

Query		Response	
1	(a)	The applicant is requested to submit details of the pedestrian routes from Airton Close to the development. The applicant is requested to show how a pedestrian friendly layout can be achieved on the northern and southern side of the bridge.	The Site Plan drawings (00004 & 00011) have been updated to show existing and proposed cycle and pedestrian routes between the campus and Airton Close. It is clearly demonstrated that the proposed footbridge will significantly reduce the travel distance for the general public, students and staff.
	(b)	The applicant is requested to submit details of the tying in points, landings and connectivity to the existing footpaths.	As above, the Site Plan drawings have been updated to show existing and proposed cycle and pedestrian routes between the campus and Airton Close.
	(c)	The applicant shall demonstrate that the bridge is designed to the appropriate engineering standards and will be assessable to all users including cyclists	White lining has been indicated on the Proposed Plan (00005) to define pedestrian and cycle routes. Revised blister paving has been noted for cyclists. The structural engineer has confirmed the footbridge has been designed in accordance with the Eurocodes for the structural steel and precast concrete and other appropriate engineering standards. The finishes, landings, lighting, and gradients all adhere to the requirements set out in the National Cycle Manual. The bridge width is in accordance with Table 4.5 of TII Document DN-GEO-03036.
	(d)	There is an ESB substation on Airton Close beside the entry point of the proposal. The applicant is requested to liaise with ESB to determine what if any way leaves may be required around the substation.	We have been in contact with ESB and are liaising directly with their site engineer to establish their requirements of working in close proximity to live cables and the sub-station. These discussions will continue when the work commences on site.
	(e)	A right angle turn on the bridge may not be appropriate for cyclists and perhaps a more curved design would be appropriate.	Proposed Plan (00005) has been updated to show radius kerbs to ease the circulation flow for cyclists.
	(f)	The location of the entrance from Airton Close is very close to the existing entrance to a warehouse/industrial unit (Eyre Motors) to the west and this may present vehicular /pedestrian conflict. A drawing showing the intended ped/cyclist flow from Airton Close to the bridge should be provided which includes the forecourt of Eyre Motors and the public footpath.	Site Plan drawings (00004 & 00011) have been updated to show existing and proposed cycle and pedestrian routes between the campus and Airton Close.
	(g)	Details of the design of route to be taken by pedestrians through car park to south should be provided. Efforts to avoid pedestrian and vehicular conflict when exiting the bridge to north and to south should be provided.	The Site Plan drawings (00004 & 00011) have been updated to show existing and proposed cycle and pedestrian routes between the campus and Airton Close. The bridge and new path connects to the ramped access across the university car park. The existing 'Give Way' road signage is to be relocated.
	(h)	The applicant is requested to submit CGI's showing the proposed bridge (north elevation and south elevation) in the context of Airton Close and in the context of the college car park.	3No. CGI's submitted. See drawing 18132-HAM-XX-XX-DR-A-00008.
2	Under the current proposals relating to lighting and the gate on the southern side of the bridge, the main span of the bridge will be unlit, and accessible, after hours. The bridge would be partially shielded from public view on Airton Close, and the public lighting, by the ESB substation and adjoining vegetation. It is considered appropriate that the main span of the bridge itself be closed to public access in line when the connection to the campus is also closed. The applicant is requested to provide revised plans by way of additional information.	Additional 2.0m high lockable gates to be provided at Airton Close end of bridge. See drawings 00005, 00006 & 00009.	
3	The Public Realm Department has advised that mitigation planting should be provided as part of the proposals to compensate for the loss of the two 'Alder trees' and/or any damage to the adjacent mature boundary hedge/vegetation as a result of the proposed development works. The applicant is requested to propose mitigation planting as per this recommendation.	3No. new trees are indicated on drawing 18132-HAM-XX-XX-DR-A-00005. New trees and low-level planting to be carried out by university.	
4	The applicant is advised and requested to obtain a Section 50 approval of Arterial Drainage Act from the OPW (Office of Public Works), due to the proposed footbridge traversing the River Poddle. The applicant is requested to submit this approval as part of additional information.	See enclosed Section 50 approval (358-2021) dated 25/11/2021.	
5	The applicant is requested to submit a report to show what if any flood risk exists for proposed development. If there is a flood risk, outline in report what measures are proposed to mitigate for such a flood risk.	See enclosed Flood Risk Assessment report dated November 2021 prepared by McCloy Consulting. (Flood Risk report included in Appendix 2 of CEMP).	
6	The applicant is requested to provide an Outline Construction Environmental Management Plan (CEMP) as additional information.	See enclosed 18132-HAM-XX-XX-RP-A-00002 Preliminary Construction Environmental Management Plan	
7	The applicant is requested to submit an Appropriate Assessment Screening Report.	See enclosed Appropriate Assessment Screening Report dated 4th November 2021 prepared by Scott Cawley. (AAS report included in Appendix 3 of CEMP).	
8	The applicant is requested to clarify the land ownership boundaries at the northern end of the proposed development, and explicitly detail any access or wayleave arrangements that would be necessary to ensure access to the bridge from Airton Close.	Lease Plan drawing 18132-HAM-XX-XX-DR-A-00010 attached which shows a right of way over 'Constant Lease Lands'. Please also refer to Landowner letter of consent submitted with original application.	

