

Technical Note

Project:	Adamstown Station Phase 3 - Block ACD		
Subject:	Block ACD - Roads and Transport RFI response		
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Atkins No.:	5150924DG0112		
Distribution:	SDCC and Design Team		

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Response to RFI	PF	PF		KB	19082022

1. Adamstown Station Phase 3 Block ACD

Quintain Ireland submitted a planning application (SDZ22A/005) for Adamstown Station Phase 3, Block ACD to SDCC. The SDCC decision order number 0723 of the 8th of June 2022 has requested further information in relation to the above application. From a transport and roads perspective. RFI item No. 3 needs to be addressed.

RFI 3 states that:

- a) The applicant is requested to submit a revised layout not less than 1:200 scale showing the minimum width of footpaths at 2.0m wide.
- b) The applicant is requested to submit a revised layout not less than 1:200 scale showing a turning location at the dead end in the car park of Block A, as per road safety audit.
- c) The applicant is requested to submit a revised layout not less than 1:200 scale showing pedestrian crossing locations along the West Street, as per road safety audit.
- d) The applicant is requested to submit a revised layout not less than 1:200 showing 7no. assigned car parking spaces on the south side of the Adamstown station Road as unassigned set-down parking spaces for use at the train station.
- e) The applicant is requested to provide details of how the cycle lanes are compliant with the NTA cycle design guide.
- f) The applicant is requested to provide details of how car parking in Block F (on all floors) is allocated as a whole, including:
 - o Provision for retail facilities;
 - o Provision for each apartment development; and
 - o Provision for all other non-residential parking allocations indicated as part of all previous planning applications and car parking strategies submitted.
- g) The applicant is requested to provide details of bus set down areas.

Below is Atkins formal response to these RFI items on behalf of our client Quintain Ireland Ltd. In addition to this Technical Note Table 1 outlines the drawings and reports that are submitted in support.

Table 1 – Supporting drawings and report to be read in conjunction with Technical Note.

Drawing / document / email	Rev	Details
5150924-HTR-08-DR-0101	C	Roads Layout Masterplan
5150924-HTR-08-DR-0107	B	Cross Section
5150924-HTR-08-SK-0047		Changes to Roads Layout for RFI
5150924-HTR-08-SK-0046		Undercroft Vehicle Tracking
5150924-HTR-08-SK-0044		West Street Future Scenario
5150924-HTR-08-SK-0039		Block F Car Parking Allocation
5150924-HTR-08-DR-0110		Station Tile Car Parking Masterplan

1.1. RFI Item 3 a

RFI item 3 (a) states:

“The applicant is requested to submit a revised layout not less than 1:200 scale showing the minimum width of footpaths at 2.0m wide.”

Atkins Response

Please refer to Atkins drawings –

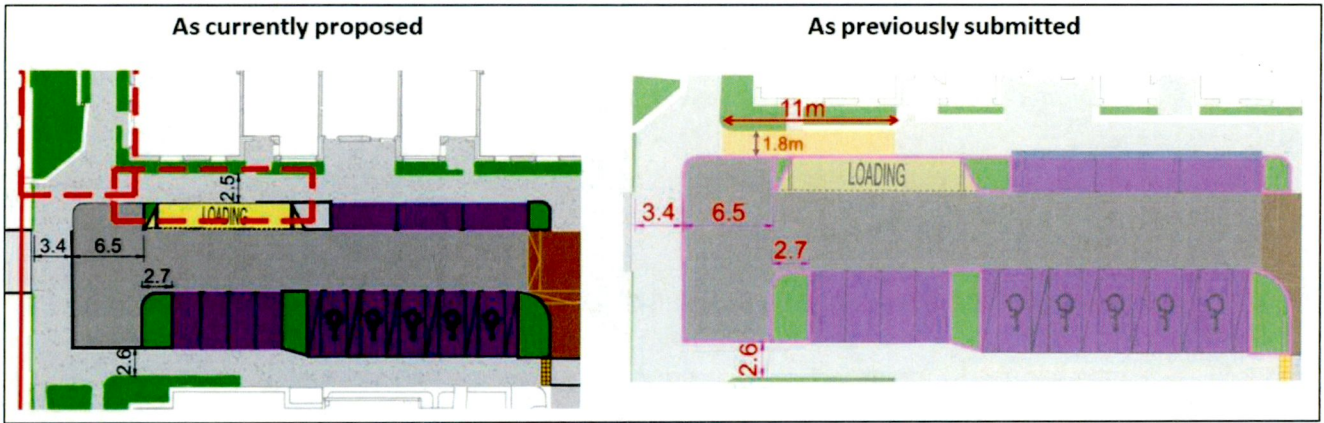
5150924-HTR-08-DR-0101 Rev C and

5150924-HTR-08-DR-0107-Rev B Cross Section (in particular cross section B-B)

All footpaths within the demise of the application are a minimum of 2m. Please refer to drawing 5150924-HTR-08-DR-0101 Rev C for details.

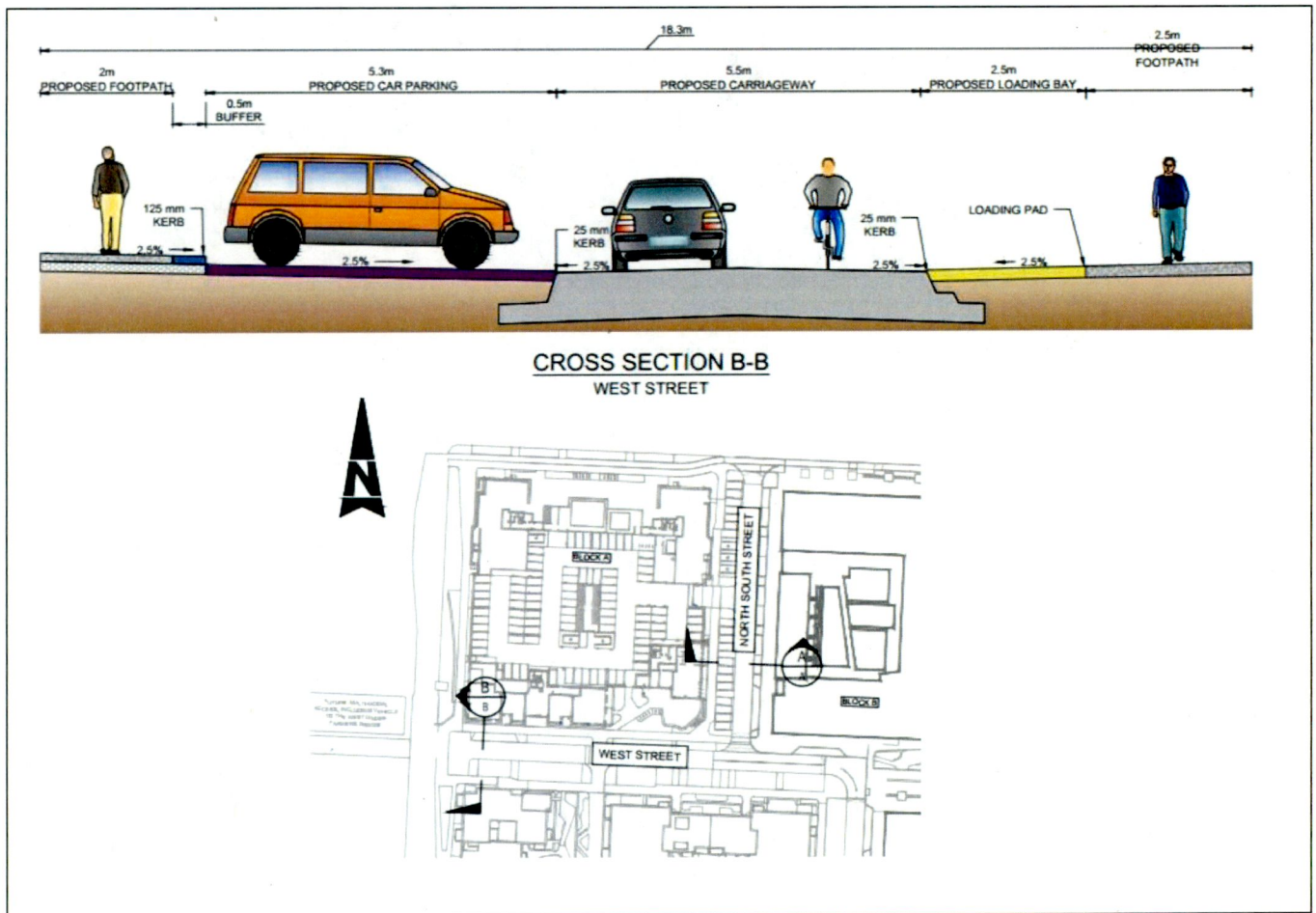
On the previously submitted Block ACD application on a small section of West Street the footpath was reduced to 1.8m to provide defensible space to a ground floor residential unit. This has been revised for the current submission. The previously submitted and currently proposed images are shown in Figure 1 for ease of reference.

Figure 1: Currently proposed and previously submitted footpath on West Street.



The revised cross section on West Street shown on Atkins drawing 5150924-HTR-08-DR-0107 Rev B shows the available footpath width, and extract is shown in Figure 2.

Figure 2: Cross section On West Street



1.2. RFI Item 3 b

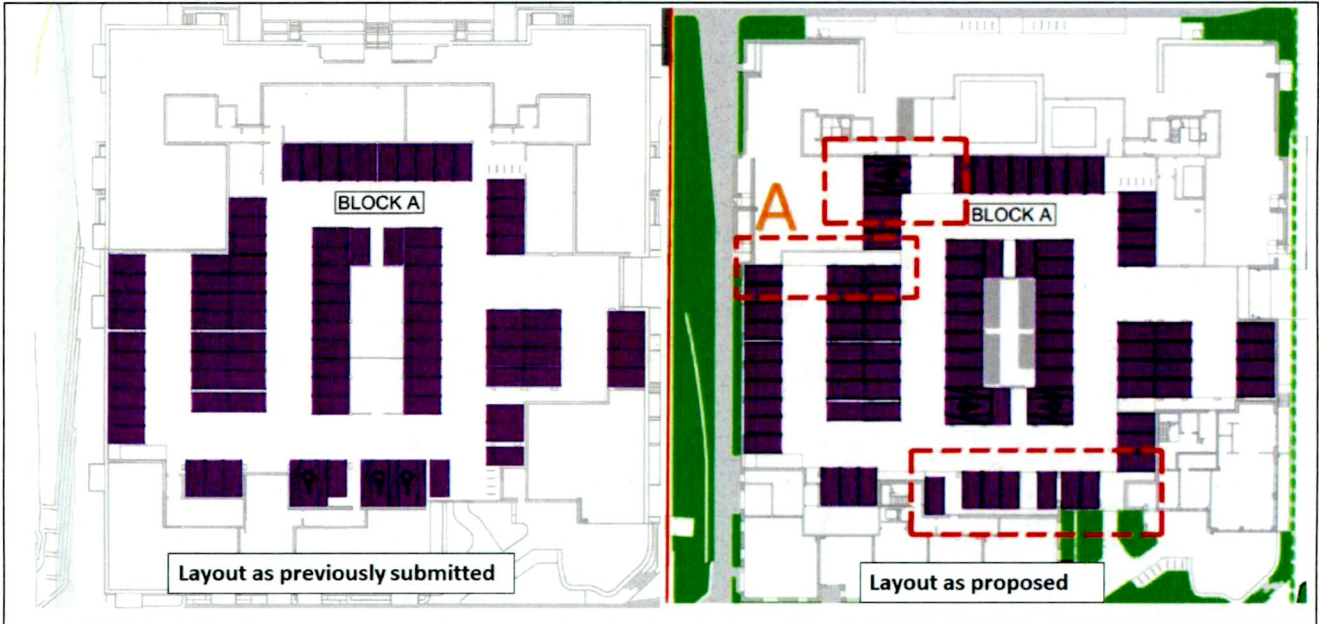
RFI Item 3 b states:

"The applicant is requested to submit a revised layout not less than 1:200 scale showing a turning location at the dead end in the car park of Block A, as per road safety audit."

Atkins Response

The internal layout of the undercroft has been amended as part of the RFI response as shown in Atkins drawing 5150924-HTR-08-DR-0101 Rev C. The changes between the submitted and now proposed are highlighted in Atkins drawing 5150924-HTR-08-SK-0047, an extract of which is shown in Figure 3. This includes a corridor behind the dead-end area (see A on Figure 3) that facilitates additional space to allow cars to manoeuvre into and out of these spaces. Atkins drawing 5150924-HTR-08-SK-046 shows vehicle tracking that shows these end spaces are accessible.

Figure 3: Internal changes to undercroft to incorporate improved access to parking



1.3. RFI Item 3 c

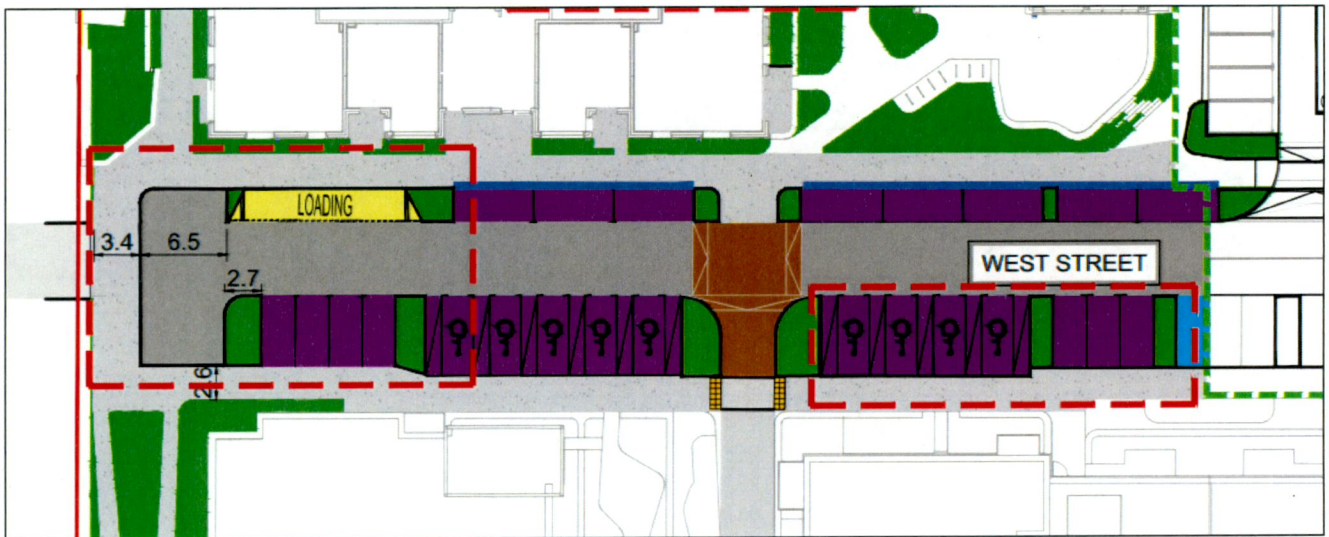
RFI Item 3 c states:

“The applicant is requested to submit a revised layout not less than 1:200 scale showing pedestrian crossing locations along the West Street, as per road safety audit.”

Atkins Response

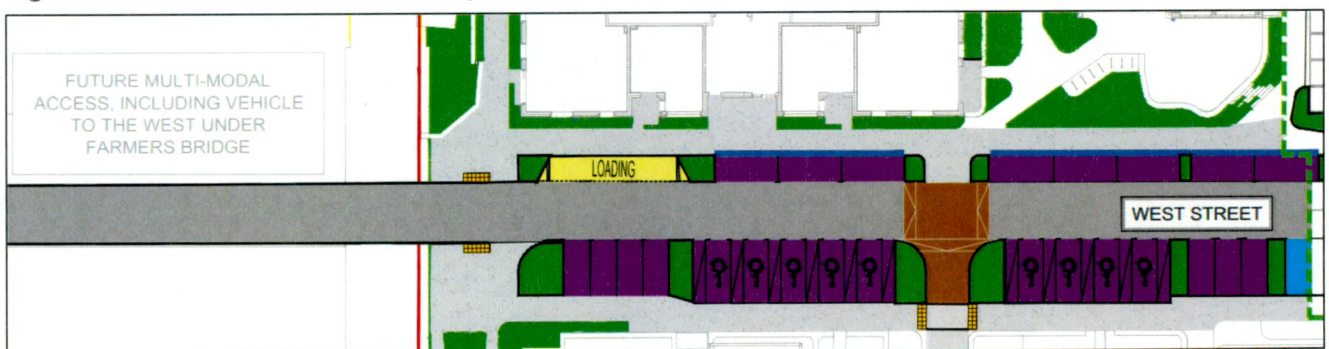
Atkins road and transport layout drawing 5150924-HTR-08-DR-0101 Rev C shows revision to West Street to provide enhanced pedestrian facilities along the western boundary adjacent to the Farmers Bridge. The turning head has been adjusted eastwards to provide a wider pedestrian path. Central location on West Street is a raised crossing that provides a clearly defined crossing picking up on the desire line between Block C & D. To the east of west street, the north-south pedestrian desire line and associate crossing facilities has been provided as part of previous granted planning permission for Block B&E. Figure 4 shows an extract of the crossing provided.

Figure 4: Crossing facilities on West Street



West Street is a fairly short street 32metres in length that in the short to medium term will operate as a cul-de-sac with limited traffic likely to require access due to the limited amount of car parking provided along its length. In the longer term the proposal is to provide a through vehicle access under the farmers bridge to connect to Boulevard Tile. Atkins drawing 5150924-HTR-08-SK-044 shows that in this scenario a crossing would be required along the Farmers Bridge. The future scenario is shown in Figure 5.

Figure 5: Future West Street crossing locations once access to Boulevard Tile is provided



1.4. RFI Item 3 d

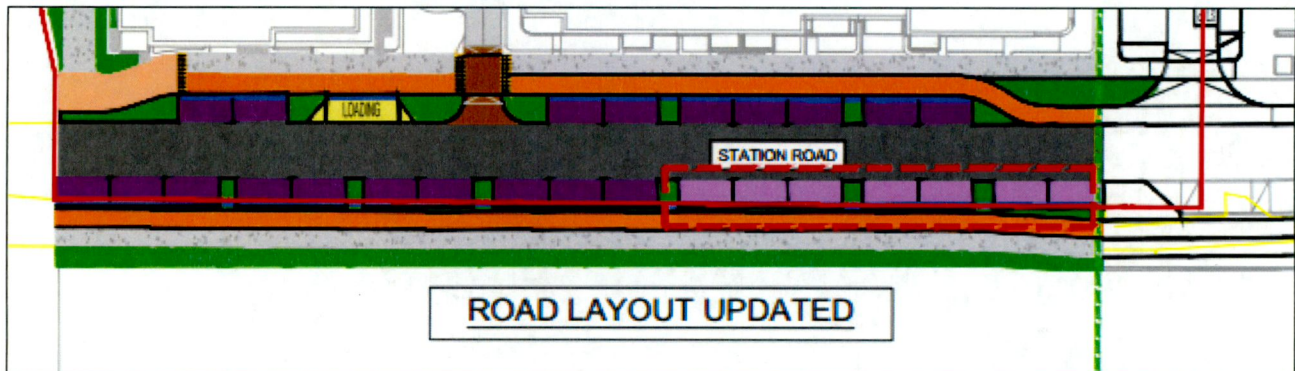
RFI Item 3 d states:

"The applicant is requested to submit a revised layout not less than 1:200 showing 7no. assigned car parking spaces on the south side of the Adamstown station Road as unassigned set-down parking spaces for use at the train station."

Atkins Response

Atkins drawing 5150924-HTR-08-DR-0101 Rev C shows revision 7no. car parking spaces on Station Road as set-down parking spaces for use at the train station. An extract is shown in Figure 6.

Figure 6: Visitor set down parking spaces on Station Road.



1.5. RFI Item 3 e

RFI Item 3 e states:

"The applicant is requested to provide details of how the cycle lanes are compliant with the NTA cycle design guide."

Atkins Response

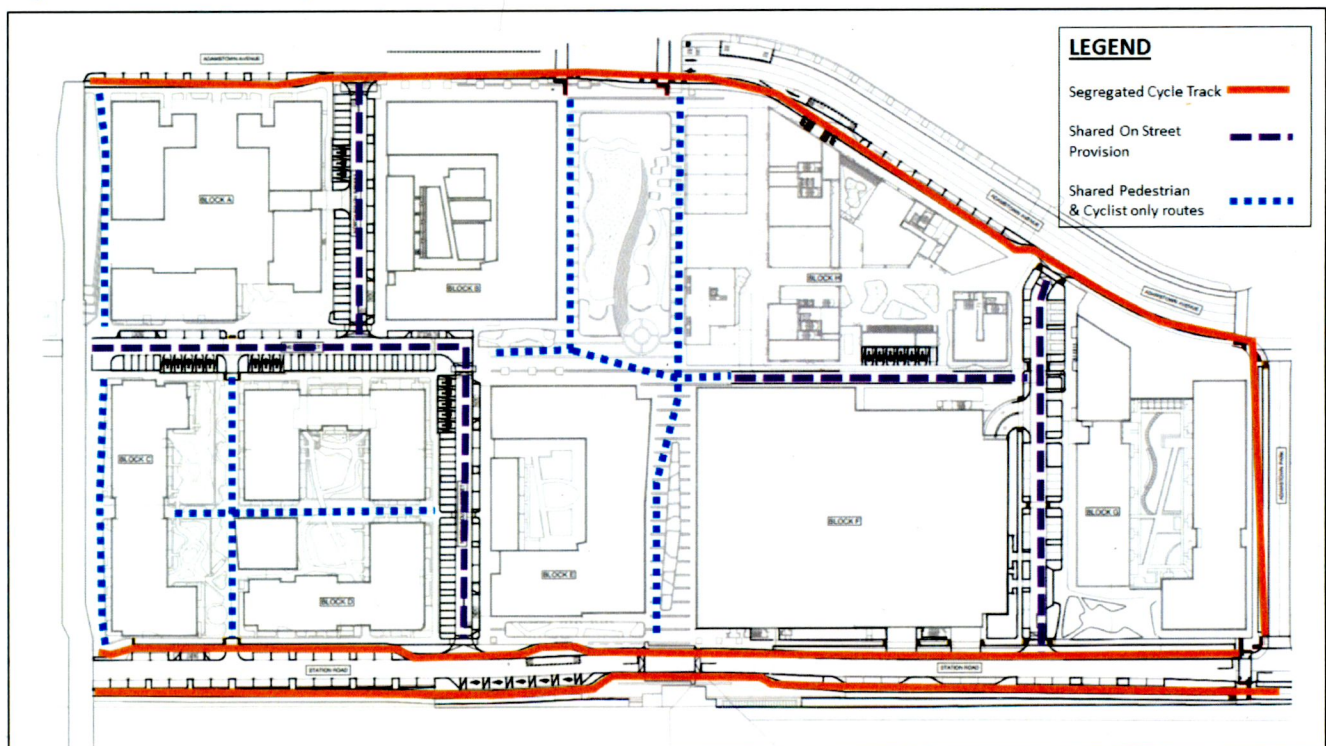
As detailed in the Transport Statement (Atkins Ref 5150924DG0074) Section 2 and Roads Design Statement (Atkins Ref 5150924DG0073) Section 4 submitted in support of the Block ACD planning application the cycle facilities provided comply with:

- Adamstown Strategic Development Zone Planning Scheme 2014;
- Adamstown Street Design Guide February 2010;
- Design Manual for Urban Roads and Streets (DMURS) 2013;
- National Cycle Manual (NCM) 2011;

On Avenues within the planning application, (sections of Station Road and Adamstown Avenue), that is higher order functional roads with higher volumes of traffic fully segregated cycle lanes have been provided. The design of these segregated cycle lanes is identical to the previous phase for the Station Tile including the agreed approach along Station Road which was agreed with the National Transport Authority (NTA). While on quieter roads such as West Street the design approach is that cycle facilities are provided in a shared on street provision. In addition to the above there are areas within ACD, such as along Famers Bridge, between block C&D where there is shared pedestrian and cycle routes only. This approach is shown in Figure 7 an extract from the Transport Statement submitted as part of the planning application.

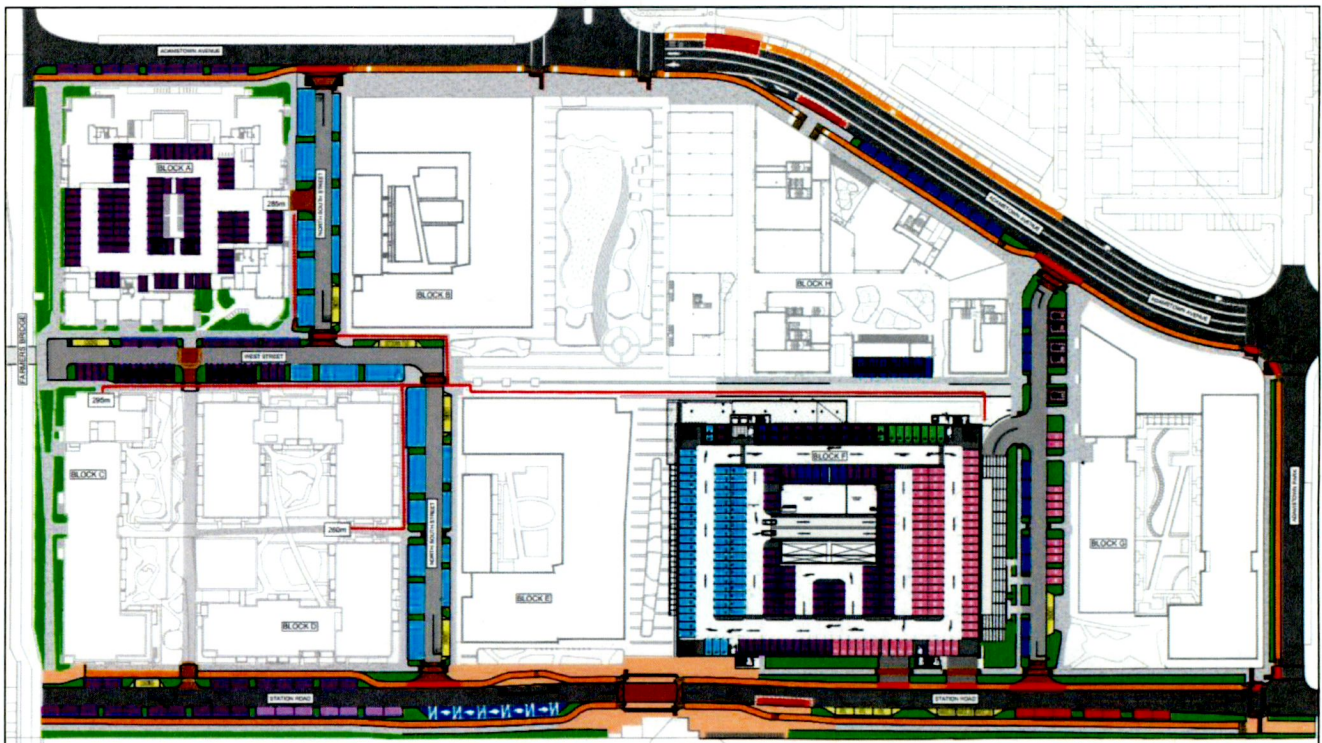
This approach is consistent with National Cycle Manual Section 1.7 Integration and Segregation.

Figure 7: Overview of cycle infrastructure on Station Tile



While Figure 8 below shows the current overall proposed masterplan layout and how Block ACD ties into the existing granted cycle network.

Figure 8: Proposed Station Tile segregated cycle network provision



1.6. RFI Item 3 f

RFI Item 3 f states:

“The applicant is requested to provide details of how car parking in Block F (on all floors) is allocated as a whole, including:

- *Provision for retail facilities;*
- *Provision for each apartment development; and*
- *Provision for all other non-residential parking allocations indicated as part of all previous planning applications and car parking strategies submitted.”*

Atkins Response

Atkins drawing 5150924-HTR-08-SK-039 Rev E shows the allocation of car parking in Block F for all uses on all floors. The level of car parking proposed and allocation to uses is consistent with the approach agreed previously with SDCC as the Station Tile has developed and permissions granted for earlier phases.

1.7. RFI Item 3 g

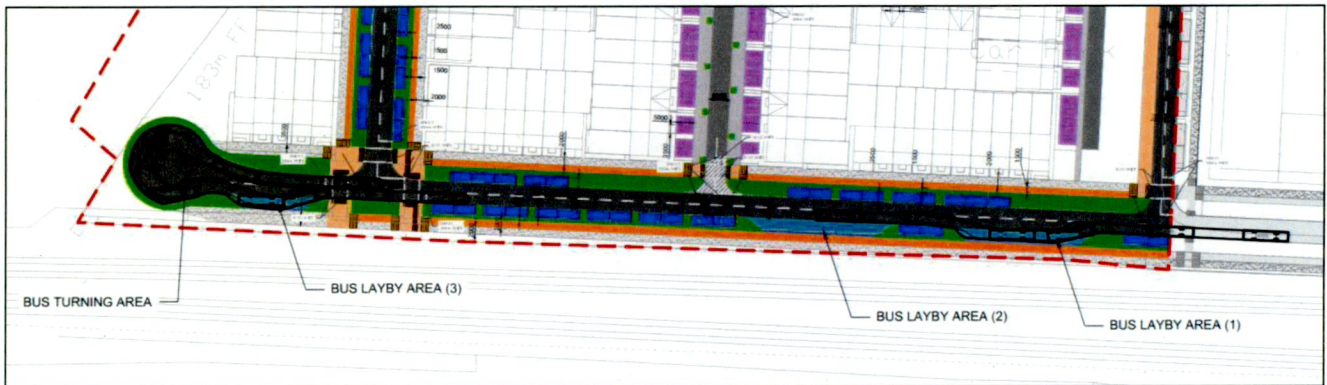
RFI Item 3 g states that:

“The applicant is requested to provide details of bus set down areas.”

Atkins Response

Bus set down areas and bus turning areas are provided on Station Road on the adjoining Boulevard Tile. Atkins drawing 5150924-HTR-10-DR-0129 submitted as part of the planning application (Ref SDZ22A/0007) for Adamstown Boulevard Phase 1 to South Dublin County Council (SDCC) shows the location of the set down and turning facilities. An extract of this drawing is shown in Figure 9 and a copy of the drawing has been submitted as part of this RFI for information. The 3No. laybys provide capacity for 5 No. buses to set down. This approach was discussed and agreed with SDCC (Roads) and the NTA during formal pre-application discussion for Boulevard Masterplan and Phase1 planning application.

Figure 9: Bus set down and turning areas provided on Station Road on Boulevard Tile



2. Summary

The above Technical Note provides Atkins formal response to SDCC RFI. The issues raised in Item 3 of SDCC have been addressed in the above response.

