



DEXTER PLANNING CONSULTANTS

South Dublin County Council
Planning Department, County Hall
Tallaght,
Dublin 24, D24 A3XC

6th May 2022

RE: SDZ22A/0005 – Development of 436 no. dwellings at Adamstown Station Development Area – Blocks A, C and D, Adamstown SDZ

Dear Sir/Madam,

1.0 Introduction

With reference to the above, Dexter Planning Consultants represents Henry & Ted Crowley, Finnstown, Lucan Co. Dublin who wish to submit observations to South Dublin County Council (SDCC) in respect of the development proposed by Ref. SDZ22A/0005.

The appropriate fee of €20 has been paid to the Finance Department on 6th May 2022 and proof of same is attached to this letter.

This submission seeks to clarify several items for the benefit of SDCC:

- To confirm that the elevated roadway (bridge ramp) to the west of the application site does not form part of the application site and that the applicant, Quintain Developments Ireland Ltd, has excluded the bridge ramp from the proposal currently before SDCC for determination.
- That the status of the bridge ramp is not a “farmers bridge” or “cattle bridge” as is repeatedly asserted in the planning application documentation.
- That ‘Crowleys Bridge’ has been constructed to a specification that will assist in the future development of lands to the south of the rail line in the ownership of Henry & Ted Crowley in due course when Adamstown SDZ has been built out.

Prior to addressing these issues the planning history of the bridge ramp is briefly outlined to provide some context.

2.0 Planning History

The bridge ramp was constructed on foot of Ref. SDZ06A/9 while the rail bridge spanning the rail lines was constructed on foot of permission Ref. S01A/0004. Station Road was

constructed on foot of Ref. SDZ06A/5 and runs parallel to the rail line to the south of the current application site.

The applicant in SDZ06A/9 was Castlethorn Construction and permission was granted subject to 9 no. conditions on 17/10/2006 for the *“construction of an agricultural access over - bridge (c.54.3m in length) to span the Dublin - Kildare rail line and the road applied for under Planning Reg Ref SDZ06A/8 which runs immediately north of and parallel to the rail line.”*

The Planner’s Report (section 2.1) notes that *“the parapet on the western side is attached to the top of the deck, allowing for future widening of the bridge.”*¹

Section 10.13 of the Planner’s Report notes that *“if in the future, lands to the south of Adamstown is rezoned for development, as it will provide a second crossing in the vicinity of the District Centre, in addition to that currently under construction at the railway station.”*

In Section 10.14 it is stated that *“the location of the bridge at the western edge of the District Centre allows for the creation of 2 no. access points across the railway line in close proximity to each other. The combined effect of the railway station and the access overbridge will potentially allow for ease of access to the District Centre from a wider area of lands to the south.”*

In the application drawings for Ref. SDZ06A/9 it can be seen that the northern end of the bridge ramp is an embankment type construction and then the structure becomes elevated as it nears the rail line and bridge.

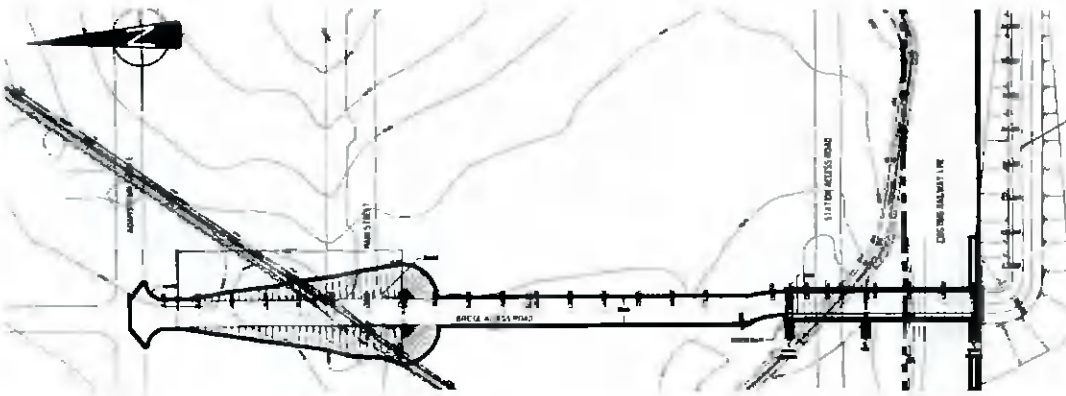


Figure 1 - Plan view of bridge ramp - SDZ06A/6

¹ From a 7meter wide overbridge deck to a 10meter wide overbridge deck, the possible future extension of which has already legally been agreed to by Iarnród Éireann.

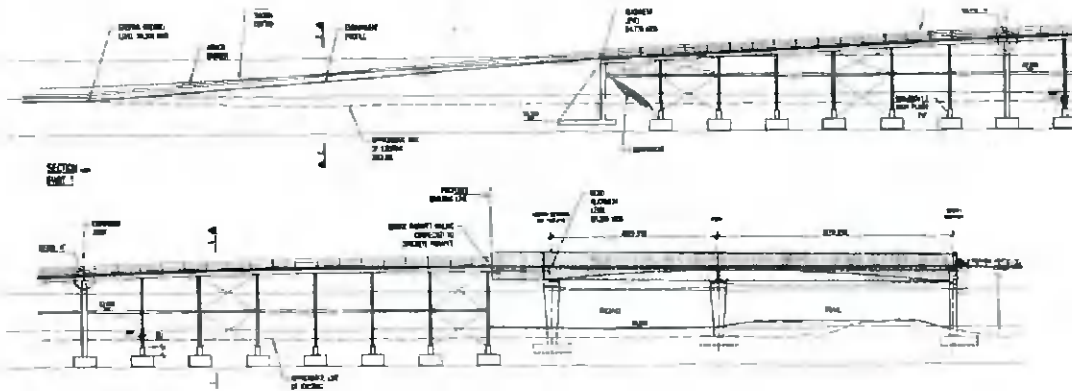


Figure 2 - West elevation of bridge ramp SDZ06A/6

Iarnrod Eireann was granted permission by Ref. S01A/0004 to construct a ramped approach north and south of the rail line and to construct a new overbridge across the rail line. Permission was granted on 10/05/2001 subject to 4 no. conditions. It should be noted that while the ramped structure permitted to the south of the rail line was constructed as per the drawings submitted with the application, the ramped structure to north of the rail line was never constructed and was superseded by the elevated structure permitted by Ref. SDZ06A/9.

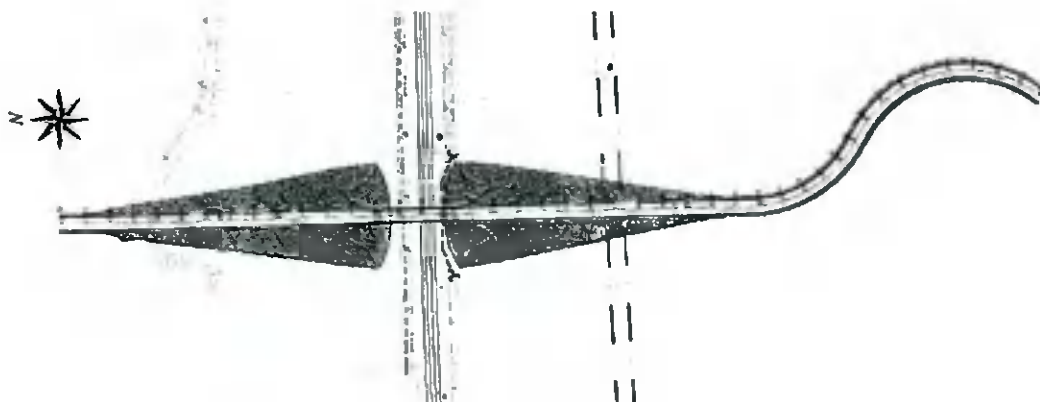


Figure 3 - Plan of ramped overpass structure - S01A/0004

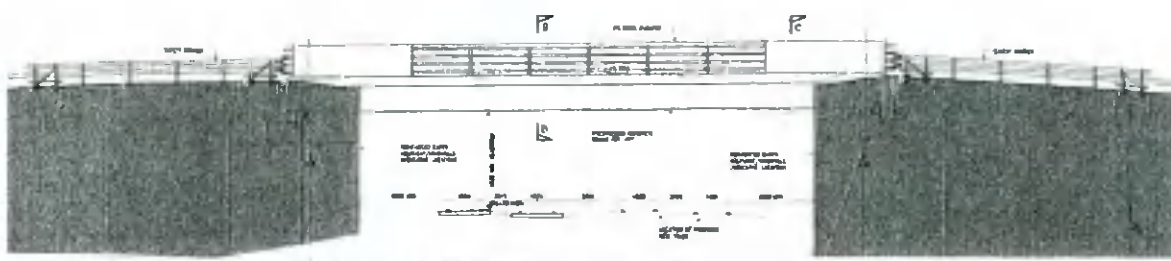


Figure 4 - West elevation of ramp structures and bridge

3.0 Application Site

The red line boundary on the application drawings exclude the majority of the bridge ramp to the west of the application site but does include a small portion of the ramp within the red line in the north-west corner of the application site. The applicant has excluded the bridge ramp from the current application presumably as the applicant has no intention to carry out works to same.

It should be noted that Henry & Ted Crowley have full easements agreed for the use of the bridge ramp to access their landholdings to the south of the rail line.

4.0 Status of Bridge Ramp

The elevated ramp structure in place to the west of the application site is and frequently referred to as a "farmers bridge" or a "cattle" bridge which as can be seen from Figure 1 below it is clearly not. The bridge ramp is a substantial structure with an embankment at its northern end and is elevated by concrete and steel supports as it rises to the south to connect with the Irish Rail bridge over the rail tracks.



Figure 5 - View of the rail bridge and bridge ramp from Station Road looking west

In the Planning Application Report multiple references are made to a farmers/cattle bridge to the west of the application site. Indeed, Section 5.6 of the Planning Application Report is titled 'Farmer's Bridge' and states that this overpass bridge "allows agricultural vehicles to safely cross the railway line." In the same section it is stated that "the bridge is solely used for agricultural vehicles and is in private use by a local farmer." It is speculated in Section 5.6 that as the agricultural nature of the area changes the need for this bridge for agricultural access use may diminish. The Report states that the future of the bridge is uncertain but that if it does remain the interface between the bridge and Blocks A and C will remain acceptable and the bridge (at second storey level at its highest point) will not have an adverse impact on the amenity of the future residents of these blocks.

As discussed in Section 5.0 below, it is envisaged that the bridge will provide a link between north and south (of the rail line) development areas and has been constructed to facilitate easy widening (subject to permission) and therefore a much greater volume of traffic can be anticipated once the development of the southern land blocks progresses in due course. Regard should be had by SDCC of the potential increase in traffic volumes on the bridge and the potential adverse impacts on residents of Blocks A and C of the present proposal.

Indeed, the bridge is in use 365 days of the year, with many multiple journeys back and forth on a daily basis. These journeys are made via car, van, tractor, articulated lorries as well as ESB and EirGrid traffic going to and from a 220 kV undergrounding interface site on the southern side of the rail line.

In the Design Statement the pattern of using farmers/cattle bridge to describe the bridge ramp continues in the text and on the drawings and would lead one to believe that the bridge constitutes little more than a narrow track which one tractor and a few cows traverse each day. The reality is that the bridge ramp has been constructed to accommodate articulated lorries and to be easily widened (subject to permission) to act as a link between lands to the north and south of the rail line – see Section 5.0 below.

The cumulative effect of the repetition of farmers bridge and cattle bridge in the text and drawings is to create the false impression that the bridge ramp is insignificant in infrastructure terms and incapable of facilitating urban development to the south of the rail line. This is not the case as can be seen in the next section below which envisages that the bridge ramp (once widened as planned) will play a key linkage role in the opening up of the southern blocks of land to an SDZ type of development in due course. This was acknowledged in the Planner's Report in the Ref. SDZ06A/9 case upon foot of which the bridge ramp was constructed – see Section 2.0 above.

5.0 Enablement of Future Development

The ramp and bridge were designed to facilitate development to the south of the rail line on lands owned by our Client. It is virtually inevitable that these lands will be developed at some point in the future to maximise investment in the rail infrastructure and the station at Adamstown. To not develop the lands to the south of the rail line would mean that half the catchment for the rail transport corridor would remain untapped which would be illogical in transport planning terms.

It is not envisaged that the lands to the south of the rail line would be developed until the build out of the Adamstown SDZ is nearing completion. At that stage these southern blocks of land would enter the plan making process in a similar manner to the lands to the north of the rail line.

The bridge ramp has been specifically designed to be widened at the appropriate point in the future in order to facilitate access to the southern blocks of land for future development. It can be seen that the ramp supports have been designed to accommodate a widening of the bridge ramp to upgrade north-south access along this route and a legal agreement is in place with Iarnrod Eireann to facilitate this expansion work.



Figure 6 - Ramp support in place designed to accommodate widened ramp and bridge

In addition, it should be noted that the presence of the bridge ramp is not an impediment to the future development of SDZ lands to the west of the bridge. Station Road already runs under the ramp and the elevated construction of the bridge will permit full pedestrian and cycle permeability when the lands to the west of the bridge are developed thus linking SDZ lands east and west of the bridge seamlessly.

6.0 Conclusion

Having regard to the above we trust that SDCC is clear as to the status and proposed future use of Crowley's Bridge and will assess the planning application before it with these facts in mind. If you have any queries in relation to this letter please contact the undersigned.

Yours sincerely,

Bernard Dee, Principal

Dexter Planning Consultants

**An Rannóg Talamhúsáide, Pleanála agus Iompair
Land Use, Planning & Transportation Department**

Telephone: 01 4149000 Fax: 01 4149104 Email: planning.dept@sdblincoco.ie

**Bernard Dee,
Dexter Planning Consultants
61, Mellows Quay
Block D, Ushers Quay
Dublin 8
D08 TAA9**

Date: 06-May-2022

Dear Sir/Madam,

**Register Ref:
Development:**

SDZ22A/0005

Phase Three of the Adamstown District Centre and consists of 37,402sq.m (gross floor area including car parking and storage) of residential development to be constructed in 3 blocks ranging in height from 2 to 9 storeys; There is a total of 436 apartments, comprising 9 studio apartments, 204 one bedroom apartments, 213 two bedroom apartments and 10 three bedroom apartment; An ancillary resident's pavilion building (2 storey) is linked to Block D, ancillary resident's amenity rooms and facilities are also provided at ground floor level of Block A; All apartments are provided with private open space in the form of balconies or gardens; The proposed block description is as follows: Block A (c. 11,821sq.m gross floor area): 4 - 5 storeys in height, with a total of 143 apartments (70 one bedroom apartments, 67 two bedroom 4 person apartments and Gno. 3-bedroom apartments); A resident's only podium level, courtyard is provided within Block A; Ancillary plant, storage, waste, and internal bicycle parking rooms provided at ground floor level; Block C (c. 9,680sq.m gross floor area): 4 - 9 storeys in height, with a total of 124 apartments {60 one bedroom apartments, 5 two bedroom 3 person apartments, 55 two bedroom 4 person apartments and 4 three bedroom apartments). Communal open space is provided within 2 parcels of land to the east of Block C between Block C and Block D. Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level; Block D (c.12,757sq.m gross floor area): 2 - 5 storeys in height, together with linked ancillary resident's pavilion building (2 storey). Block D comprises a total of 169 apartments (9 studio apartments, 74 one bedroom apartments, 11 two bedroom 3 person apartments, and 75 two bedroom 4 person apartments); Communal open space is provided within 2 parcels of land within Block D; Ancillary plant, amenity rooms and internal bicycle parking rooms provided at ground floor level. Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level; on lands generally bounded by Adamstown Avenue to the north, to the east by undeveloped lands, which benefit from planning permission Reg. Ref. SDZ20A/0008 (as amended by SDZ20A/0016, SDZ20A/0018 and SDZ21A/0017), to the south by Station Road, the railway line and train

station and to the west by the railway overpass and its approach road, known locally as the farmer's bridge.

Location: In the townland of Gollierstown, Adamstown, Lucan, Co. Dublin
Applicant: Quintain Developments Ireland Limited
Application Type: SDZ Application
Date Rec'd: 14-Apr-2022

I wish to acknowledge receipt of your submission in connection with the above planning application. The appropriate fee of €20.00 has been paid and your submission is in accordance with the appropriate provisions of the Planning and Development Regulations 2001(as amended). The contents of your submission will be brought to the attention of the Planning Officer during the course of consideration of this application.

This is an important document. You will be required to produce this document to An Bord Pleanála if you wish to appeal the decision of the Council when it is made. You will be informed of the decision in due course. Please be advised that all current applications are available for inspection at the public counter and on the Council's Website. www.sdublincoco.ie.

You may wish to avail of the Planning Departments email notification system on our website. When in the **Planning Applications** part of the Council website, www.sdublincoco.ie, and when viewing an application on which a decision has not been made, you can input your email address into the box named "**Notify me of changes**" and click on "**Subscribe**". You should automatically receive an email notification when the decision is made. Please ensure that you submit a valid email address.

Please note: If you make a submission in respect of a planning application, the Council is obliged to make that document publicly available for inspection as soon as possible after receipt. Submissions are made available on the planning file at the Planning Department's public counter and with the exception of those of a personal nature, are also published on the Council's website along with the full contents of a planning application.

Yours faithfully,

M. Furney
for Senior Planner