

**Re: Food, Drink & Skills Innovation Hub at Athy Model School****Facilities for Pedestrians**

Existing footpaths are retained, and new connections are formed within the proposed development to connect the public footpath network to the food hub. Care has been taken in the design of the vehicular accesses to ensure that inter-visibility is provided between drivers exiting the development and pedestrians crossing the mouths of the accesses. The mouths of accesses are splayed to provide intervisibility between road users. Pedestrian and cycle access to the development is provided from both the Dublin Road and the Geraldine Road.

**Facilities for Cyclists**

The use of sustainable travel to and from the facility is desirable, and this is being facilitated by the provision of the necessary facilities such as cycle parking, lockers and showers. Cycle parking will be secure and covered, and is located where it is passively supervised.

**Vehicular Access**

Vehicular access to the development is from the Geraldine Road. Two accesses are proposed: one to the car parking area at the front of the building and the other to the service yard at the rear. The accesses have been set back as far as possible from the junction of the Dublin Road to minimise the impact on the operation of the traffic signals.

**Visibility Splays**

The Design Manual for Urban Roads and Streets indicates that for a 50km/h speed limit a sightline of 45m at a 2.4m set-back shall be achieved in both directions.

At the proposed southern entrance and northern entrance, a 45m sightline at a 2.4m set-back can be achieved in both directions. The visibility splay to the north and south of the proposed junction is measured from a 2.4m set-back to the nearside kerb of the road.

The proposed visibility splays are indicated on drawing number 20137-01-0003 entitled Visibility Splays.

**Swept Paths**

HGV access to the site will be via the proposed southern entrance and northern entrance onto Geraldine Road. The types of HGV's accessing the site would be emergency vehicles, light goods rigid vehicle and a refuse vehicle.

The proposed accesses accommodate HGV's accessing the development and the swept path of these vehicles are provided on drawing number 20137-01-0001 entitled Swept Path Analysis – Southern Entrance and on drawing number 20137-01-0002 entitled Swept Path Analysis – Northern Entrance .

### **Traffic Capacity**

The existing site is currently an unused building which is being re-proposed as a food hub.

The traffic generated by a food hub would be low. The TRICS database provides information on traffic generation associated with developments. There is no specific category of proposed food hub so the category of community centre was used as a proxy to predict generated traffic flows. For this proposed 1,013sqm food hub, the predicted trips to and from the proposed development during the AM and PM peak periods are stated in the following table:

<b>Trip Generation – 1,013sqm</b>		
	Trip rate to development	Trip rate from development
AM Peak	6	3
PM Peak	10	8

The traffic flows would be considered similar to the previous traffic flows generated by the site when it was in use in the past.

Kildare County Council is also proposing to construct the Athy Distributor Road. This scheme will commence at the new junction of the N78 and M9 link on the north of Athy town and terminate at a junction with the N78 South of Athy Town. Through-traffic will no longer pass through Athy town centre and a portion of traffic from residential and employment areas in Athy will divert the Distributor Road therefore reducing congestion within the town centre.

A traffic modelling report prepared on behalf of Kildare County Council indicated that the construction of the Athy Distributor Road will reduce traffic along Geraldine Road by approximately 43% and approximately 48% along the N78 (east of the existing N78 / Geraldine Road signalised junction). This is a very significant reduction in traffic volumes.

### **Parking**

A total of 32 parking spaces including 3 disabled spaces and 3 EV charging spaces are to be provided within the proposed development.

The 'Kildare County Development Plan 2017 - 2023' lists standard provision for car parking. Car parking spaces should be provided at the ratio of 1 space per 10sqm for the café and at a ratio of 1 space per classroom plus 1 per 5 students for the Model School Hub. It is anticipated that student attendance would be a maximum of 25 students.

Using the above information the development plan indicates a provision of 31 car parking spaces. The development will provide a total of 32 car parking spaces.

Covered bicycle stands will be provided within the development and to cater for the cycle parking demand generated by the Food Hub.

### **Service vehicles**

Refuse collection and deliveries will be the main servicing requirements. These will be served by a service yard located to the rear of the building. The swept paths of service vehicles have been assessed and are accommodated by the proposed layout of the service yard.