

Memo

To: SDCC

From: Nicholas van den Berg	Email: nicholas.vandenberg@atkinsglobal.com
Date: 12 August 2022	Phone: N/A
Ref: 5150924DG0111	cc: Design Team

Subject: Adamstown Boulevard Phase 1 - RFI response

Quintain Developments Ireland submitted a planning application (Ref: SDZ22A/0007) for Adamstown Boulevard Phase 1 to South Dublin County Council (SDCC). The SDCC RFI dated the 30th of June 2022 has requested further information in relation to the above application.

Specifically, Item 1 of the RFI relates to Design and Layout issues. RFI Item 1 states:

- (a) *A revised layout of not less than 1:200 showing a turning area at the end of Homezones adjacent to the linear park, or an autotrack showing vehicle manoeuvres to allow safe turning.*
- (b) *A revised layout of not less than 1:200 showing the road layout for the vehicle access at the end with Adamstown Way.*

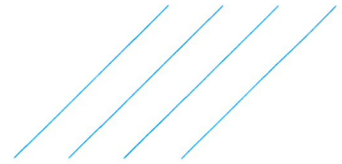
Below is Atkins' formal response to the Design and Layout elements to RFI items on behalf of our client Quintain Developments Ireland Ltd.

Accompanying this response are the following drawings:

- 5150924/HTR/10/SK/0003 – Vehicle Tracking showing vehicle manoeuvres;
- 5150924/HTR/SK/0001 – Turning Head Options; and
- 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 consulted with John Joe Hegarty with SDCC. The amendments the applicant is proposing in this submission in response to the RFI were shared in detail with SDCC. The without prejudice nature of this pre-submission discussion are acknowledged.



Response to Item 1 (a)

(a) A revised layout of not less than 1:200 showing a turning area at the end of Homezones adjacent to the linear park, or an autotrack showing vehicle manoeuvres to allow safe turning.

Response:

In conjunction with other design team disciplines we examined several turning head options in order to facilitate turning for each of the four homezones (refer to Drawing 5150924/HTR/SK/0001). Two issues were identified with all options:

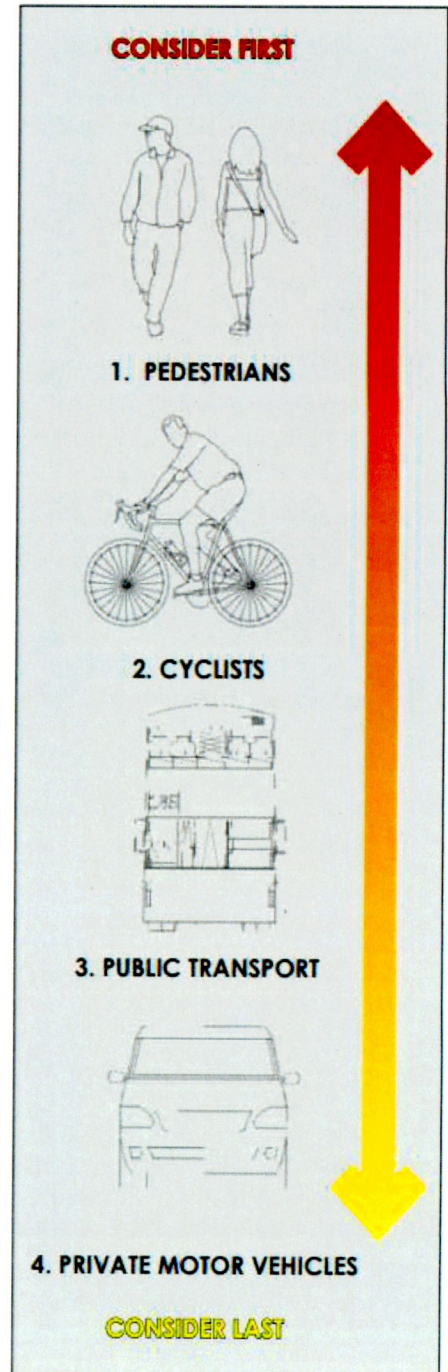
1. Significant reduction in pedestrian and cycling connectivity. According to the Design manual for Urban Roads and Streets, designers must place pedestrians at the top of the user hierarchy (as shown in the figure alongside). The introduction of turning heads for the homezones would limit connectivity while introducing longer walking distances for pedestrians. This shown in the two figures below (pedestrian and cycling connectivity with and without the turning heads).

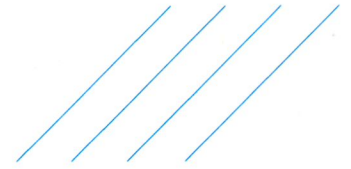


Pedestrian and Cycling Connectivity without Turning Heads



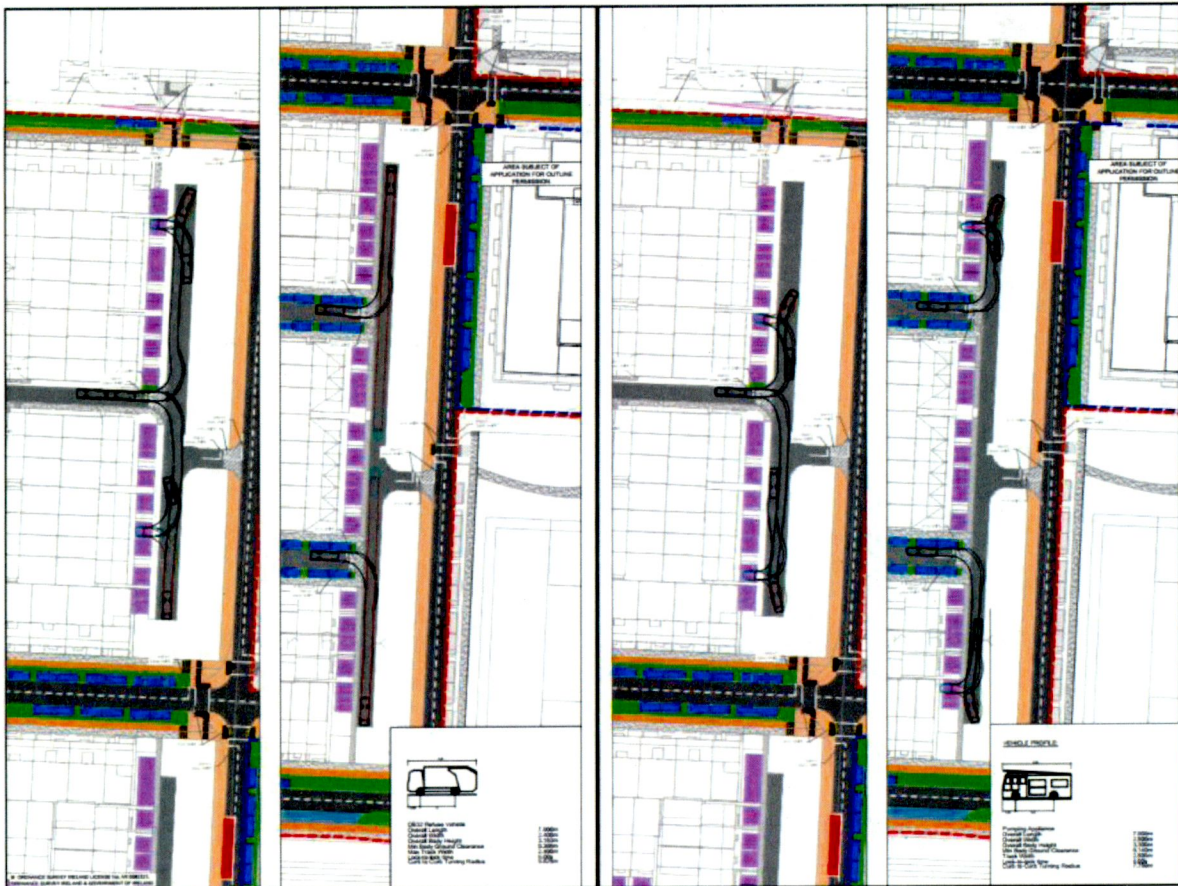
Pedestrian and cycling connectivity with Turning Heads





- The introduction of turning heads onto the homezones would result in encroachment onto linear park and associated landscaping. This would, once again, reduce the beneficial impact of the linear park itself by limiting connectivity to stream road.

In order to address the problems identified, it is proposed that the original layout be retained. Turning for refuse / pump appliance vehicles will be facilitated via reverse movements and the utilisation of resident parking bays if available. For the purposes of refuse collection, it is anticipated that residential parking bays will be available during the off-peak periods and will therefore facilitate turning. The tracking for these movements (where possible) is shown in the figure below (Ref: 5150924/HTR/10/SK-0003).



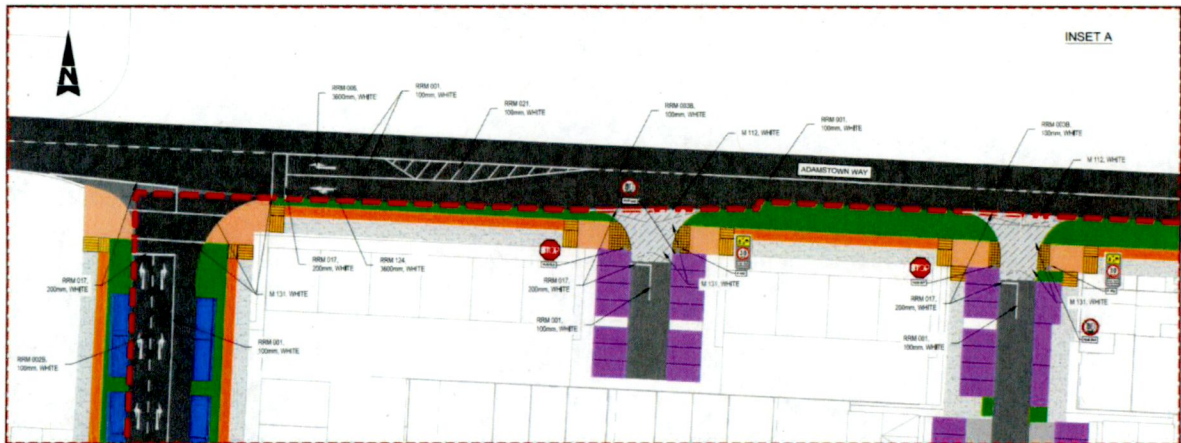
Vehicle Tracking for Refuse & Pump Appliance at Homezones 1 - 4

Response to Item 1 (b)

(b) A revised layout of not less than 1:200 showing the road layout for the vehicle access at the end with Adamstown Way.

Response:

The Adamstown Way junction has been revised in order to allow for vehicle access. The painted island was reduced and the RRM 001 (solid line) was converted to RRM0038 (dashed line) in order to allow for crossing. The revised layout is shown in the figure below.



Revised Adamstown Way Junction