

## Memo

To: SDCC

From: Peter Foley	Email: peter.foley@atkinsglobal.com
Date: 28 January 2022	Phone: N/A
Ref: 5150924DG0102	cc: Design Team

Subject: Adamstown Block G Amendment - RFI response

Quintain Developments Ireland submitted a planning application (Ref: SDZ21A/0020) for Adamstown Block G to South Dublin County Council (SDCC) consisting of minor amendments to development permitted under planning reference SDZ21A/007. The SDCC decision order number 1618 dated the 15th of December 2021 has requested further information in relation to the above application.

Specifically, Item 2 relates to Traffic and Transport issues. RFI Item 2 states

*(a) The principle of the design, with no car parking provided along the eastern avenue was permitted in the assessment of SDZ21A/0007 and predicated on the provision of on-site car parking. However, the current proposals provide for car parking off-site (located to the west of the site) with no provision for a set-down/drop-off for those living/accessing Block G2 from the east. The applicant is requested to consider a design solution to provide parallel parking/ a set-down/drop-off along the eastern avenue.*

*(b) For clarity, the applicant is requested to:*

*(i) Identify areas of parking within Block F for Block G and clarify the quantum of parking for Block G that is contained in Block F*

*(c) The Design Statement states 'Increase in N-S road that runs between Blocks F and G has increased in width relative to the Masterplan scheme (Section 02 Site Strategy of the Design Statement) – Section 2 Site Strategy Block G Site Layout, Point 4. It is not apparent from the submitted layout plans that there is any change between the permitted and proposed layout of the street between Blocks F and G. As a minimum, the proposed layout should indicate compliance with Condition 2 of SDZ21A/0007, which states:*

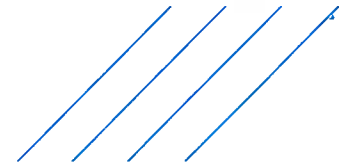
*'Amendments.*

*Prior to the commencement of development, the applicant, owner, or developer shall submit the following for the written agreement of the Planning Authority: Revised plans that incorporate all of the following amendments-*

*(a) Revised on-street parking layout for the western street to ensure adequate reversing distance behind the on street car parking spaces.*

*REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.'*

*The applicant is requested to clarify the above issue, submitting a detailed cross section, and demonstrating compliance with DMURS so that a full assessment can be carried out.*



Below is Atkins' formal response to the Transport & Traffic elements to RFI items on behalf of our client Quintain Developments Ireland Ltd.

Accompanying this response are the following drawings:

- 5150924/HTR/07/DR/0101 -Rev D – General Arrangement and car parking
- 5150924/HTR/SK/07/002 – Typical Cross Section

This response should be read in conjunction with the above drawings as well as the architects, landscape architects' drawings and reports submitted in response to this RFI.

In preparing our response to this Request for Further Information, the project Design team met with SDCC on the 13<sup>th</sup> January 2022 including Planners, Eoin Birke and Tracey McGibbon and Yasir Khan from Roads and Transportation.

The amendments the applicant is proposing in this submission in response to the RFI were discussed in detail with SDCC and incorporate their very welcome advice and direction. The without prejudice nature of this pre-submission discussion are acknowledged.

### **Response to Item 2 (a)**

*(a) The principle of the design, with no car parking provided along the eastern avenue was permitted in the assessment of SDZ21A/0007 and predicated on the provision of on-site car parking. However, the current proposals provide for car parking off-site (located to the west of the site) with no provision for a set-down/drop-off for those living/accessing Block G2 from the east. The applicant is requested to consider a design solution to provide parallel parking/ a set-down/drop-off along the eastern avenue.*

In conjunction with other design team disciplines we examined an option(s) to introduce a set down drop off facility on the eastern side of Block G on Adamstown Park, however this was deemed unworkable as set out below.

#### **1. Adverse Impact on pedestrian and cycle facilities proposed on Adamstown Park**

The current design of Adamstown Park shows a footpath, a grass verge and a cycle track provided along Block G. To provide an off street car parking drop off / set down location would mean that the provision of this pedestrian / cycle and green infrastructure would be adversely impacted. In particular the provision of cycle track would no longer be viable. Given that the Adamstown SDZ envisioned that community facilities (school) would be provide on the eastern side of Adamstown Park the provision of excellent pedestrian and cycle facilities in the location is considered paramount to encourage safe active travel. DMURS and Adamstown Street Guidance both stress the importance of designing for people and not cars (road hierarchy) and the current design follows that advice.

#### **2. Distances to Block F**

It is important to note that residents in Block G2 will have access to and through the central courtyard and therefore will not require to walk around the block to access car parking in Block F. These routes shown in blue in Figure 1 are not excess for most people (less than 200metres).

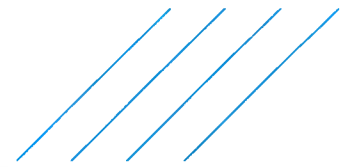
#### **3. Alternative drop off / set down arrangements**

In addition, there are alternative dedicated set down / drop off bays provided on Station Road (red bays) that residents in Block G2 can use with a dedicated signalised crossing provided for on Station road Adamstown Park junction to facilitate easy crossing of the road. Also subject to what Traffic Regulation orders are put in place on Adamstown Park drop off /set down could be allowed to occur for short periods of time on this road to facilitate this activity for a short period of time.

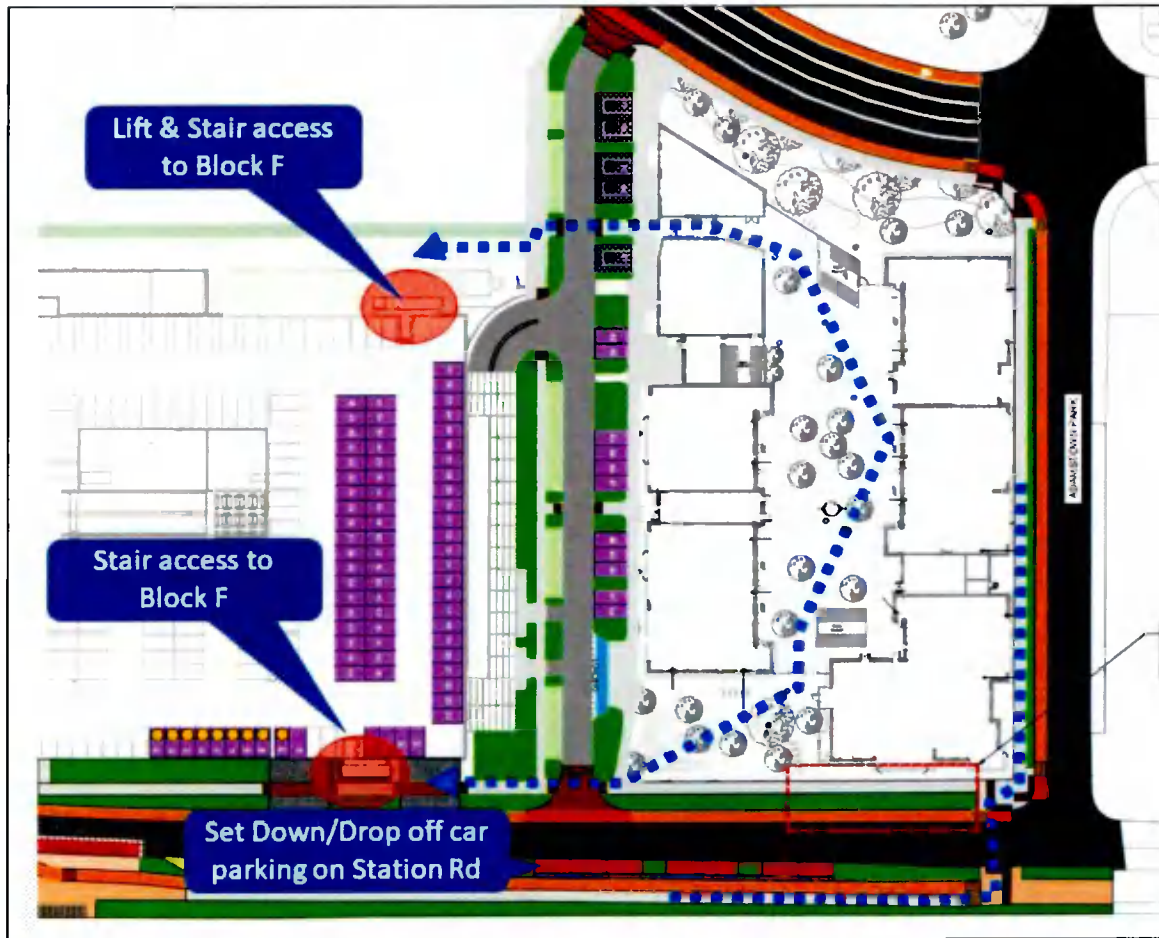
#### **4. Proximity to Town Centre and essential services and amenities**

Finally, residents of Block G are located adjacent to the Town Centre that has a range of shops, services and amenities including 2no supermarkets where they can get their daily and weekly needs via a short walk away. Where occasional deliveries are required then for Block G2 they can be facilitated via point 3 above.

Some of the details above are shown in Figure 1 below.



**Figure 1 – Drop off / Pick up alternative options**



**Response to Item 2 (b) (i)**

*(b) For clarity, the applicant is requested to:*

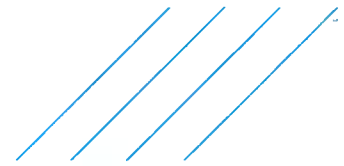
*(i) Identify areas of parking within Block F for Block G and clarify the quantum of parking for Block G that is contained in Block F*

The parking provision for the residential units of the Adamstown District Centre Block G is detailed in below.

Adamstown District Centre Block G development requires 92no. parking spaces for the 184No. units (i.e.; 0.5 spaces per unit) for the residents. Of these 92No. car parking:

- 16No. spaces are provided in the public realm and
- 76No. spaces are provided in Block F.

Block G car parking allocation is shown in drawing 5150924/HTR/07/DR/0101 -Rev D, an extract of which is shown on Figure 2 below.



**Figure 2: Extract showing Car Parking allocation for Block G.**



**Response to Item 2 (c)**

*(c) The Design Statement states 'Increase in N-S road that runs between Blocks F and G has increased in width relative to the Masterplan scheme (Section 02 Site Strategy of the Design Statement) – Section 2 Site Strategy Block G Site Layout, Point 4. It is not apparent from the submitted layout plans that there is any change between the permitted and proposed layout of the street between Blocks F and G. As a minimum, the proposed layout should indicate compliance with Condition 2 of SDZ21A/0007, which states:*

*'Amendments.*

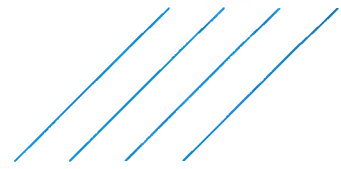
*Prior to the commencement of development, the applicant, owner, or developer shall submit the following for the written agreement of the Planning Authority: Revised plans that incorporate all of the following amendments-*

*(a) Revised on-street parking layout for the western street to ensure adequate reversing distance behind the on street car parking spaces.*

*REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.'*

*The applicant is requested to clarify the above issue, submitting a detailed cross section, and demonstrating compliance with DMURS so that a full assessment can be carried out.*

The dimensions of north south road running between blocks F and G is as per the previous permission As shown in Table 1, including permission SDZ21A/007.

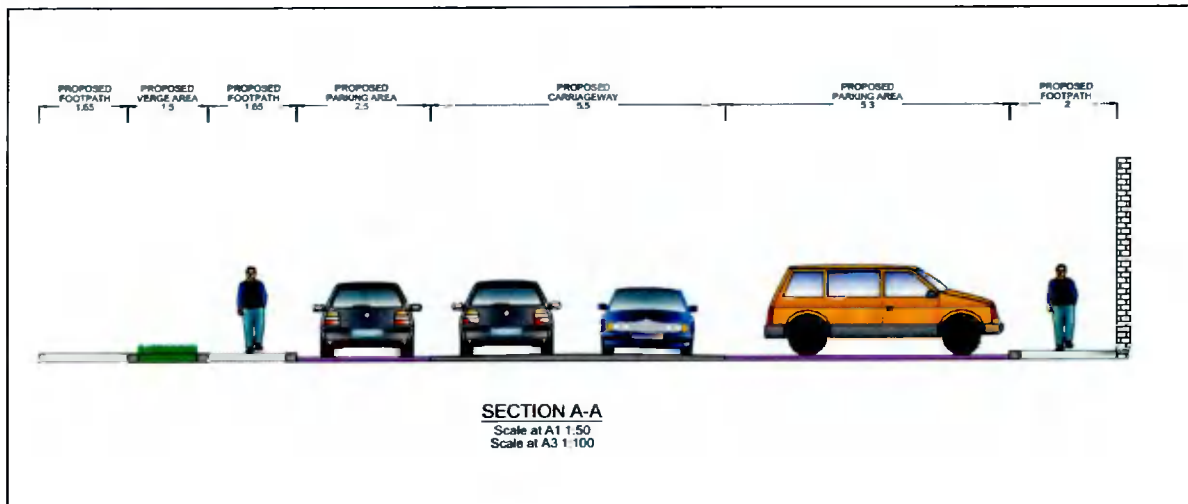


**Table 1 - Previous Planning History detailing road cross section**

Application Name	Planning Reference	Planning Status	Construction Status	Roads Drawing No.	Established Road width
Block B & E Amendment	SDZ20A/0016	Granted – 30/11/2020	Construction to be commenced 2021	5150924/HTR/03/DR/0101 Rev E	5.5m
Block F Amendment	SDZ20A/0018	Granted – 17/02/2021		5150924/HTR/03/DR/0101 Rev F	5.5m
Block G	SDZ21A/0007	Granted 13/09/2021		5150924/HTR/07/0101 Rev B	5.5m

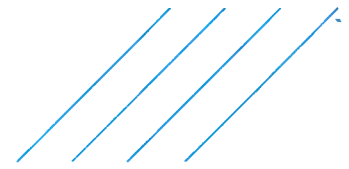
The cross section for “Western Street” is shown in Atkins drawing 5150924/HTR/SK/07/002 –extract of which is shown in Figure 3.

**Figure 3: Typical Cross Section of Western Street**



As shown in Figure 3 the carriageway width is 5.5m. As recommended in DMURS and Adamstown Street Guide where there are perpendicular car parking spaces additional depth should be provided to the car parking space to ensure that a 6metre drop back is provided. As shown perpendicular of 5.3metres have been provided to allow for a 6metre drop back. For reference the dimensions of car parking spaces are 5.3m x 2.5m).

Therefore, based on the design and dimensions of the road in this submission (and previous submissions) there is sufficient reversing distance as required by DMURS and this condition can be removed.



**Item 3 of the RFI States**

*The ground floor layout for the entirety of the Block G tile has been amended substantially. The under-podium car parking has been relocated to an 'off-site' location. An east-west pedestrian access is proposed through Block G1 via an indistinguishable façade, (narrow and located alongside a waste facility). This link will have alongside a waste facility). This link will have the important and crucial role acting as the primary link between the relocated car parking proposed in Block F and the heart of the Tile G (Blocks G1 and G2). The Planning Authority has reservations about this aspect of the proposal. This development will look westward for all its functions and needs. Therefore, any proposed east-west link should be expected to clearly demonstrate a safe, highly functional, well overlooked and comfortable pathway for all users in a westerly direction and be highly legible; it is not considered that this is achieved in the current proposals.*

**Response to Item 3**

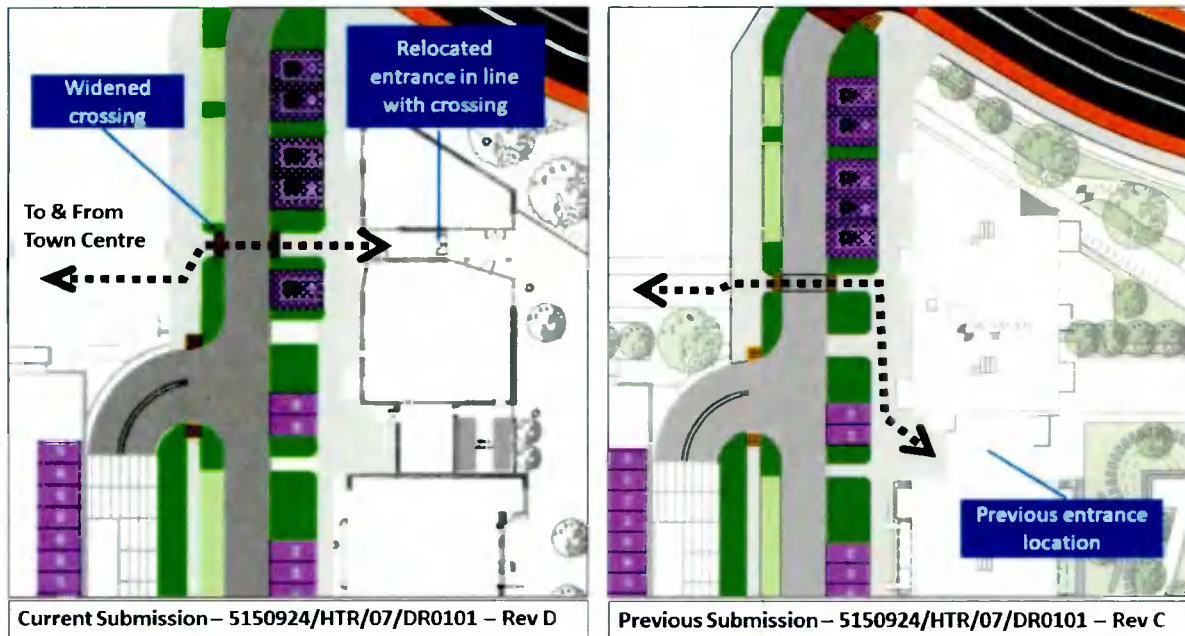
In response to the above RFI item the Design Team have undertaken revision to the ground floor layout from the planning submission to:

- Main Entrance relocated northwards to line up with east-west desire line to and from the Town Centre between Block F and Quadrant H
- Widened crossing facility
- Repositioning of on-street car parking to facilitate the above


The above can be seen in Drawing 5150924/HTR/07/DR0101 – REV D submitted in support of this RFI and is further detailed on Henry J Lyons Architects plans and supporting documents.

An extract showing the changes and comparison with previous design are shown in Figure 4.

**Figure 4: comparison between current and previous treatment to meet east-west desire line.**



The proposed changes provide greater legibility, safety, functionality, and comfort to this important east-west link in line with the RFI request.

Client:	Quintain Developments Ireland Ltd	DOCUMENT SCHEDULE		Cronin & Sutton Consulting 19-22 Dame Street, Dublin 2, Ireland  Phone: (01) 5480863 / Fax: (01) 9011365 Email: info@cscconsulting.ie Web: www.cscconsulting.ie
To:	Stephen Little & Associates.			
FAO:	Eoughan Nolan			
From:	William Gleeson			
Project Title:	ADAMSTOWN DISTRICT CENTRE PHASE 2 BLOCK G	Project No: D100	Sheet No. 1 of 1	

Dwg/Dcc. No.	DOCUMENT/DRAWING TITLE	Additional Document Data	SCALE	SIZE	D		M	Y
					26	11		
D100-200	Block G - Survey Layout		1/500	A1	*			
D100-201	Block G - Foul Sewer Layout		1/250	A1	*			
D100-202	Block G - Stormwater Layout		1/250	A1	*		P1	
D100-203	Block G - Watermain Layout		1/250	A1	*			
D100-204	Block G - Foul Sewer Longsections		1:500	1:100	A1			
D100-205	Block G - Surface Water Longsections		1:500	1:100	A1			
D100-206	Typical Drainage Details Sheet 1 of 2		1:20	A1				
D100-207	Typical Drainage Details Sheet 2 of 2		As Shown	A1				
D100-208	Typical Watermain Details		1:20	A1				
D100-209	Flood Mapping		1:20	A1				

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 INF = Information, TEN = Tender, CON = Construction.

