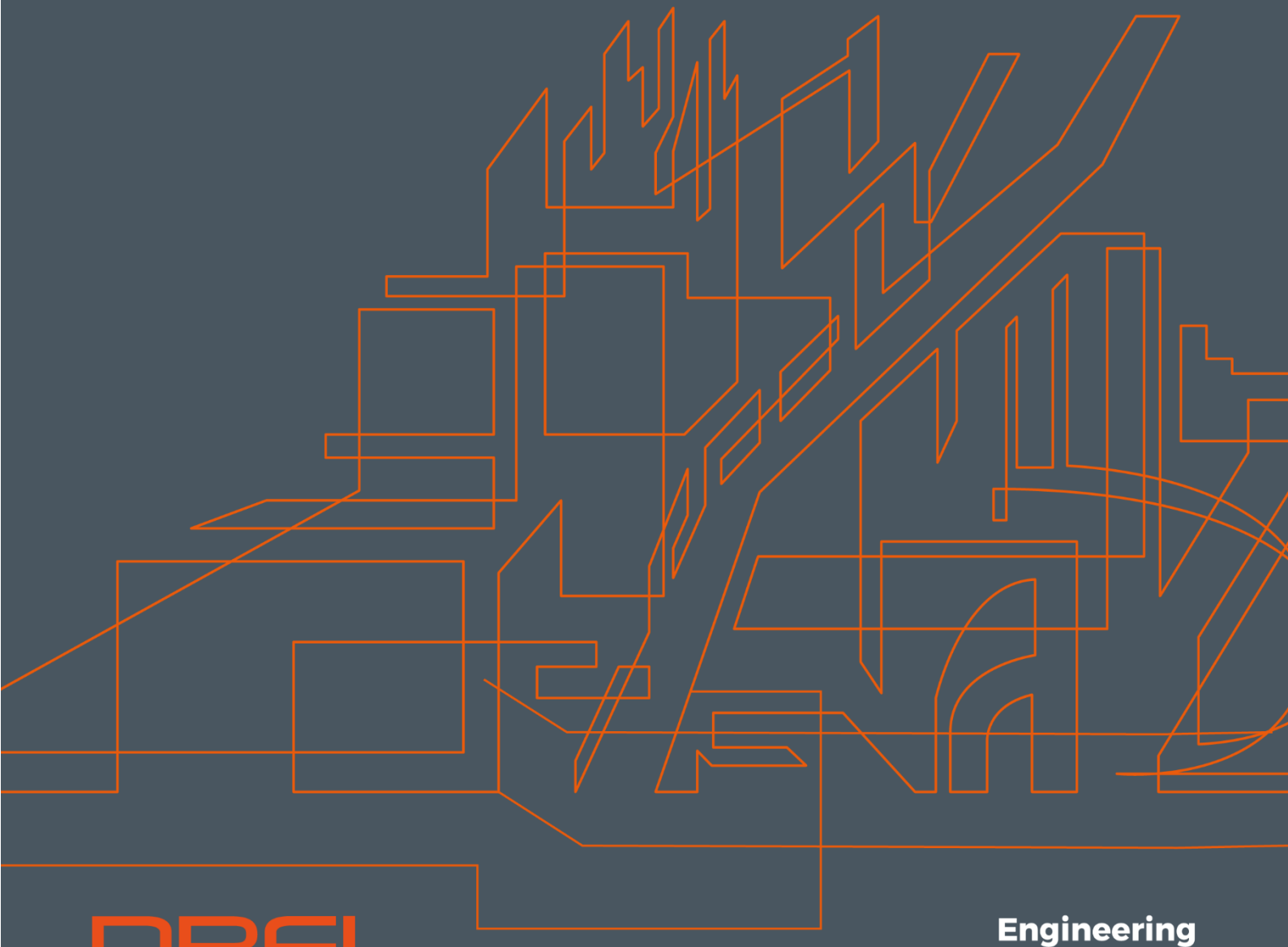
Residential-led Mixed-Use Development at Sandford Road, Milltown

Preliminary Design Stage Quality Audit

190226-X-90-X-XXX-RP-DBFL-CE-0004

December 2025



DBFL CONSULTING ENGINEERS

Engineering Sustainable Futures

Project Title:	**Residential-led Mixed-Use Development at Sandford Road, Milltown**		
Document Title:	**Preliminary Design Stage Quality Audit**		
File Ref:	**190226-X-90-X-XXX-RP-DBFL-CE-0004**		
Status:	**P1 - Information**	Rev:	**1**
	S - Issued		

Status	Rev.	Date	Descriptio	Prepared	Reviewed	Approved
P1	0	27/11/25	First Issue	Ruairi Browne	Sayed Ahmad Saeed	Sayed Ahmad Saeed
P1	1	04/12/25	Final Issue	Ruairi Browne	Sayed Ahmad Saeed	Sayed Ahmad Saeed

Contents

Figures

Tables

1 INTRODUCTION

1.1 Background

DBFL Consulting Engineers (DBFL) have been commissioned to prepare a Preliminary Design Stage Quality Audit for a Large-Scale Residential Development comprising of a total of 562 no. residential units, a cultural / community space, a café / restaurant, and a creche, at a circa 4.26-hectare site at Milltown Park, Sandford Road, Dublin 6.

This Preliminary Design Stage Quality Audit forms part of the planning submission for the proposed residential development.

The general location of the subject development in relation to the surrounding road network is illustrated in **Figure 1-1** below.

Figure 1-1 Subject Site Location (Source: Google Earth)

1.2 Quality Audit Scope

The geographical scope of this Quality Audit considers the subject development site (extent of proposed new infrastructure works within the site boundary) which includes the proposed site

access/egress locations. In addition, the immediate pedestrian/cycle/vehicular routes leading to/from the development site have also been included within the Quality Audit. The geographical scope of this Quality Audit is illustrated in Figure 1-2 below.

Figure 1-2: Geographical Scope of Quality Audit

1.3 Quality Audit Procedure

The definition of a Quality Audit is provided within the Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit", and states: -

"QA 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. QA is a process, applied to highway, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of a place, functionality, maintenance and safety are achieved."

The Design Manual for Urban Roads and Streets (DMURS) states that;

"the intention of a Quality Audit is not to pass or fail a design rather it is intended as an assessment tool that highlights the strengths and weaknesses of a design and a documented process of how decisions were made."

DMURS Advice Note No. 4 provides designers with guidance in relation to the preparation and content of Quality Audits in Ireland. The Quality Audit report structure has been compiled in reference to DMURS Advice Note No. 4 and international best practice guidance including, amongst others, the Department for Transport (UK) Traffic Advisory Leaflet 5/11 "Quality Audit", and the CIHT document "Manual for Streets 2". Through the adoption of the guidance detailed within the aforementioned documents, DBFL submit that this Quality Audit complies fully with the requirements introduced in DMURS.

For developer led schemes the Quality Audit is an integral element of the development team approach through which all relevant disciplines contribute to the planning process. The Quality Audit seeks to identify a set of clear, agreed outcomes and recommendations that are set fed back into the design process through discussion and agreement with the relevant parties of the design team (e.g. architects, planners, engineers etc.). The Quality Audit process can be summarised as follows:

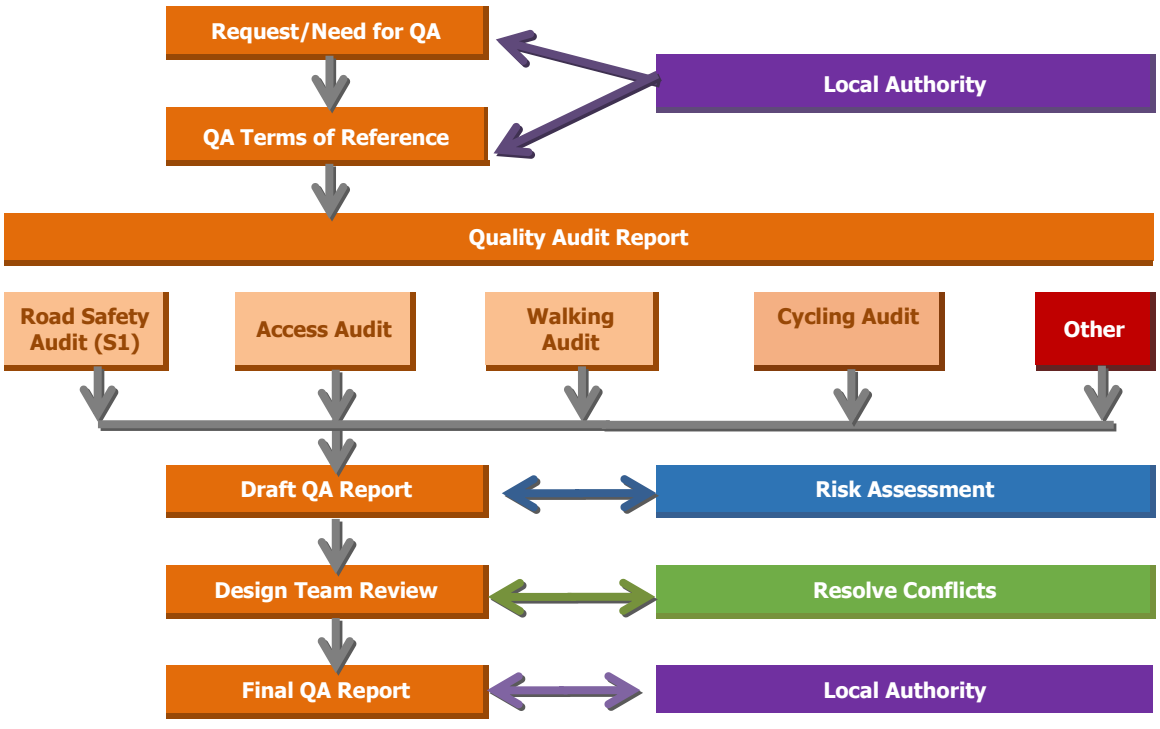


Figure 1-3: Quality Audit Process

1.4 Report Structure

Section 2 introduces the principal characteristics of the development of the scheme. The purpose and context of the Quality Audit process are detailed in in Section 3.

A summary of the Quality Audit findings and associated recommendations are outlined in section 4, whilst Section 5 details the Audit Team Statement.

Section 6 summarises the list of information provided to the audit team for the purposes of the audit.

2 CHARACTERISTICS OF PROPOSALS

The subject scheme is a large-scale residential development, with the following development description:

Sandford Living Limited intend to apply for permission for a Large-Scale Residential Development at a c. 4.26 hectare site at Milltown Park, Sandford Road, Dublin 6, D06 V9K7. Works are also proposed on Milltown Road and Sandford Road to facilitate access to the development including improvements to pedestrian facilities on an area of c. 0.16 hectares. The development's surface water drainage network shall discharge from the site via a proposed 300mm diameter pipe along Milltown Road through the junction of Milltown Road / Sandford Road prior to outfalling to the existing drainage network on Eglinton Road (approximately 200 metres from the Sandford Road / Eglinton Road junction), with these works incorporating an area of c. 0.32 hectares. The development site area, road works and drainage works areas will provide a total application site area of c. 4.74 hectares.

The development will principally consist of: the demolition of c. 4,847.5 sq m of existing structures on site including Milltown Park House (880 sq m), Milltown Park House Rear Extension (2,031 sq m), the Finlay Wing (622 sq m), the Archive (1,240 sq m) and the Link Building between Tabor House and Milltown Park House Rear Extension to the front of the Chapel (74.5 sq m); the refurbishment and reuse of Tabor House (1,575 sq m) and the Chapel (768 sq m) and the provision of a single storey glass entrance lobby to the front and side of the Chapel (52 sq m); and the provision of 562 No. residential units comprising 6 No. three-bed courtyard houses and 556 No. apartment units (70 No. studios, 176 No. one-bed units, 267 No. two-bed units and 43 No. three-bed units).

Block A1 will range in height from 5 No. storeys to 8 No. storeys and will comprise 81 No. apartment units; Block A2 will range in height from 6 No. storeys to 8 No. storeys and will comprise 139 No. apartment units; Block B will range in height from 3 No. to 7 No. storeys and will comprise 74 No. apartment units; Block C will range in height from 4 No. storeys to 7 No. storeys and will comprise 151 No. apartment units; Block D will range in height from 3 No. storeys to 5 No. storeys and will comprise 30 No. apartment units; Block E will be 2 No. storeys in height and will comprise 6 No. courtyard type houses; and Block F will range in height from 5 No. storeys to 7 No. storeys and will comprise 81 No. apartment units.

The development also includes the provision of: cultural/community space within Tabor House (4 No. storeys including lower ground floor level) and the Chapel (2 No. storeys including lower ground floor level and mezzanine level) (1,698 sq m) with associated outdoor space (248 sq m); a café/restaurant (179 sq m) and a creche (375 sq m) within Block F with associated outdoor creche play area; ancillary residents' amenities and facilities (324 sq m) within Blocks B & C; and a single storey bin store and substation adjacent to Block F (101 sq m).

The development also provides a new access from Milltown Road (which will be the principal vehicular entrance to the site) in addition to utilising and upgrading the existing access from Sandford Road as a secondary access principally for deliveries, emergencies and taxis; new pedestrian access points; pedestrian/bicycle connections through the site; 319 No. car parking spaces (288 No. at basement level and 31 No. at surface level); set down area for deliveries; bicycle parking; 22 No. motorcycle spaces; bin storage; boundary treatments; private balconies and terraces facing all directions; hard and soft landscaping including public open space and communal open space; green/blue roofs; PV panels; substations; lighting; plant; lift cores and overruns; and all other associated site works above and below ground.

The proposed development has a gross floor space of c.50,196 sq m above ground level over a partial basement (under part of Blocks A1 and A2 and under Blocks B and C) measuring c. 10,550 sq m, which includes parking spaces, bin storage, bike storage and plant.

3 QUALITY AUDIT CONTEXT

3.1 Introduction

This section describes the general context of the Quality Audit which encompasses a Stage 1 Road Safety Audit, Access Audit, Walking Audit and Cycling Audit. The scope of the audit considers the subject development site and the immediate pedestrian/cycle/vehicular routes leading to/from the development site.

The Audit Team membership was as follows:

Team Leader:	Sayed Ahmad Saeed BEng Tech BEng (Hons) MEng CEng MIEI Cert Comp RSA ***DBFL Consulting Engineers (Dublin)*** ***TII approval number:*** *SS 3419515*
Team Member:	Ruairi Browne BEng (Hons) MIEI ***DBFL Consulting Engineers (Dublin)*** ***TII approval number:*** *RB 283140*

The Audit comprised a desktop review of the information (listed in Section 6 of this report), in addition to an examination on-site of the existing local road network characteristics. The site was visited on Tuesday the 18th of November 2025 between 9am and 11am during day light hours. At the time of the site audit the weather was dry with all road/footway surfaces being noted as dry.

This Audit has been carried out in accordance with the DMRB (UK) Section 5 Part 2 HD45/02 Non-Motorised User Audits, the relevant sections of Transport Infrastructure Ireland guidance GE-STY-01024 dated May 2025 for Road Safety Audits, in addition to respecting the DMURS requirements of the Access Audit, Cycling Audit and Walking Audit.

The Audit Team has examined only those issues within the proposed design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other design criteria. The objective of the site visit was quantifying:

- existing traffic (pedestrian, cyclist and vehicular) and travel demand characteristics,
- the provision of dedicated facilities availability for vulnerable road users,
- the likely travel desire lines/links to/from the subject site, and

- any issues that might impact the safety of non-motorised users (NMU's).

The problems identified and described in this report are considered by the Audit Team to require action in order to improve the safety of the Scheme and minimise accident occurrence.

The problems as outlined within the following section have been categorised into the various different user groups, identifying the audit type which they encompass as detailed in Table 3-1 below.

Problem Reference	Access Audit	Walking Audit	Cycling Audit	Road Safety Audit	Quality Audit
G1	✓	✓	✓	✓	✓
S1	✓	✓	✓	✓	✓
S2	✓	-	✓	✓	✓
S3	✓	✓	-	✓	✓

Table 3-1 Problem Identification

3.2 Collision History

The Audit Team was not provided with historical road traffic collision data for the study area. The auditors checked the Road Safety Authority website and noted that access to Road Traffic Collision (RTC) data is not available at present. The Road Safety Authority website states the below.

"We are in the process of reviewing our road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete".

4 ITEMS RAISED DURING THIS QUALITY AUDIT

4.1 PROBLEMS AT GENERAL LOCATIONS

4.1.1 Location (G1) – Lighting

Problem

No details regarding the proposed schemes street lighting have been provided to the audit team. As a result, the audit team cannot comment upon the appropriateness of the proposed schemes street lighting strategy.

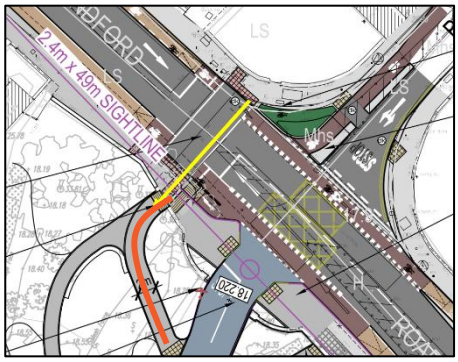
Recommendation:

It is recommended that appropriate level of illumination should be achieved across all pedestrians, cycle, and vehicle routes. The street lighting poles should be positioned as such that they do not present hazard to pedestrian and cyclists or reduce effective width of footpath.

4.2 PROBLEMS AT SPECIFIC LOCATIONS

4.2.1 Location (S1) – Northern Cycle Access

Problem



At the northern access to the development, a signalised toucan crossing is provided on the western arm of the crossroads junction. Cyclists coming from the west and wishing to access the development may cross at the toucan crossing and enter the shared area. However, this shared area seems to be a tight space and ends abruptly which may lead to conflicts between cyclists and pedestrians. Also, cyclists are likely to continue through the western pedestrian access gate, where pedestrians may not expect cyclists, and where they may strike pedestrians.

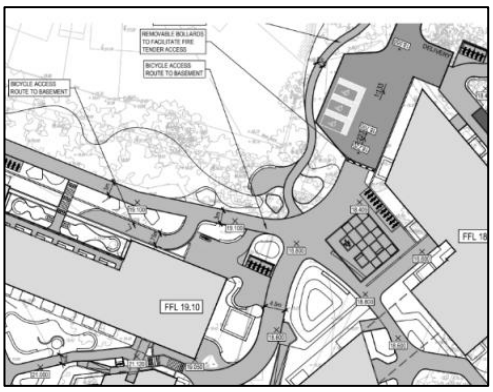
Recommendation:

It is recommended that the shared area at the northern access should be widened. Also, the proposed 2m footpath from/to the pedestrian access gates should be converted to a shared path and provided with appropriate signages and tactile paving.

4.2.2 Location (S2) – Basement Cycle Access

Problem

A bicycle access route to the basement is provided. It is unclear if this bicycle only route will have a colour contrast or pavement texture different to the pedestrian routes to distinguish it as cyclists only. A lack of contrast could lead to pedestrians using the route resulting in potential collisions.



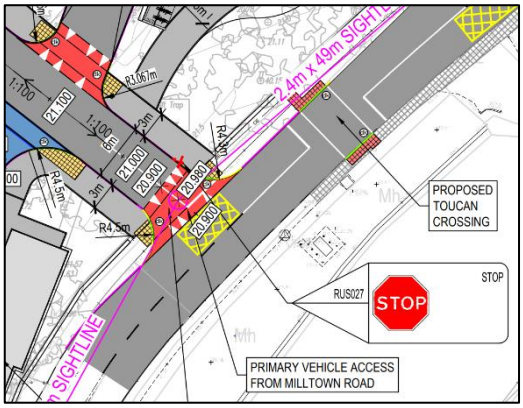
Recommendation:

It is recommended that colour contrasting materials along with suitable road markings and signage should be provided for cyclist-only routes and shared-use routes, and that they should be suitably wide to cater for both cyclists and pedestrians.

4.2.3 Location (S3) – Toucan Crossing

Problem

A toucan crossing is proposed to the north of the western site access. No transitions for cyclists are provided, and the footpath appears to be pedestrianonly. A lack of transitions may cause cyclists to wait in the carriageway to cross at the toucan crossing, where they may be struck by vehicles.



Recommendation:

It is recommended that transitions for cyclists should be provided at the toucan crossing, and that any shared areas should be marked as such, with appropriate tactile paving.

4.3 COMMENTS

The following information were not provided to the audit team.

- Lighting Drawings
- Drainage Drawings
- Basement Drawings
- Swept Path Analysis for refuse or emergency vehicles

5 AUDIT TEAM STATEMENT

5.1 AUDIT TEAM STATEMENT

I certify that I have examined the drawings and other information listed in Chapter 4. This Audit has been carried out with the sole purpose of identifying any features of the Design that could be removed or modified to improve the safety of the Scheme. The problems that I have identified have been noted in the report, together with suggestions for improvement which we recommend should be studied for implementation.

Audit Team Leader: Mr. Sayed Ahmad Saeed *BEng Tech BEng (Hons) MEng CEng MIEI Cert Comp RSA*
DBFL Consulting Engineers (Dublin)

Signed: 

Date: 27/11/2025

Audit Team Member: Mr. Ruairi Browne *BEng (Hons) MIEI*
DBFL Consulting Engineers (Dublin)

Signed: 

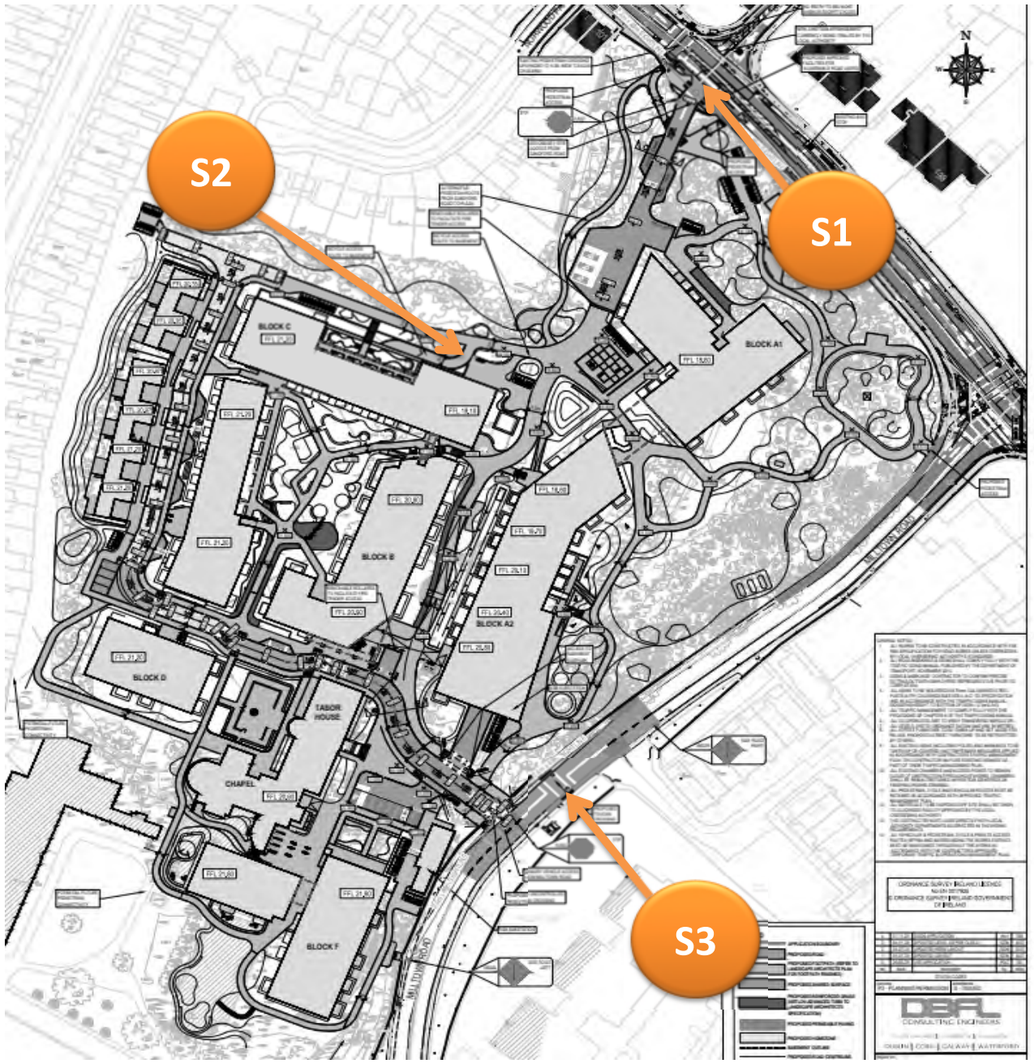
Date: 27/11/2025

6 LIST OF INFORMATION RECEIVED

Items Received		Yes/No	Details
1	Scheme Description	Yes	Information was provided in an email
2	Project Brief	Yes	
3	Scheme / Project Drawings	Yes	• X-04-Z00-DTM-DR-DBFL-CE-1201 Roads Layout • X-04-Z00-DTM-DR-DBFL-CE-1202 General Arrangement - Sandford Road to Eglington Road Junction
4	Departures from Standard	No	
5	Traffic Signal Information	Yes	• Drawings received listed above
6	Road Signs & Road Marking Details	Yes	• Drawings received listed above
7	Traffic Count Information	Yes	• Traffic Survey Data for 3 Junctions
8	Speed Survey Data	No	
9	Collision Data	No	
10	Previous Road Safety Audit Reports	No	
11	Relevant Design Standards	No	
12	Public Transport Information	No	
13	Other Information	No	

Table 6-1 Information Received as basis Quality Audit

Appendix A : Problem Location Map



Project :	**Sandford LRD**	Designed :	RB	Prepared:	RB
		Date :	November 2025	Checked :	SAS
Client :	**Sandford Living Limited**	Scale :	NTS		
Drawing Title :	**Quality Audit** **Problem Locations**	File Ref :	190226-X-90-Z00-XXX-RP-DBFL-CE-0001		
		Drawing No :	**190226**		

DBFL CONSULTING ENGINEERS

***Note: For general problems, examples of locations are indicated. Not all occurances of the specific general problem reference are shown**

Appendix B : Feedback Form

DBFL CONSULTING ENGINEERS

QUALITY AUDIT FEEDBACK FORM

Scheme: Residential-led Mixed-Use Development at Sandford Road, Milltown

Audit Stage: Preliminary Design Stage Quality Audit

Date Audit (Site Visit) Completed: November 2025

To be Completed By Designer				To be Completed by Audit Team Leader
Problem No. in Road Safety Audit Report	**Problem accepted (yes/no)**	**Recommended measure 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)**
G1	Yes	Yes		
S1	Yes	Yes		
S2	Yes	Yes		
S3	Yes	Yes		

Signed:  **Designer:** **HELEN GENDY** **Date:** **03/12/25**

Signed:  **Employer:** **Ardstone** **Date:** **04/12/25**

Signed:  **Audit Team Leader:** **Sayed Ahmad Saeed** **Date:** **04/12/2025**

Please complete and return to safety auditor.

ENVIRONMENT
ISO 14001:2015
NSAI Certified

HEALTH
& SAFETY
ISO 45001:2018
NSAI Certified

QUALITY
I.S. EN ISO 9001:2015
NSAI Certified

Engineering
Sustainable
Futures

DBFL
CONSULTING ENGINEERS

Dublin Office

Ormond House
Upper Ormond Quay
Dublin 7, Ireland
D07 W704

+ 353 1 400 4000
info@dbfl.ie
www.dbfl.ie

Cork Office

14 South Mall
Cork, Ireland
T12 CT91

+ 353 21 202 4538
info@dbfl.ie
www.dbfl.ie

Galway Office

Odeon House
7 Eyre Square
Galway, Ireland
H91 YNC8

+ 353 91 33 55 99
info@dbfl.ie
www.dbfl.ie

Waterford Office

Suite 8b The Atrium
Maritana Gate, Canada St
Waterford, Ireland
X91 W028

+ 353 51 309 500
info@dbfl.ie
www.dbfl.ie