

The background is a vibrant red color. It is decorated with several abstract geometric shapes: a large teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue horizontal bar in the top-right corner, a teal semi-circle in the bottom-right corner, and a blue vertical shape in the bottom-left corner containing a white circle. There are also smaller white circles and curved lines in various colors scattered throughout the design.

Appendix P
Bus Interchange Design
Statement

National Transport Authority
**Blanchardstown to City Centre
Core Bus Corridor Scheme**
Bus Interchange Design Statement

Issue | 29 April 2022

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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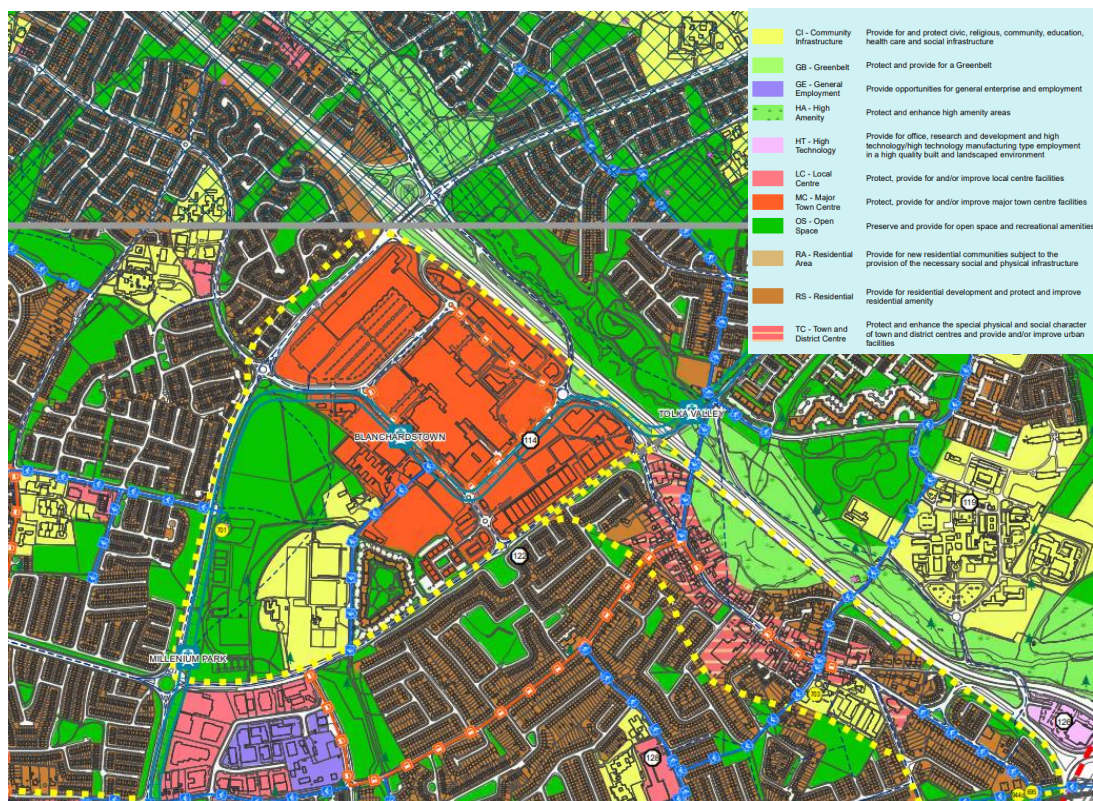
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1 Introduction

This Design Statement is a support document for an application for the addition of a bus interchange and improvement of existing transport links at Blanchardstown Shopping Centre.

The proposed redevelopment is focused north-west of the central building.

This statement should be read in conjunction with the Preliminary Design Report and Buildings / Architecture Drawings.



**Figure 1: Excerpt from Fingal Development Plan 2017-2023 – Sheet 13
Blanchardstown South**

1.1 Summary of Proposed Development

Blanchardstown Shopping Centre was built in the 1990s and extended with the addition of retail units along with the population growth in Blanchardstown.

Further development in 2008 produced a hotel and conference centre, a complex of apartments and restaurants and the current bus interchange.

The proposed bus interchange at Blanchardstown Centre will introduce a traffic management system to greatly improve access to public transport in the centre of the site. It will provide six enclosed and sheltered waiting areas and serving all bus stops with internal and external seating.

Glazed screens in the bus shelters will provide protection from adverse weather conditions while maintaining visibility of the approaching buses from within the shelters.

Display walls will be provided to each shelter to house advertising displays and transport information.

Additional external seating will be provided along raised planters housing mixed planting.

Roof canopies will provide shelter and atmospheric lighting over external circulation areas. Increased biodiversity will be achieved using sedum and semi-intensive green roofs on the canopies, along with mixed planting in the ground floor planters.



Figure 2: Overall Layout of Bus Interchange - Artists Impression Only

2 Site Context

Blanchardstown Centre is located south-west of the N3 Navan Road between exits 2 and 3.

The Centre can be accessed from regional roads via the R121, from the north-western roundabout, and the R843 from the south-eastern junction or the southern roundabout. It can also be accessed from the R806 Blanchardstown Main Street to the south.

The shopping centre consists of a central two storey building with an adjacent multi-storey car park to the south. It is surrounded on the south-west, north and north-east by large retail units with external access, all with surface parking.

The northern area of the site contains a hotel and offices are to the east. The Westend Shopping Park is to the south-east with surface parking.

The area is a suburban low-density residential setting with Coolmine Industrial Estate and the Technical University Dublin Blanchardstown Campus in the vicinity.



Figure 3: Blanchardstown Shopping Centre Aerial Site View

2.1 Bus Interchange Location

The proposed bus interchange at Blanchardstown Centre will provide six new covered waiting areas adjacent to bus stops, accessed from a central pedestrian area to replace the current system of two individual bus shelters serving nine bus routes on either side of the four-lane public road.

Roof canopies of two heights will provide shelter for external circulation. Up-lighting on the canopies will create a visual icon in the landscape and a safe environment for members of the public.

The main pedestrian axis from the car park to the Shopping Centre main entrance will cross through the centre of the bus interchange, amongst trees in seating-height planters to create a threshold between the hard landscapes.



Figure 4: View of Pedestrian Area - Artists Impression Only



Figure 5: Overlay in the current context - Artists Impression Only

3 Concept Design Principles

The landscape will be defined by elongated roof canopies sheltering the site. Considering the traffic arrangement around the central island and the pedestrian movement based on this traffic arrangement, roof canopies of two different heights were designed to provide a continuous line of protection over the many and varied movement patterns required by pedestrians using the facility. Two lower canopies and one higher central canopy will create an interesting and attractive streetscape mirroring the underlying movement patterns.

Six new covered waiting areas with internal and external seating have been orientated with the saw-tooth arrangement of the bus bays to allow maximum circulation space.

The bus interchange will incorporate controlled planting and generous pedestrian circulation zones, facilitating ease of movement for pedestrians and commuters traversing the area and accessing the shopping malls that straddle the interchange. The central roof responds to pre-existing movement between the main shopping centre and the retail units and car parking. The height and extent of this canopy will reflect the prominence of the circulation route below.

Lighting within the planters and below the seating will provide an atmospheric glow at night. Further up-lighting on the roof canopies will provide a controlled but well-lit environment that is safe and welcoming.

The canopies will comprise a concrete clad steel frame supported on circular columns. Drainage off each roof will be directed through the columns to a below ground rainwater drainage system, eased by the presence of green roofs incorporated across the site. A variety of sedums and bushes on the green roofs and mixed planting in the ground level raised planters will ensure improved biodiversity across the site. Access to the green roofs, for maintenance purposes, will be via Mobile Elevated Working Platforms (MEWP) from the roadway.

Additional external seating will be provided along the raised planters, which will be located in optimal locations ensuring no impediment to pedestrian traffic while enhancing the experience.

The overall design has been generated to enhance the commuter experience creating a safe, welcoming and attractive environment that can be navigated with ease and comfort.



Figure 6: Layout of Canopy and Movement Lines - Artists Impression Only

3.1 Sheltered Public Waiting Area

Each shelter will have two open entrances with a display wall opposite to house advertising displays and transport information.

Wooden seating will provide a comfortable surface for sitting and will be fixed to the steel structure of the bus shelter. The roof canopy overhead will shelter the external seating while glazed screens on all four sides of the bus shelters will provide additional shelter from weather for the internal seating, as well as providing visibility to the bus bays.

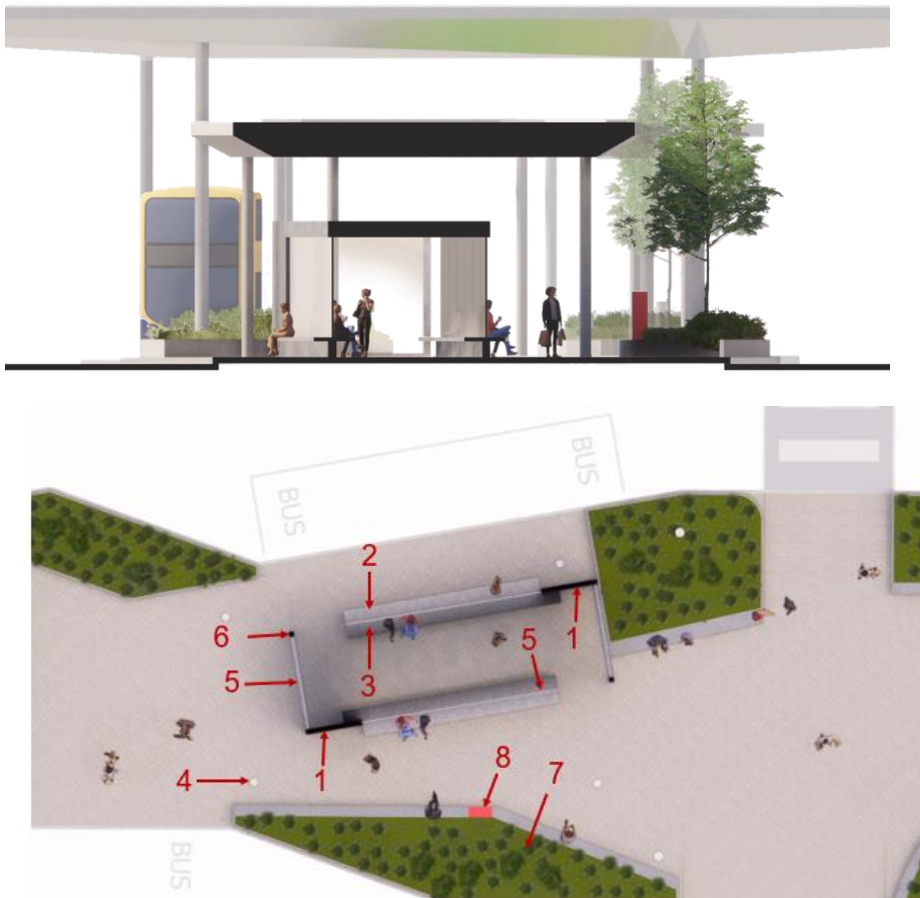


Figure 7: Detailed features - Artists Impression Only

- 1 – Advertising panel / Screen Display
- 2 – Sheltered external timber bench
- 3 – Internal timber bench
- 4 – Canopy column
- 5 – Glazed screen
- 6 – Steel column
- 7 – Planter
- 8 – Ticket machine

3.2 Canopy Design Character



Figure 8: Visualisations - Artists Impression Only

3.3 Visuals



Figure 9: Visuals (Page 1 of 2) – Artists Impression Only



Figure 10: Visuals (Page 2 of 2) – Artists Impression Only

4 Universal Accessibility

In accordance with BS:8300: 2009+A1:2010 Design of buildings and their approaches to meet the needs of disabled people – Code of practice and Building Regulations 2010: Technical Guidance Document (TGD) M:

- Waiting area to be provided with turning spaces for wheelchair users and a clear route through the waiting area of 1200mm.
- Access to/from bus interchange is to be designed as wheelchair accessible i.e. level access, dropped kerbs at pedestrian crossings etc.
- External lighting to be provided to meet Lux level requirements as outlined in Section 1.1.3 of TGD M.
- Manifestations to be provided to waiting area glazing within two zones, between 850mm and 1000mm and between 1400mm and 1600mm.

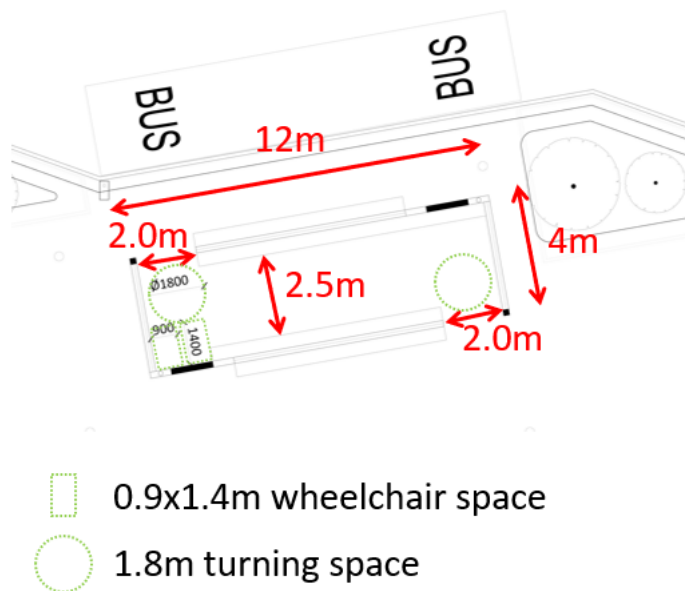


Figure 11: Internal Layout of Bus Shelter (Indicative)