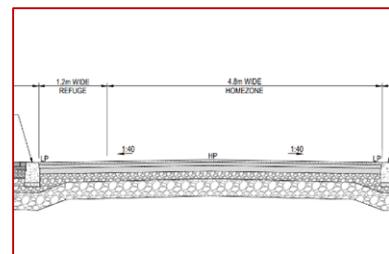
Summary: *It is unclear if a detectable delineator is to be provided to define the refuge area within Home Zone areas.*

A 1.2m wide refuge has been within the proposed Home Zone areas. It is unclear, however, if a detectable (e.g. tactile) delineator will be provided between the refuge area and the remainder of the Home Zone to assist the visually impaired.

The absence of a suitable delineator could lead to difficulties for visually impaired pedestrians safely & independently navigating the proposed Home Zone areas.

Recommendation

The Safe Zone (e.g. refuge area) should be adequately delineated from the remainder of the Home Zone and tie-in with the footpaths outside of the Home Zone.



3.8 Pedestrian Crossing Desire Lines

Location: General Problem

Summary: A number of likely pedestrian crossing desire lines are not accommodated by the proposed crossings, possibly resulting in unsafe crossings.



No crossing facilities have been indicated at a number of likely pedestrian crossing desire lines within the proposed development, including between residential units & the open space areas and across side roads at internal junctions.

The absence of appropriate measures at these likely crossing locations, for example dropped kerbs to facilitate the mobility-impaired and associated tactile paving to advise the visually-impaired, may lead to difficulties for the mobility impaired, particularly wheelchair users, when crossing the carriageway, or to them travelling within the carriageway to find a location where they can access the footpath, increasing the risk of being struck by vehicle.

Recommendation

Dropped kerbs and associated tactile paving, of an appropriate type and depth for the type of crossing, should be provided at likely pedestrian crossing locations. Adequate inter-visibility should be available between a non-motorised road user about to commence a crossing and approaching drivers/cyclists at all proposed crossings.

3.9 Delineation between Raised Table and Footpath

Location: Drawing no. NMP_Cowley Lands_Landscape Master Plan (Rev. -)

Summary: It is unclear if a level difference would be provided between the footpath and the raised tables away from where tactile paving has been indicated at pedestrian crossings.

Raised tables have been indicated at a number of internal junctions within the proposed development. It is unclear, at this early stage in the design development, if a level difference would be provided between the top of the raised table and the adjacent footpath, away from where tactile paving has been indicated at pedestrian crossings, or if the footpath will be flush with the top of the raised table.



If adequate delineation is not provided between the top of the raised table and the adjacent footpath visually impaired pedestrians could inadvertently enter the carriageway where they are at an increased risk of being struck by a vehicle.

Recommendation

A level difference, detectable by a visually impaired pedestrian, should be provided between the footpath and top of the raised table away from proposed crossing locations.

3.10 Depth of Tactile Paving

Location: Drawing 4426-MHT-XX-ZZ-DR-C-0100-S2 (Rev. P01)

Summary: *Insufficient depth of tactile paving at an in-line approach to a crossing could result in a visually-impaired pedestrian inadvertently stepping over the tactile paving and entering the carriageway.*

Dropped kerbs and associated tactile paving have been indicated at a proposed crossing of Street 5.

There is an in-line approach to the northern crossing point, which could lead to visually-impaired pedestrian inadvertently stepping over the tactile paving and entering the carriageway, where they are at risk of being struck by a vehicle.



Recommendation

The depth of tactile paving for in-line approaches to dropped kerbs should be 1.2m minimum.

3.11 Crossing Points at Junction Corners

Location: Drawing no. 4426-MHT-XX-ZZ-DR-C-0100-S2 (Rev. P01)

Summary: *Pedestrian crossing points, including dropped kerbs and tactile paving, at corners will be difficult for visually impaired pedestrians to understand.*

Some pedestrian crossing points have been indicated at the corners of internal junctions within the development.

This layout may lead to confusion for visually impaired pedestrians, as depending on the direction of their approach to the dropped kerb they may misinterpret the direction of the crossing.

In addition, dropped kerbs on corners may increase the risk of vehicles overrunning the footpath & crossing locations when turning, presenting an increased risk of pedestrian/vehicle collisions at the crossing points.



Recommendation

Separate pedestrian crossings of each carriageway, including dropped kerbs and tactile paving, should be provided at pedestrian crossing points along likely desire lines throughout the proposed development.

Tactile paving with dropped kerbs should not be shared between two different crossing directions.

3.12 Restricted Inter-visibility

Location: General Problem

Summary: *Proposed planting, or parked vehicles, may impede inter-visibility at the transition between Home Zones & footpaths or at pedestrian crossings.*

Planting has been indicated throughout the development. In some locations the proposed planting adjacent to pedestrian crossings may impede inter-visibility between a pedestrian waiting at, or commencing, a crossing and an approaching driver, leading to unsafe crossings.

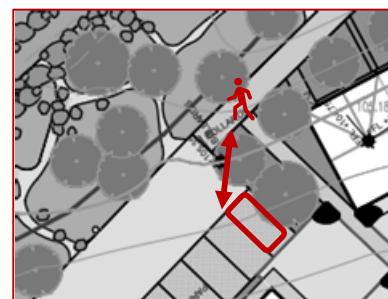
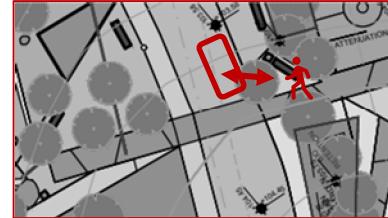
Proposed planting at the western end of the footpath along the southern side of the Wetland area may impede inter-visibility between a pedestrian leaving the footpath and entering the Home Zone and the driver of a vehicle reversing from the nearby parking spaces.

In addition, any number of pedestrian crossings have been indicated at locations adjacent to parking spaces. Parked vehicles may impede inter-visibility between pedestrians and approaching drivers, leading to unsafe crossings and a risk of vehicle/pedestrian collisions.

Recommendation

The proposed planting should not impede inter-visibility between road users within the development, in particular at pedestrian crossing locations.

Adequate inter-visibility should be provided at all crossings.

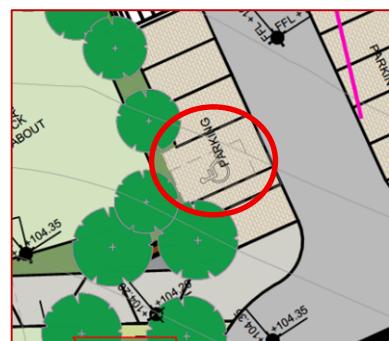


3.13 Travel to/from Accessible Parking

Location: Drawing no. NMP_Cowley Lands_Landscape Master Plan (Rev. -)

Summary: *It is unclear how it is intended that mobility-impaired vehicle occupants will travel to/from the nearest footpath and the proposed mobility-impaired parking space on the side road off Street 5.*

A mobility impaired parking space has been indicated on the side road off of Street 5, however there is no footpath indicated adjacent to the parking space, and the nearest dropped kerb is around the corner.



This layout would result in mobility impaired vehicle occupants having to travel within the carriageway to/from the dropped kerb location, where there is an increased risk of being struck by a vehicle.

Recommendation

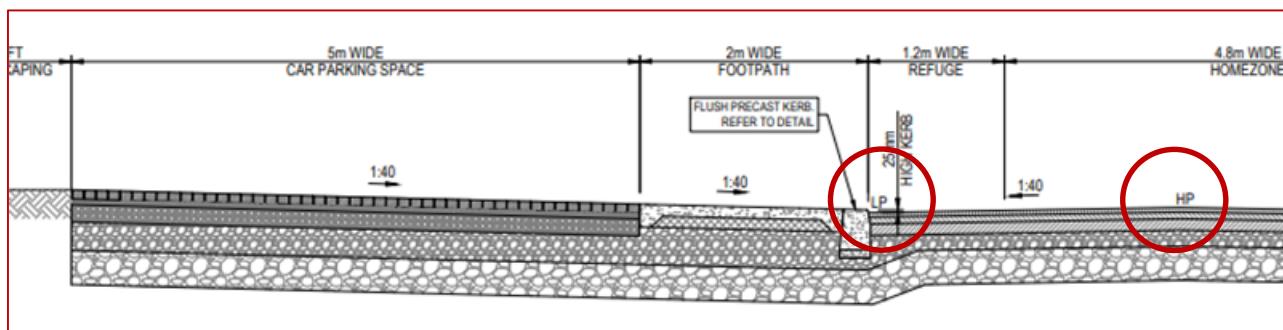
Mobility-impaired parking spaces should be located adjacent to a footpath, with a dropped kerb and associated tactile paving to facilitate access to/from the parking space and the footpath for vehicle occupants.

3.14 Possible Ponding within Internal Carriageway

Location: Street 5

Summary: The absence of gullies on Street 5 may lead to ponding, resulting in an increased risk of loss of traction for vehicles and cyclists during wet or icy weather.

No gullies have been indicated on the carriageway of Street 5. The proposed arrangement whereby the footpath is located in front of the car parking spaces could present run-off from reaching the proposed SuDS Permeable Paving Parking Bays on one side may result in the carriageway being insufficiently drained. Should the carriageway be unable to adequately shed surface run-off, this could result in ponding leading to a loss of traction for vehicles and cyclists, in particular during wet or icy weather.



Recommendation

The carriageways should adequately shed surface run-off such that ponding does not occur.

3.15 Warning Tactile Paving at Steps

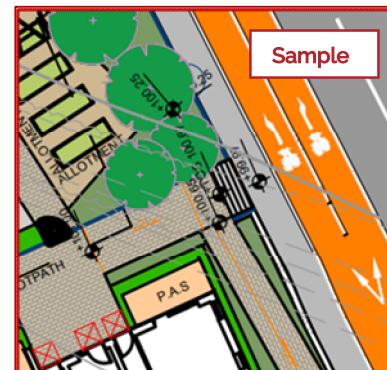
Location: General Problem

Summary: Hazard warning tactile paving has not been indicated at the top and bottom of the steps within the development.

Steps have been indicated at a number of the pedestrian accesses to the development on the eastern side and the northern side of the proposed development.

Hazard warning tactile paving has not been indicated at the top and bottom of these steps. The absence of warning tactile paving at these locations may lead to visually impaired pedestrians being insufficiently advised of the hazard resulting in trips and falls.

Recommendation



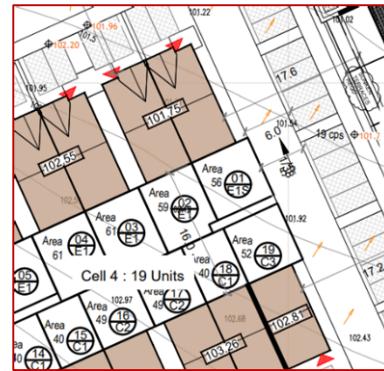
Hazard warning tactile paving should be provided at the top and bottom of steps within the development.

3.16 Discontinuous Footpath

Location: Drawing no. COWLDS-MRM-AR-XX-DR-P3-1007 (Rev. 0) (P4)

Summary: The side boundary walls to Units 56 and 52 extend to the Street 6 carriageway edge, increasing the risk of material damage collisions by vehicles with the boundary and may lead to pedestrians travelling within the adjacent carriageway.

The side boundary walls to Units 56 & 52 have an indicated as extending to the edge of the Street 6 carriageway. It is unclear from the information provided what type of boundary is proposed at this location, nevertheless the proximity of the boundary to the traffic carriageway increases the likelihood of material damage collisions between vehicles and the boundary.



In addition, the resulting discontinuity in the footpath on the western side of Street 6 could lead to pedestrians entering the adjacent carriageway, where they are at an increased risk of being struck by a vehicle.

Recommendation

Provide a continuous footpath at this location with an adequate lateral offset between the traffic carriageway and any boundary wall/fence.

3.17 Steps into Carriageway

Location: Drawing no. NMP_Cowley Lands_Landscape Master Plan (Rev. -)

Summary: A set of steps at the entrance to Duplex Block C exit directly into the carriageway of Street 6.

Steps have been indicated to/from Duplex Block C on the eastern side of Street 6 which exit directly onto the carriageway at this location.



Drivers may not anticipate a pedestrian to exit directly into the carriageway and, therefore, may have insufficient time to react resulting in an increased risk of vehicle-pedestrian collisions.

Recommendation

The steps should exit onto a footpath and not directly into the carriageway.

3.18 Width of Route to Bike Store

Location: Drawing no. NMP_Cowley Lands_Landscape Master Plan (Rev. -)

Summary: It is unclear if the route to the bike store within the development is sufficiently wide enough to accommodate the expected volume of cyclists and pedestrians.

A bike store is indicated to the west of Duplex Block A, which would be accessed via a footpath. It is unclear if the width of the footpath is sufficiently wide enough to accommodate the expected peak volume of cyclists and pedestrians, leading to some pedestrians or cyclists travelling on the adjacent verge, leading to an increased risk of slips, trips or falls, particularly in wet or icy weather.



Recommendation

The route to/from the bike store should be wide enough to safely accommodate the expected peak volumes of pedestrians & cyclists.

3.19 NMU Link to Glenamuck Link Distributor Road

Location: Drawing no. NMP_Cowley Lands_Landscape Master Plan (Rev. -)

Summary: *It is unclear if the proposed footpath between the development and the Glenamuck Link Distributor Road would be sufficient to accommodate both pedestrians and cyclists.*

A footpath has been indicated in the southeast of the proposed development to/from the western side of the Glenamuck Link Distributor Road. It is unclear if this footpath is intended to be used by both pedestrians and cyclists, however it is likely that both types of non-motorised road users would seek to use this route. If the link is not wide enough to safely accommodate both pedestrians and cyclists, this could result in an increased risk of conflicts between these road users.

Recommendation



The link between the development and the Glenamuck Link Distributor Road should be wide enough to safely accommodate both cyclists and pedestrians.

4 Observations

4.1 No accessible parking spaces appear to be indicated in the vicinity of Duplex Block B and C within the proposed development. This may lead to difficulties for mobility impaired residents of the apartments, particularly wheelchair users, when entering/exiting their vehicle should they have to park in standard parking spaces.

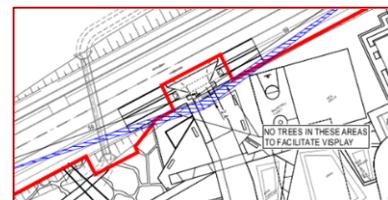


4.2 Trees have been indicated adjacent to the development access onto the Glenamuck District Distributor Road on Drawing NMP_Cowley Lands_Landscape Master Plan.

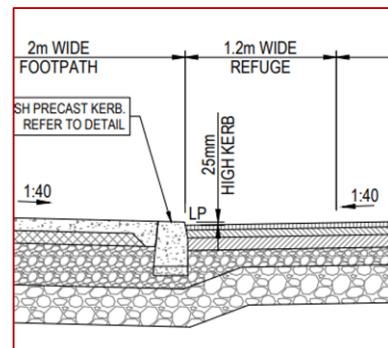
A note in Drawing 4426-MHT-XX-ZZ-DR-T-20-0011 (Rev.P01) and indicates that no trees will be provided in this area to facilitate the visibility splay for exiting drivers.



If trees are provided within the visibility splay this may impede visibility for exiting drivers resulting in unsafe exiting manoeuvres and possible vehicle/cyclist or side-on vehicle collisions.



4.3 Whilst a 25 mm kerb has been indicated between the proposed footpath and the carriageway where vehicle crossover is required to access car parking spaces, it may be preferable to provide a greater level difference (e.g. 60mm) and a tapered kerb to facilitate vehicular access.



5 Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

ROAD SAFETY AUDIT TEAM LEADER

Peter Monahan

Signed:



Dated:

15/12/2025

ROAD SAFETY AUDIT TEAM MEMBER

Xue Yan

Signed:



Dated:

15/12/2025

6 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Proposed Residential Development (Southern Site), Glenamuck, Kilternan, Dublin 18

Route No.: Glenamuck District Distributor Road & Glenamuck Link Distributor Road

Audit Stage: 1 Date Audit Completed: 01/12/2025

	To be Completed by Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	Yes	No	Large refuse vehicles enter the development infrequently and normally outside of peak hours. With a fully setback cycleway arrangement, now proposed, the situation is improved that this would be deemed a low-risk issue.	Yes
3.2	Yes	Yes		
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	Yes	Yes		
3.6	Yes	Yes		
3.7	Yes	Yes		
3.8	Yes	Yes		
3.9	Yes	Yes		
3.10	Yes	Yes		
3.11	Yes	Yes		
3.12	Yes	Yes		
3.13	Yes	Yes		

Road Safety Audit Feedback Form

Scheme: Proposed Residential Development (Southern Site), Glenamuck, Kilternan, Dublin 18

Route No.: Glenamuck District Distributor Road & Glenamuck Link Distributor Road

Audit Stage: 1 **Date Audit Completed:** 01/12/2025

	To be Completed by Designer			To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.14	Yes	Yes	Street 5 would be a single cambered road draining downwards to the SuDS filter swale.	
3.15	Yes	Yes		
3.16	No	No	The discontinuous footpath highlighted is a verge not a footpath, the footpath is located on the eastern side of the car parking.	Yes
3.17	No	No	These steps are provided for emergency escape in the event of fire and will not be in everyday use. The alternative level access to the west is the day to day use.	Yes
3.18	Yes	Yes		
3.19	Yes	Yes		

Signed: Brendan Mitchell Designer **Date** 09/12/2025

Signed: Peter J. Monahan Audit Team Leader **Date** 15/12/2025

Signed: A. Charlesworth Employer **Date** 16/12/2025

Appendix A - Documents Submitted to the Road Safety Audit Team

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
Proposed Residential Development, Glenamuck North, Kilternan, Dublin 18 Traffic & Transport Assessment	4426-MHT-XX-ZZ-RP-T-0001	P02
Proposed Residential Development, Glenamuck North, Kilternan, Dublin 18 Mobility Management Plan	4426-MHT-XX-ZZ-RP-T-0002	P02
General Arrangement	4426-MHT-XX-ZZ-DR-C-0100-S2	P01
Tactile Paving, Kerb & Pavement Details	4426-MHT-XX-ZZ-DR-C-20-0550	P01
Raised Table & Typical Road Sections	4426-MHT-XX-ZZ-DR-C-20-0551	P01
Swept Path Analysis, Fire Tender	4426-MHT-XX-ZZ-DR-T-20-0001	P01
Swept Path Analysis, Refuse Vehicle	4426-MHT-XX-ZZ-DR-T-20-0002	P01
Swept Path Analysis, Large Car	4426-MHT-XX-ZZ-DR-T-20-0003	P01
Visibility Splay	4426-MHT-XX-ZZ-DR-T-20-0011	P01
Site Layout - Site A	COWLDS-MRM-AR-XX-DR-P3-1007	0 (P4)
NMP_Cowley Lands_Landscape Master Plan	-	-

Appendix B – Problem Locations

Problem 3.1	Problem 3.2
Problem 3.4	Problem 3.5

Problem 3.3	Problem 3.13	Problem 3.18
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General Problem 3.12
General Problem 3.8
General Problem 3.15

Problem 3.19

