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Dún Laoghaire-Rathdown County Council Planning,
County Hall,
Marine Road,
Dún Laoghaire,
A96 K6C9
Dublin

Date 19.01.2026

Ref T-SD

PROJECT NO. G538

**RE: OCSC NOTE ON RSA FOR 300 UNIT PLANNING APPLICATION**

Dear Sir Madam,

OCSC act as civil and transport engineers for the above development. The site holds extant permission for 276 units. The current application seeks 300 units via a minor extension to the North Block, Block A, only. There are no changes to the permitted road layout, access strategy, junction arrangements, or pedestrian/cycle facilities.

Road Safety Audit already completed and closed

- A combined Stage 1&2 Road Safety Audit (RSA) was carried out for the permitted layout (scheme: "Baker's Corner, Student Accommodation"), with the audit site visit completed on 8-9 September 2025. The Designer's Feedback/Response was signed off on 24 September 2025, closing the design-stage audit in accordance with TII GE-STY-01024. Copies of the signed feedback form and closure are enclosed.
- For completeness, we also enclose the final signed QA RSA Stage 2 report: "2821OCSC - Student Accommodation Bakers Forge - QA RSA ST2 - FINAL.pdf." This aligns with TII's requirements that a Final Completed RSA comprises the signed Audit Team Statement and a signed feedback form confirming the stage is complete.

Why a new RSA is not required for this application

- TII's RSA standard sets out the audit stages and completion/closure process via the Feedback Form. Where a Stage 1&2 audit has been undertaken to detailed-design level, that is the only design-stage audit before construction; a re-audit is only required if amendments are substantial. The present proposal is a modest internal increase in units via a small extension to the North Block with no alterations to the permitted road or active-travel layout, so there is no trigger for re-audit.
- For development schemes, the Guidelines note that planning applications should include at least one RSA stage and that conditions can secure implementation of the agreed recommendations. That requirement has been met and closed for the permitted layout; the current application does not change the road layout, access or junctions.

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Bicycle/Active Travel audit position

- Under DMURS, the Quality Audit incorporates safety for walking and cycling, with the RSA element to comply with GE-STY-01024. The previously completed RSA and signed feedback satisfy this requirement for the permitted layout, which remains unchanged.

Commitments

- Should any physical changes to the road layout arise at construction, a Stage 3 RSA will be undertaken at completion (and Stage 4 in early operation) in the normal way. This sits outside the present application, which does not alter the audited layout.

We respectfully request that the Council confirms the previously completed Road Safety Audit and the Bicycle/Active Travel (DMURS Quality Audit) findings remain valid and sufficient for the current application for 300 units, given:

- No changes to the permitted road, junction or active travel layout; and
- The prior RSA was completed and closed out in accordance with TII GE-STY-01024/01027.

Yours sincerely



Shaun Doody
**BE MSc MIEI CEng MIStructE**
**Director**
For O'Connor Sutton Cronin

Title: **DMURS Stage 2 Quality Audit Including**

**Stage 2 Road Safety Audit,**

**For;**

**Proposed Student Accommodation at Bakers Forge, Rochestown Avenue, Dun Laoghaire, Co. Dublin**

Client: **OCSC Consulting Engineers on behalf of Baker Forge Properties Ltd.**

Date: **September 2025**

Report reference: **2821R01**

VERSION: **FINAL (26-9-2025)**


Prepared By:

**Bruton Consulting Engineers Ltd**

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# 1.0 Introduction

This report was prepared in response to a request from Shaun Doody, OCSC Consulting Engineers, for a Stage 2 DMURS Quality Audit for a proposed student residential development known as Baker's Forge at the corner of Rochestown Avenue and Kill Avenue in Dun Laoghaire.

The Audit Team comprised of;

| | |
|---|---|
| Team Leader: | **Norman Bruton**, BE CEng FIEI, Cert Comp RSA. |
| | **TII Auditor Approval no.** NB 168446 |
| Team Member: | **Owen O'Reilly,** B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI |
| | **TII Auditor Approval no:** OO 1291756 |

The Audits involved the examination of drawings and other material provided and a site visit by both audit team members, together, on the 8th of September 2025. The weather at the time of the site visit was wet and the road surface was also wet.

**The Combined Stage 1&2 Road Safety Audit** has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated May 2025.

**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 including Advice Notes. The Quality Audit is composed of a number of distinct audits which include an Accessibility Audit, a Walking Audit and a Cycling Audit (i.e. aspects of a Quality Audit carried out independent of the Design Team.

Many issues raised in the Road Safety Audit would also be raised in the various aspects of the Quality Audit, however to avoid repetition items that are common to more than the Road Safety Audit have been included in a table at the start of Section 3.0 of this report.

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. 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 for road users.

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

The information supplied to the Audit Team is listed in **Appendix A.** The feedback form is contained in **Appendix B.** A plan drawing showing the problem locations is contained in **Appendix C**.

# 2.0 Background

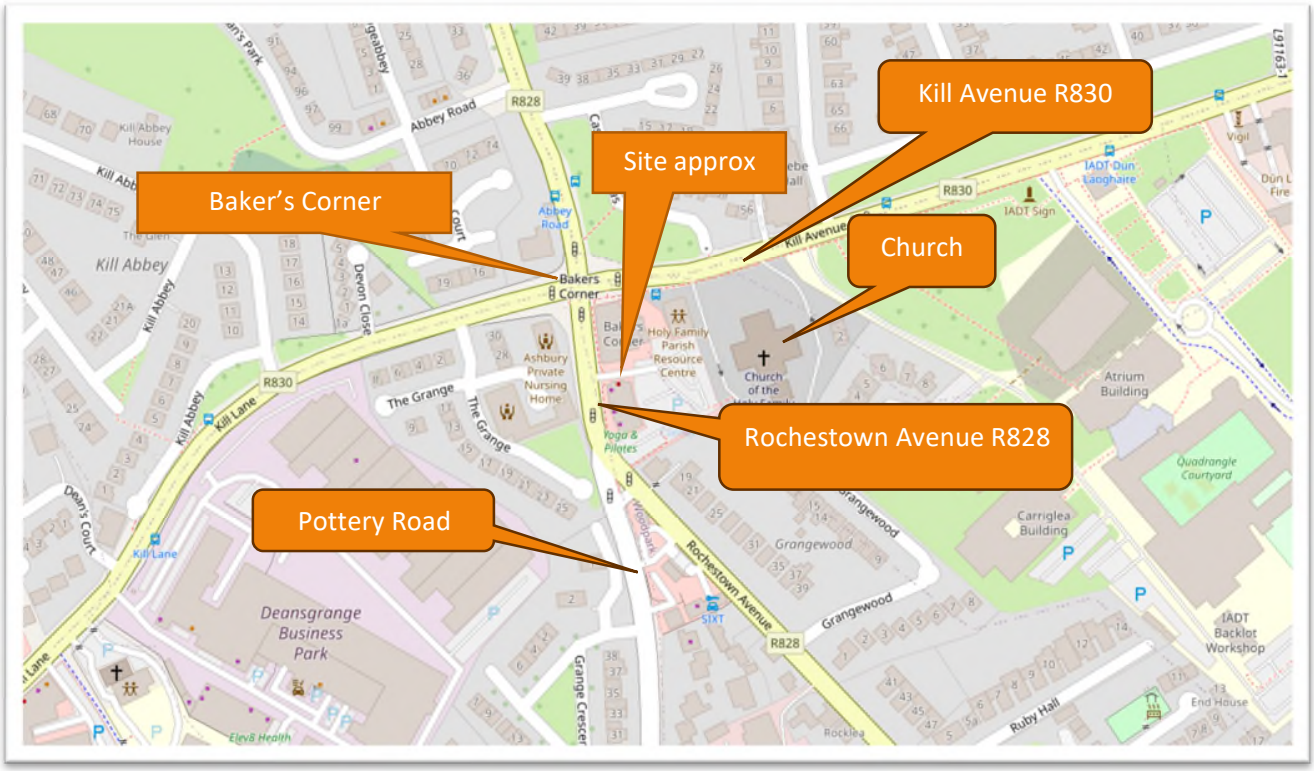
It is proposed to construct a student accommodation at Baker's corner (the corner of Rochestown Avenue and Kill Avenue) in Dun Laoghaire. Vehicular access to the development would be a simple priority junction off Rochestown Avenue similar to the current access to the site. Pedestrian and cyclist access would also be provided at this location.

Kill Avenue has recently been upgraded and has a two-way cycle track on the development side.

Kill Avenue has a bus stop at the northern boundary of the development site.

Rochestown Avenue has also been recently improved for vulnerable road users. At the vehicular access there is a right turning lane for traffic turning onto Kill Avenue and a southbound right turning lane for traffic turning onto Pottery Road.

The site location sis shown below.



# 3.0 Issues Common to More Audits than RSA

Below is a summary table of problems raised in the Road Safety Audit that would also be raised in the Quality Audit however are not repeated for clarity and brevity.

| Problem Reference | Road Safety Audit | Access Audit | Walking Audit | Cycling Audit |
|---|---|---|---|---|
| **4.1** | ✓ | ✓ | ✓ | |
| **4.2** | ✓ | ✓ | ✓ | |
| **4.3** | ✓ | | | |

# 4.0 Items Raised in This Stage 1&2 Road Safety Audit.

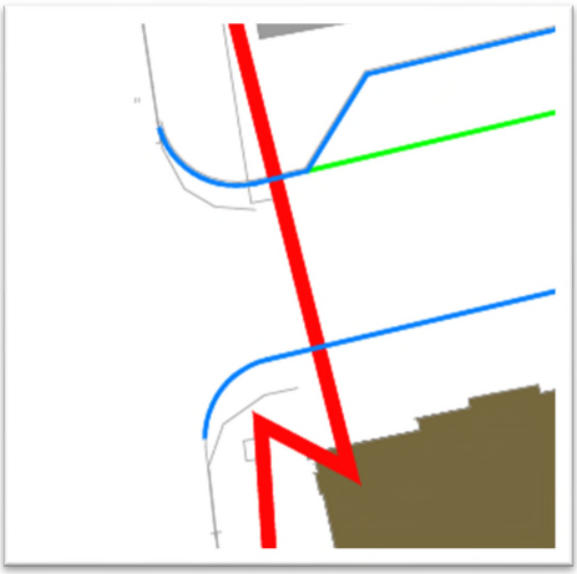
## 4.1 Problem

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01, Vehicular access.

*PROBLEM*

Full height kerbs are shown at the vehicular access on Rochestown Avenue. This could lead to trips and falls and inaccessibility for the mobility impaired.



*RECOMMENDATION*

It is recommended that a continuous footpath be provided similar to those shown in Advice Note 6 of DMURS and to those provided as part of the Kill Avenue upgrade. It was observed on site that the existing tactile paving is cracked and sunken probably from vehicle loading an is a trip hazard. The existing tactile paving should be replaced with tactile paving on a formation that can withstand vehicle loading.

## 4.2 Problem

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01, Swept Path for refuse vehicles.

*PROBLEM*

It is unclear if refuse vehicles can turn within the proposed car park. A lack of space could lead to material damage of parked vehicles, mounting of the footpath and possible hazards for vulnerable road users.

*RECOMMENDATION*

It is recommended that a swept path analysis be carried out to ensure that enough space is available for refuse vehicles to turn within the development.

## 4.3 Problem

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0115-S1 P01, Visibility Splay at the entrance.

*PROBLEM*

The visibility sightline cuts through a series of trees. The cumulative effect of the trees could obscure visibility for an exiting driver. In addition, Rochestown Avenue is a bus route and additional visibility is required due to the possibility of overtaking vehicles. This particular site is complicated by virtue of the back to back right turning lanes and the possibility of vehicles travelling in the opposite side of the road to enter into a turning lane.




*RECOMMENDATION*

Ensure adequate visibility is provided at the entrance

# 5.0 Items Raised in This Stage 1 Quality Audit – Accessibility Audit.

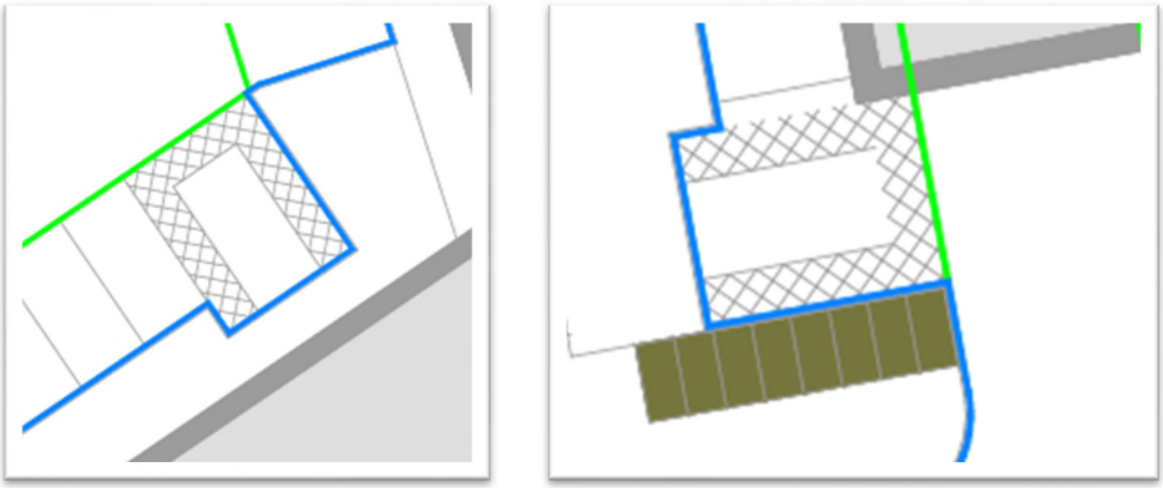
## 5.1 Issue

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01, Disabled parking bays.

*ISSUE*

The full height kerb at the front of the disabled parking bays may lead to inaccessibility for users to access the footpath and the 25mm kerb to the rear may prevent access from the traffic aisle.



*RECOMMENDATION*

It is recommended that access to the footpath be provided by means of a dropped kerb and that the parking spaces be at-grade with the carriageway.

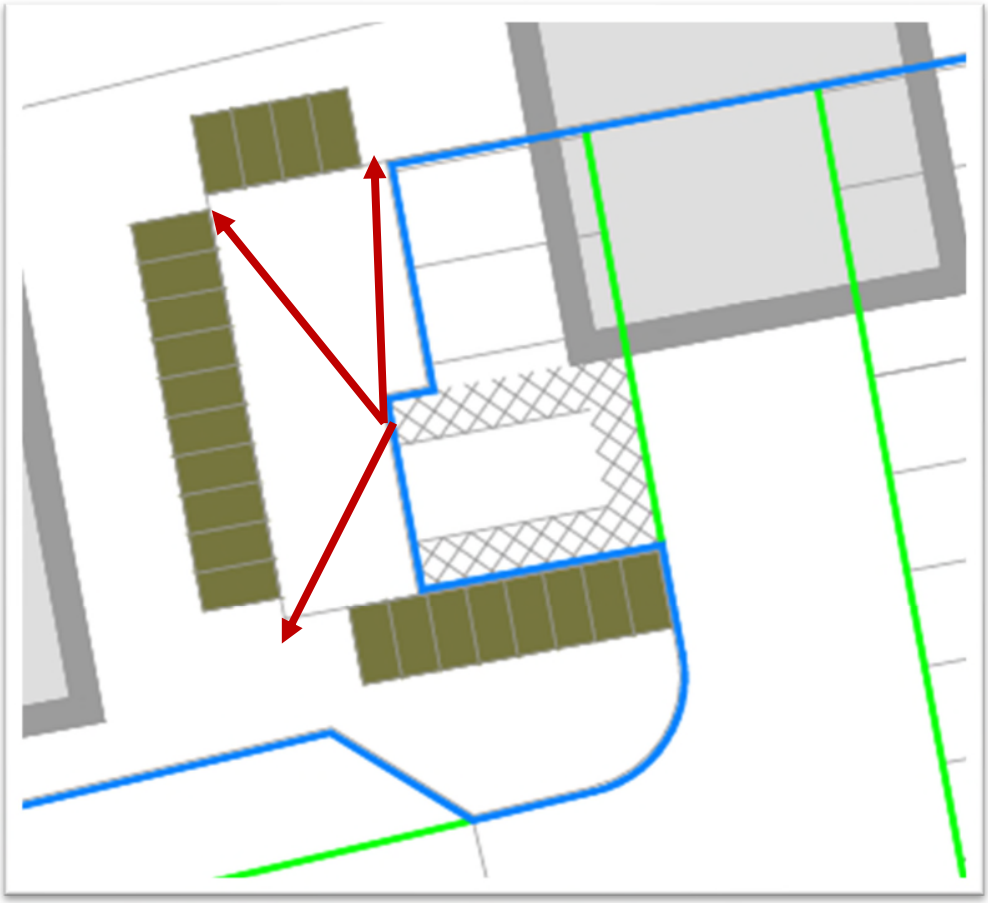
## 5.2 Issue

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01,Disabled parking bay.

*ISSUE*

Users of the disabled paring bay may not be able to access the footpath and buildings given the presence of bicycle parking and other parked vehicles.



*RECOMMENDATION*

It is recommended that suitable width access be provided to the parking space from the main entrance of the building.

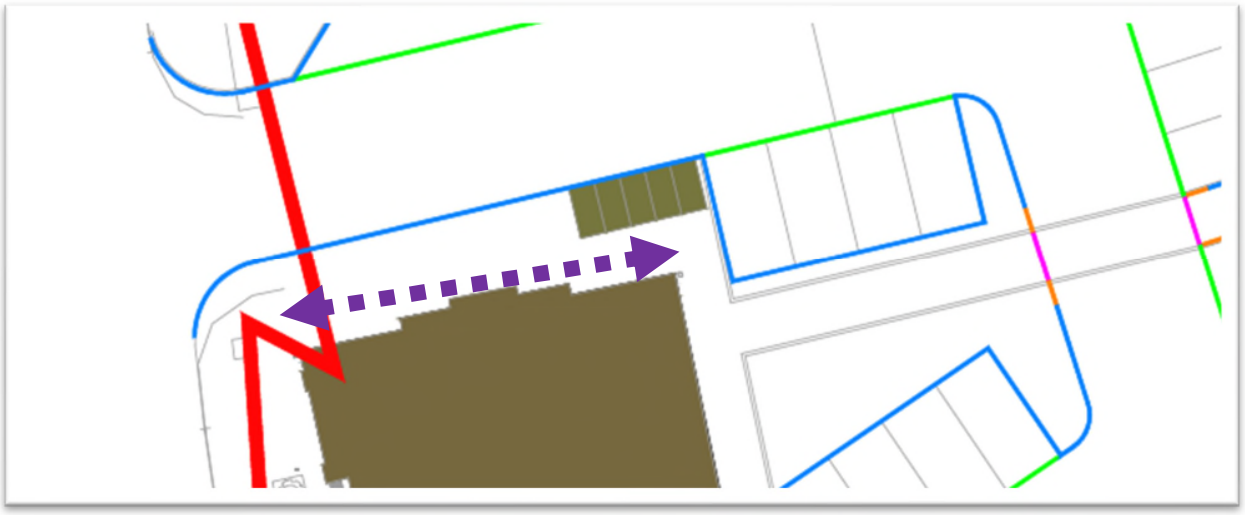
## 5.3 Issue

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01,Footpath at southern side of the access off Rochestown Avenue.

*ISSUE*

It is unclear what the gradient will be on the footpath on the southern side of the access road from Rochestown Avenue. There is currently a steep gradient at the rear of the Paddy Power building which, if maintained, may not be suitable for the mobility impaired and may restrict accessibility to the block.



*RECOMMENDATION*

It is recommended that suitable gradients be provided on this and all footpaths to facilitate universal access.

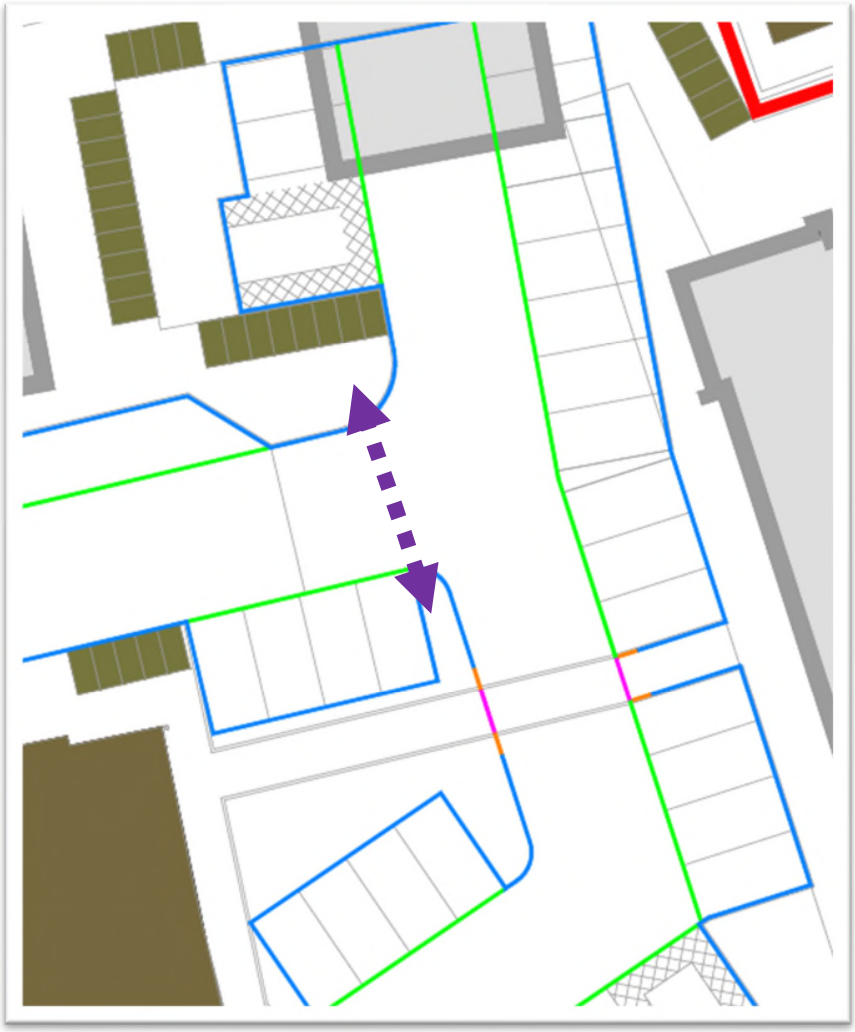
## 5.4 Issue

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01,Internal pedestrian desire line.

*ISSUE*

There will be a pedestrian desire from the northern side of the access road to the southern side. Given the location of the parking spaces there is not adequate room to provide a crossing point.



*RECOMMENDATION*

It is recommended that a crossing be provided for pedestrians to match the desire line with suitable dropped kerbs and tactile paving.

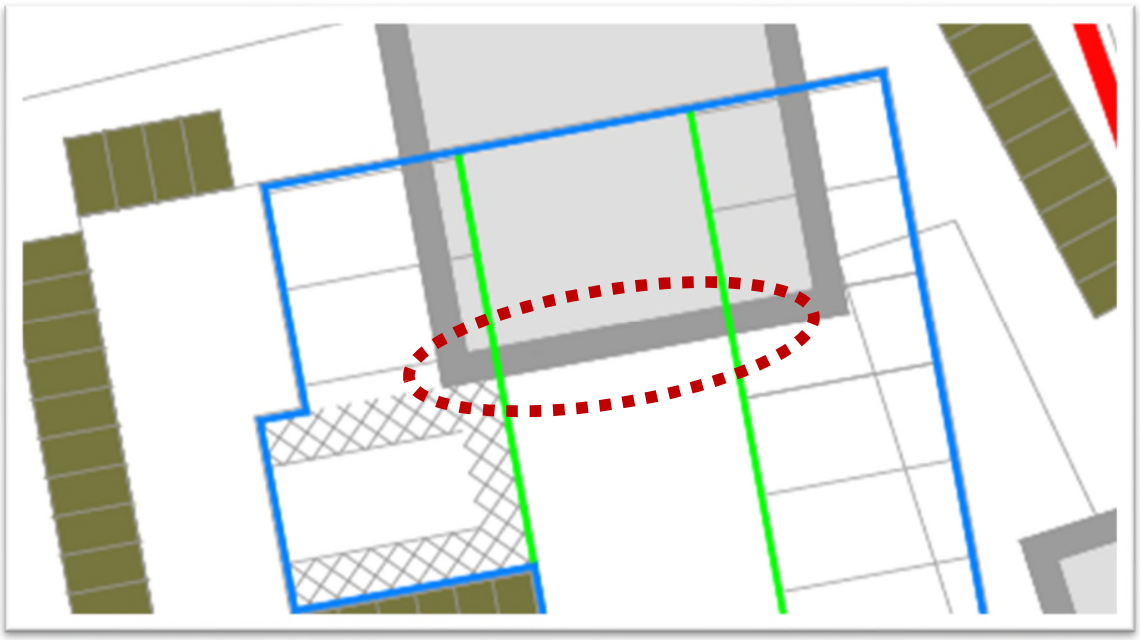
## 5.5 Issue

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01, Undercroft parking.

*ISSUE*

It is unclear what height is available under the building where the parking spaces are provided. A lack of height may lead to collisions with vehicles such as delivery vans and the like. It is also unclear if the refuse vehicle needs to reverse back that far to turn.



*RECOMMENDATION*

It is recommended that suitable height clearance be provided.

# 6.0 Items Raised in This Stage 1 Quality Audit – Walking Audit.

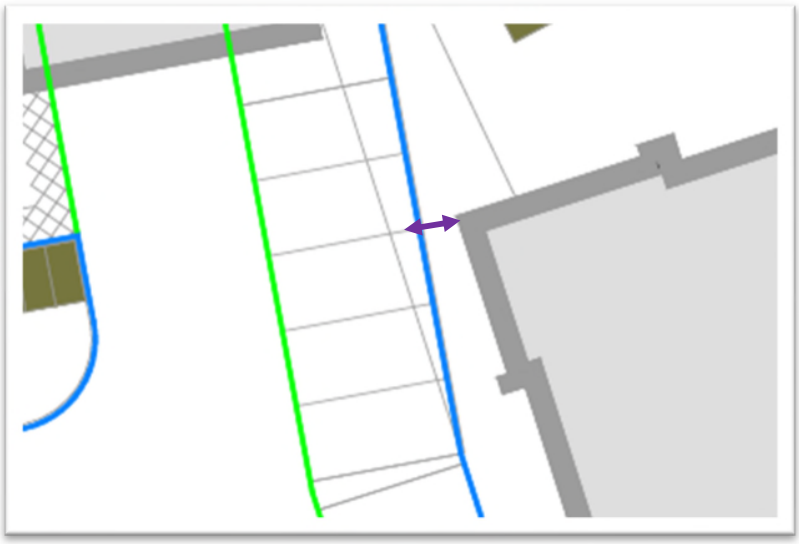
## 6.1 Issue

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01, footpath pinch-point in car park.

*ISSUE*

There appears to be a pinch-point in the footpath at the corner of the eastern block. The overhang of a vehicle could block the footpath and pedestrians may not be able to pass.



*RECOMMENDATION*

It is recommended that the sufficient space is made available for pedestrians.

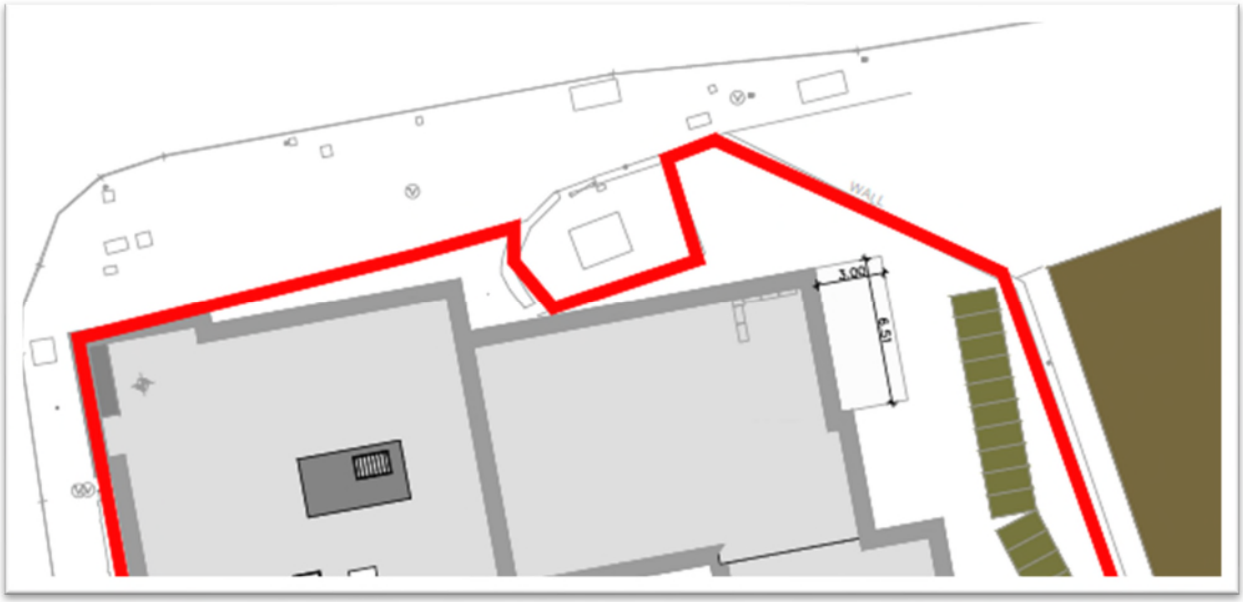
## 6.2 Issue

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01, Pedestrian access to Kill Avenue.

*ISSUE*

It is unclear if there will be pedestrian access to Kill Avenue. Direct access to Kill Avenue from the nearest building would reduce journey times to the bus stop.




*RECOMMENDATION*

It is recommended that pedestrian access to Kill Avenue be provided.

# 7.0 Items Raised in This Stage 1 Quality Audit – Cycling Audit.

## 7.1 Issue

*LOCATION*

Drawing G538-OCSC-XX-XX-DR-C-0150-S1 P01,

*ISSUE*

It is unclear if the bicycle parking spaces are to be secured. Secured and sheltered spaces lead to a higher usage of bicycle trips and a reduced dependency on cars.

*RECOMMENDATION*

It is recommended that secured, sheltered bicycle parking be provided.

# 8.0 Observation

The following was not available at this stage in the design

- Drainage design
- Lighting design

# 9.0 Audit Statements.

## Road Safety Audit Statement

We certify that we have examined the information provided and the site. The examination has been carried out with the sole purpose of identifying any features of the design which 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. The 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.

## Quality Audit Statement

We certify that we have carried out this audit in accordance with DMURS for those areas independent of the Design team.

**Norman Bruton** **Signed:** _____

**(Audit Team Leader)** **Dated:** __26-9-2025_____

**Owen O'Reilly** **Signed:** _____

**(Audit Team Member)** **Dated:** 26-9-2025_____

# Appendix A

## List of Material Supplied for this Road Safety Audit and Quality Audit;

- Drawing G538-OCSC-XX-XX-DR-C-0150-KERBING LAYOUT-S1-P01
- Drawing G538-OCSC-XX-XX-DR-C-0110-GENERAL ARRANGEMENT-S1-P01
- Drawing G538-OCSC-XX-XX-DR-C-0115-JUNCTION VISIBILITY-S1-P01
- Drawing G538-OCSC-XX-XX-DR-C-0120-ROAD ALIGNMENT-S1-P01
- Drawing G538-OCSC-XX-XX-DR-C-0130-LONG SECTION'S-S1-P01

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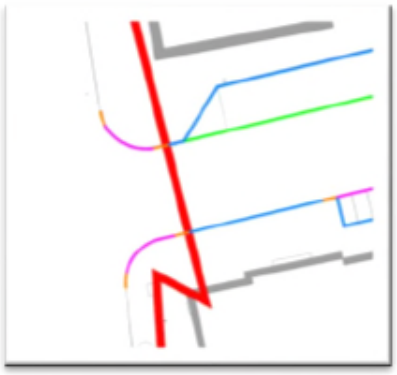
# Appendix B

## Feedback Forms (Road Safety Audit & Quality Audit)

## OCSC

Scheme: Baker's Corner, Student Accommodation

Stage: 1&2 Road Safety Audit
Date Audit (Site Visit) Completed: 8-9-2025

| Paragraph No. in Safety Audit Report | Problem accepted (yes/no) | Recommended measure accepted (yes/no) | Alternative measures (describe) | Alternative measures accepted by Auditors (Yes/No) |
|---|---|---|---|---|
| 4.1 | Yes | Yes | Kerbs Dropped as per revised OCSC Drawing 150 Rev P02.<br><br>We note that the existing tactile paving is outside the red line for the site. | Yes |
| 4.2 | Yes | Yes | Please find attached OCSC drawings 140, 141 and 142 which outline swept analysis for large car, fire tender and refuse vehicle. | Yes |
| 4.3 | Yes | Yes | We agree in relation to the sightline being impaired with the existing trees. We have discussed this with the design team and one suggestions is to replace with more mature trees whose canopy is higher than the sight line to remove the major obstruction. | Yes |

Signed..... Date.....24.09.2025

**Design Team Leader**

**Signed**.....  **Date**.....25-9-2025

**Audit Team Leader**

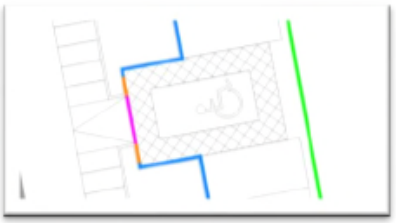
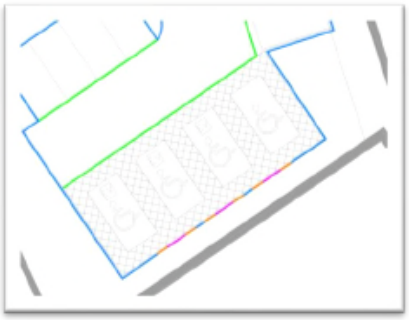
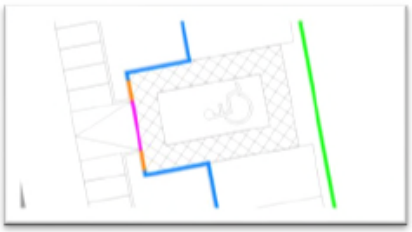
**Signed**.....  **Date**.....25th Sept'25

**Employer**

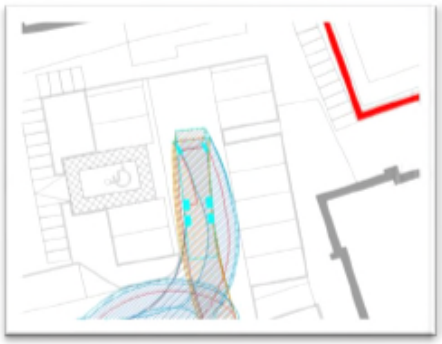
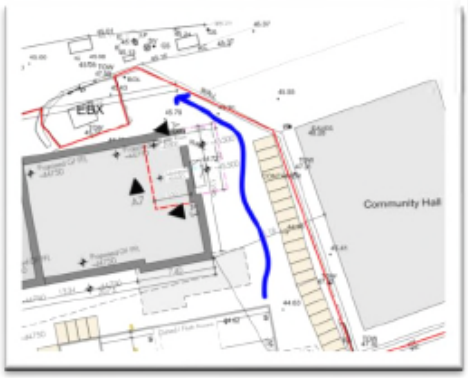
**QUALITY AUDIT FORM – FEEDBACK ON QUALITY AUDIT REPORT**

Scheme: Baker's Corner, Student Accommodation

Quality Audit- Stage 2
Date Audit (site visit) 8-9-2025

| 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) |
|---|---|---|---|---|
| 5.1 | Yes | Yes | Drop kerbs placed to cater for sufficient access in both locations of disabled car parking bays   | Yes |
| 5.2 | Yes | Yes | Full access way has now been provided as per below  | Yes |

| | | | | |
|---|---|---|---|---|
| 5.3 | Yes | Yes | Footpath gradients are compliant with Part M, as the adjacent proposed road gradient is 1.1%. | Yes |
| 5.4 | No | No | We have discussed this with the design team and it was felt that access across here is not warranted in line with the new layout. Drawings attached. This is traversing across a landscaped area only as per below screen grab.  | Yes |
| 5.5 | Yes | Yes | Sufficient height has been offered under the proposed new extension. This is approx. 2.6m. the refuse vehicle does not need to travel this far as per below screen shot from drawing 142  | Yes |

| | | | | |
|---|---|---|---|---|
| | | |  | |
| 6.1 | Yes | Yes | The layout has been adjusted to match a minimum access of 2m.<br> | Yes |
| 6.2 | Yes | Yes | Access is available here.<br> | Yes |
| 7.1 | Yes | Yes | Comments noted as always. In addition to the bike storage locations shown on the site layout below there is a major bike storage facility within Block B as also shown below. The Final details surrounding the bike storage in the landscaping layout are being decided currently but there is a huge amount of internal secure storage provided also. | Yes |





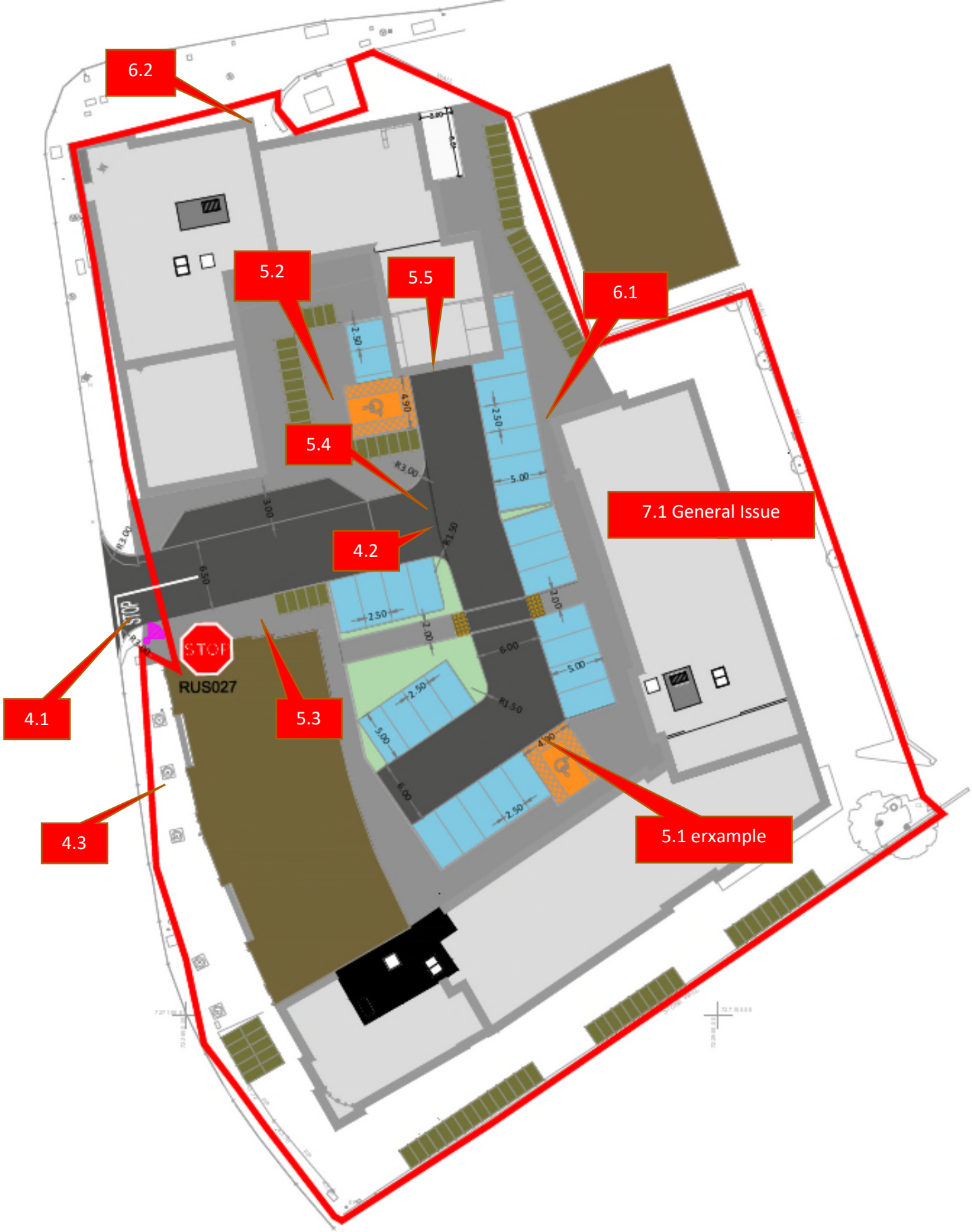
Signed..... Date .....24.09.2025
Design Team Leader

Signed..... Date: .....25-9-2025
Audit Team Leader

Signed..... Date.....25th Sept' 25.
Employer

# Appendix C

Problem Location Plan.


6.2
5.2
5.5
6.1
5.4
7.1 General Issue
4.2
4.1
5.3
4.3
5.1 erxample
STOP
RUS027