



THORNTON O'CONNOR
TOWN PLANNING

Response to Further Information

**Prepared on Behalf of Quintain Developments
Ireland Limited**

In respect of a Site at

**Tandy's Lane Village Development Area
(Phase 2)**

SDCC Reg. Ref.: SDZ22A/0006

August 2022

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South Dublin County Council
County Hall
Tallaght
Dublin 24
D24 A3XC

Wednesday, 31st August 2022

Dear Sir/Madam

RESPONSE TO REQUEST FOR FURTHER INFORMATION

South Dublin County Council Register Reference SDZ22A/0006

1.0 INTRODUCTION

1.1 Response to *Request for Further Information* by South Dublin County Council

This letter is submitted by Thornton O'Connor Town Planning¹ on behalf of Quintain Developments Ireland Limited² in response to a *Request for Further Information (RFI)* issued by South Dublin County Council dated 7th June 2022, in respect of a proposed residential development in the Tandy's Lane Village Development Area of the *Adamstown Strategic Development Zone ("SDZ") Planning Scheme*. The scheme represents Phase 2 of the Tandy's Lane Development with Phase 1 granted under SDCC Reg. Ref. SDZ19A/0011. We note that Phase 1 is currently under construction.

This Response to the *Request for Further Information* has been prepared by Thornton O'Connor Town Planning in association with MOLA Architecture³, Doyle + O' Troithigh Landscape Architecture⁴, Waterman Moylan Engineering Consultants⁵, Brady Shipman Martin⁶, Sabre Electrical Services Limited⁷ and 3D Design Bureau⁸.

1.2 Documents Enclosed

Some 6 No. copies of the documents listed below are enclosed with this Response to *Request for Further Information*.

¹ No. 1 Kilmacud Road Upper, Dundrum, Dublin 14, D14 EA89

² Fitzwilliam Court, Leeson Close, Dublin 2, D02 YW24

³ No. 2 Donnybrook Road, Donnybrook, Dublin, D04 NN50

⁴ Pembroke House, Nos. 28-32 Upper Pembroke Street, Dublin 2

⁵ Block S, East Point Business Park, Alfie Byrne Road, Dublin D03 H3F4

⁶ Mountpleasant Business Centre, Ranelagh, Dublin, D06 X7P8

⁷ Unit 11 Bellevue Industrial Estate, Finglas, Dublin 11

⁸ No.65 Rock Rd, Blackrock, Dublin, A94 PT62



1.2.1 Planning Response Letter prepared by Thornton O'Connor Town Planning

- This Planning Response Letter prepared by Thornton O'Connor Town Planning, dated 31st August 2022.

1.2.2 Architectural Response Prepared by MOLA Architecture

- Six copies of the 'Architectural RFI Planning Response' dated August 2022
- Six copies of the following drawings:

Architectural Drawings Prepared by MOLA Architecture			
Drawing No.	Drawing Title	Scale	Size
Overall Site			
TL-2-02-SW-XX-DR-MOLA-AR-0001	Site Location Map	1:2500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0002	Site Location Map	1:1000	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0050 A	Existing Site Plan - Tile A	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0050 B	Existing Site Plan - Tile B	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0100	Proposed Site Layout Plan - Key Plan	1:1000	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0100 A	Proposed Site Layout Plan - Tile A	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0100 B	Proposed Site Layout Plan - Tile B	1:500	Ao
Site Elevations			
TL-2-02-SW-XX-DR-MOLA-AR-0200	Existing Contiguous Elevation A-A	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0201	Proposed Contiguous Elevation A-A	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0202	Existing Contiguous Elevation B-B	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0203	Proposed Contiguous Elevation B-B	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0204	Existing Contiguous Elevation C-C	1:500, 1:200	A1
TL-2-02-SW-XX-DR-MOLA-AR-0205	Proposed Contiguous Elevation C-C	1:500, 1:200	A1
TL-2-02-SW-XX-DR-MOLA-AR-0206	Existing Contiguous Elevation D-D	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0207	Proposed Contiguous Elevation D-D	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0208	Existing Contiguous Elevation E-E	1:500, 1:200	A1
TL-2-02-SW-XX-DR-MOLA-AR-0209	Proposed Contiguous Elevation E-E	1:500, 1:200	A1
TL-2-02-SW-XX-DR-MOLA-AR-0210	Proposed Section F-F, G-G, H-H, I-I & JJ	1:200	Ao
Unit Type - House Units			
TL-2-02-PX-ZZ-DR-MOLA-AR-0400	House Type A1_4-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0401	House Type A2_4-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0402	House Type A3_4-Bed	1:100	A1

TL-2-02-PX-ZZ-DR-MOLA-AR-0403	House Type A4_4-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0404	House Type A5_4-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0405	House Type A6_4-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0408	House Type B1_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0409	House Type B2_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0410	House Type B3_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0411	House Type B4_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0412	House Type B5_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0413	House Type B6_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0414	House Type B7_2-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0415	House Type C1_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0416	House Type C2_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0417	House Type D1_4-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0418	House Type D2_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0419	House Type D2_3-Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0420	House Type E1_Landmark House_4 Bed	1:100	A1
TL-2-02-PX-ZZ-DR-MOLA-AR-0421	House Type E2_4-Bed	1:100	A1
Unit Type - Duplex Units			
TL-2-02- PX-ZZ -DR-MOLA-AR-0450	Duplex Type F1 - Mid Terrace	As Indicated	A1
TL-2-02- PX-ZZ-DR-MOLA-AR-0455	Duplex Type F2 - End of Terrace	As Indicated	A1
TL-2-02- PX-ZZ-DR-MOLA-AR-0460	Duplex Type F3 - End of Terrace - Side Entry	As Indicated	A1
TL-2-02- PX-ZZ-DR-MOLA-AR-0465	Duplex Type F4 - Mid Terrace	As Indicated	A1
TL-2-02- PX-ZZ-DR-MOLA-AR-0470	Duplex Type F5 - End of Terrace	As Indicated	A1
TL-2-02- PX-ZZ-DR-MOLA-AR-0475	Duplex Type F6 - End of Terrace - Side Entry	As Indicated	A1
TL-2-02- PX-ZZ-DR-MOLA-AR-0480	Duplex Type F7 - Landmark	As Indicated	A1
Unit Type - Traveller Accommodation			
TL-2-02- PX-ZZ-DR-MOLA-AR-0485	TA-1 Traveller Accommodation Side Entry	As Indicated	A1
TL-2-02- PX-ZZ-DR-MOLA-AR-0490	TA-2 Traveller Accommodation Front Entry	As Indicated	A1
TL-2-02- PX-ZZ-DR-MOLA-AR-0495	TA-3 Traveller Accommodation Side Entry	As Indicated	A1
Details			
TL-2-02- PX-ZZ-DR-MOLA-AR-0550	Duplex Bin & Bike Stores 01 & 02	1:100	A2
Additional Plans			
TL-2-02-SW-XX-DR-MOLA-AR-0901	Taken in Charge- Tile B	1:500	A0
TL-2-02-SW-XX-DR-MOLA-AR-0902	Units Type Layout- Tile A	1:500	A0
TL-2-02-SW-XX-DR-MOLA-AR-0905	Units Type Layout- Tile B	1:500	A0
TL-2-02-SW-XX-DR-MOLA-AR-0906	Car Parking Strategy	1:500	A0
TL-2-02-SW-XX-DR-MOLA-AR-0907	Phasing	1:500	A0
TL-2-02-SW-XX-DR-MOLA-AR-0908	Part V_Site Plan - Key Plan	1:1000	A0

TL-2-02-SW-XX-DR-MOLA-AR-0909	Part V_Site Plan - Tile A	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0909 A	Part V_Site Plan - Tile B	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0909 B	Architecture Design Statement	1:500	Ao

1.2.3 Landscape Response prepared by Doyle & O'Troithigh Landscape Architecture

- Six copies of the 'Landscape response to South Dublin County Council' dated August 2022
- Six copies of the following drawings:

Landscape Drawings Prepared by Doyle & O'Troithigh Landscape Architecture			
Drawing No.	Drawing Title	Scale	Size
19-044_LP-01-FI	Overall Landscape Plan	1:1000	A1
19-044_PG-01-FI	Playground Plan 1 of 3	1:200	A1
19-044_PG-02-FI	Playground Plan 2 of 3	1:200	A1
19-044_PG-03-FI	Playground Plan 3 of 3	1:50	A1
19-044_UGF-01-FI	Urban Green Factor Plan	1:1000	A1

1.2.4 Engineering Response Prepared by Waterman Moylan Engineering Consulting

- Six copies of the 'Engineering RFI Response' dated August 2022
- Six copies of the following drawings:

Engineering Drawings Prepared by Waterman Moylan Engineering Consulting			
Drawing No.	Drawing Title	Scale	Size
21-058-P190	Typical Road Construction Details Sheet 1 of 2	As Shown	A1
21-058-P191	Typical Road Construction Details Sheet 2 of 2	As Shown	A1
21-058-P232	Typical Bio-Retention Treepit Details	1:50	A1
21-058-P233	Typical Swale Details	1:50	A1
21-058-P1100	General Arrangement & Road Levels Sheet 1 of 3	1:500	A1
21-058-P1101	General Arrangement & Road Levels Sheet 2 of 3	1:500	A1
21-058-P1102	General Arrangement & Road Levels Sheet 3 of 3	1:500	A1
21-058-P1120	Proposed Visibility Splays – Sheet 1 of 3	1:500	A1
21-058-P1121	Proposed Visibility Splays – Sheet 2 of 3	1:500	A1
21-058-P1122	Proposed Visibility Splays – Sheet 3 of 3	1:500	A1
21-058-P1125	Typical Road Cross Sections	1:50	A1
21-058-P1130	Proposed Fire Tender Swept Path Analysis Sheet 1 of 4	1:1000	A1
21-058-P1131	Proposed Fire Tender Swept Path Analysis Sheet 2 of 4	1:1000	A1
21-058-P1132	Proposed Fire Tender Swept Path Analysis Sheet 3 of 4	1:1000	A1
21-058-P1133	Proposed Fire Tender Swept Path Analysis Sheet 4 of 4	1:1000	A1
21-058-P1140	Proposed Refuse Swept Path Analysis	1:1000	A1
21-058-P1141	Proposed Refuse Swept Path Analysis	1:1000	A1
21-058-P1142	Proposed Refuse Swept Path Analysis	1:1000	A1
21-058-P1143	Proposed Refuse Swept Path Analysis	1:1000	A1



21-058-P1150	Proposed Parking Layout – Sheet 1 of 3	1:500	A1
21-058-P1151	Proposed Parking Layout – Sheet 2 of 3	1:500	A1
21-058-P1152	Proposed Parking Layout – Sheet 3 of 3	1:500	A1
21-058-P1200	Proposed Drainage Layout – Sheet 1 of 3	1:500	A1
21-058-P1201	Proposed Drainage Layout – Sheet 1 of 3	1:500	A1
21-058-P1202	Proposed Drainage Layout – Sheet 1 of 3	1:500	A1

1.2.5 Ecological Response Prepared by Brady Shipman Martin

- Six copies of the '*Ecological RFI Response*' dated August 2022.

1.2.6 Lighting Documentation Prepared by Sabre Electrical Services Limited

- Six copies of the '*Outdoor Lighting Report*' dated August 2022
- Six copies of the following drawing:

Lighting Drawing Prepared Sabre Electrical Services Limited			
Drawing No.	Drawing Title	Scale	Size
SES 03822-2	Public Lighting Layout	1:1000	A1

2.0 KEY CHANGES TO THE SUBJECT SCHEME TO COMPLY WITH THE REQUEST FOR FURTHER INFORMATION

2.1 Overview of Key Changes

There have been a number of comprehensive design changes made as a result of the *Request for Further Information (RFI)* which are summarised below by MOLA Architecture:

- 6 No. Traveller Accommodation units have been included in the north-west of the site including associated parking spaces for each unit.
- A more direct east-west vehicle link at the north of the scheme, connecting Phase 1 (under construction) and Adamstown Boulevard.
- A more direct east-west pedestrian link at the south of the scheme to strengthen the connection between Phase 1 (currently under construction) and Adamstown Boulevard.
- Changes to the layout of 3 No. terraces of units overlooking the Boulevard and 5 No. units that back on to them, to accommodate the adjusted east-west link to the south. There is a slight revision to the parking layout within this area also.
- Introduction of a new variation of units A6 and C1 now referred to as A6.2 and C1.2, providing increased passive surveillance along the pedestrian routes and public areas. Changes to these units include additional and/or larger windows to habitable rooms.
- Introduction of a side-entry house instead of a front-entry house, at the east of the site, to improve passive surveillance over the adjacent public road and footpaths.
- Redesign of the 2 No. Landmark Buildings proposed as per the *Planning Scheme Map* for the Development Area. In addition to this, 2 No. units, B2 and B6, have an added variation type to allow for a half brick/half render front elevation so that the brick elevations of the Landmark buildings are more pronounced.
- Increased area of the northern green open space with a revised landscape strategy, increasing the area from 0.1305 Ha. to 0.2870 Ha.
- To accommodate the addition of 6 No. Traveller Accommodation units, the increased area of the northern park and the revised layout at Adamstown Boulevard to create an east-west pedestrian link, 26 No. houses have been omitted. To retain a similar density as the original application, 28 No. duplex units are proposed to the north and east of the northern open green space. There is now a total of 354 No. units proposed (352 No. units at original planning application stage). Off curtilage parking has been provided for the proposed duplex units including 3 No. accessible parking spaces.
- Minor layout change with B2 house type units handing adjusted in a number of areas, as part of an overall layout review.

2.2 Multi-Disciplinary Consultation with South Dublin County Council in the Preparation of this Response

As part of the preparation of this Response to the RFI, the Design Team have engaged in Multi-Disciplinary Consultation with various members of South Dublin County Council in order to ensure that the comprehensive amendments proposed are meeting the specific requirements of the respective departments. An overview of the consultations undertaken are provided below:

2.2.1 Consultation with SDCC Planning Department

Meeting No. 1: 28th June 2022

Consultation with the Planning Department took place on 28th June 2022 to discuss the progress of the RFI response. The meeting attendees are set out below:

South Dublin County Council
Colm Harte (CH)
Eoin Burke (EB)
Quintain Developments Ireland Limited (The Applicant)
Isabelle Gallagher (IG)
Simon Corrigan (SC)

Minutes of this meeting are provided below:

Comment
1. Traveller Accommodation <ul style="list-style-type: none"> - EB noted the Cairn unit type had been through a lot of consultation with SDCC and should be adopted. - Noted to speak with SDCC housing (further discussions were held with Housing).
2. Creche <ul style="list-style-type: none"> - EB advised that team demonstrate that the creche is included in the village centre and is in addition to the 1,620 sq m of retail. - EB asked if Quintain has received interest from any occupiers on other creche units. - IG noted that to date, there has been no interest from any occupiers.
3. East / West linkages <ul style="list-style-type: none"> - CH noted the southern east-west link isn't straight. - SC noted that Applicant is required to tie into the existing services in Tandy's Lane Phase 1 and Adamstown Boulevard so it is not possible to bring the road straight across. - CH requested design team consider a pedestrian link which runs straight which would create a desire line. - Northern east-west link was discussed. SC noted the Phase 1 grant which is now built precludes design team from providing this link and that it will also negatively impact the Village Centre and sterilise part of an already small site. - CH acknowledged the constraints on providing this road. - SC noted that design team would amend the road layout around the northern park to allow a straighter road alignment to the south of the northern park.
4. Landmarks <ul style="list-style-type: none"> - CH noted a change of colour in brick isn't sufficient for the landmarks and these buildings act as wayfinders and should stand out from adjoining units, especially at the prominent corners. - Asked that the architect consider design quality, especially material palette, and detailing.

<p>5. Northern Open Space</p> <ul style="list-style-type: none"> - CH noted the park was surrounded by roads and felt this wasn't ideal and it should be more standalone. - Item raised on quality of the landscape design. CH noted he would seek more clarification from Parks Department.
<p>6. North-South Hedgerow</p> <ul style="list-style-type: none"> - Parks Department are seeking the retention of the north-south hedgerow. - EB noted a strong ecological response is required / to attempt justify its removal. - EB noted design team should demonstrate how we could incorporate it into the scheme. - SC advised that overprovision of green space across the entire tile is a mitigation measure. - EB asked that design team investigate submitting an Urban Greening Factor response.
<p>7. Trees</p> <ul style="list-style-type: none"> - SC raised provision of street trees as they were noted in the Planner's Report. - CH noted this was a comment from the Parks Department Report and asked if design team could facilitate more street trees and to detail provision across the application.

Meeting No. 2: 15th July 2022

A second consultation meeting with the Planning Department took place on 15th July 2022 to discuss the progress of the *RFI* response. The meeting attendees are set out below:

South Dublin County Council
Caitlin O'Shea (COS)
Quintain Developments Ireland Limited (The Applicant)
Isabelle Gallagher (IG)
Simon Corrigan (SC)
Thornton O'Connor Town Planning
Elaine Hudson (EH)

Minutes of this meeting are provided below:

Comment
<p>1. Northern Park</p> <ul style="list-style-type: none"> - COS noted the Planning Department would like the northern park to provide more usable space i.e. have informal kick about function, play etc. - Design Team should demonstrate how this park will link to the future Village Centre. - Planting and SUDS should be discussed with Parks Department.
<p>2. Traveller Accommodation</p> <ul style="list-style-type: none"> - SC showed the Traveller Accommodation proposal and noted that the units are similar to the Cairn type which South Dublin County Council granted. - IG pointed out the issues of providing 1 No. storey bungalows in terms of density and noted she didn't feel it appropriate for a Strategic Development Zone. - COS acknowledged this point.
<p>3. East-west linkages</p> <ul style="list-style-type: none"> - SC demonstrated that design team considered an east-west road across the Village Centre site but that this was sterilising a significant portion of the site and would be detrimental to the future Village Centre. - COS agreed the Village Centre was important and the Phase 1 Permitted Development had not helped this issue.

2.2.2 Consultation with the Housing Department

Consultation with the Housing Department in respect of the proposed Traveller Accommodation units took place on 30th June 2022. The meeting attendees are set out below:

South Dublin County Council
Edel Dempsey
Debbie O' Dempsey
Rachel Jackson
Elaine Leech
Quintain Developments Ireland Limited (The Applicant)
Isabelle Gallagher
Simon Corrigan

The Housing Department confirmed their acceptability of the strategy of providing 6 No. Traveller Accommodation units on site.

A revised Part V Agreement in Principle has been reached with South Dublin County Council which includes the traveller units within the Part V allocation as detailed in Section 2.2.1 below.

2.2.3 Consultation with the Roads Department

Waterman Moylan Engineering Consultants held meetings with the South Dublin County Council Roads Department on 5th July 2022 and 13th July 2022. The meeting attendees are set out below:

South Dublin County Council
John Hegarty
Graham Murphy
Waterman Moylan Engineering Consultants
Emma Caulwell
Ian Worrell

The meetings focussed on RFI Item No. 3(a), and the provision of and improvement to east west linkages, particularly for pedestrians and cyclists, whilst facilitating private cars.

2.2.4 Consultation with the Parks Department

Doyle & O'Troithigh Landscape Architecture issued a sketch of the revised Northern Pocket Park to the South Dublin County Council Parks Department on 8th August 2022. At the time of lodging this RFI Response, no feedback has yet been received. This sketch proposal outlined the proposed revisions to the park and the objectives to provide additional amenity, SUDS features and a native hedgerow to the southern boundary of the park.

2.2.5 Summary of Multi-Disciplinary Consultations

It is clear that this modified scheme has been designed having regard to detailed feedback provided by South Dublin County Council.

3.0 RESPONSE TO FURTHER INFORMATION REQUEST

The Planning Authority set out the following items in the *Request for Further Information (RFI)*:

2.1 Item No. 1: Traveller Accommodation

Item No. 1 states:

'Section 2.2(ii) Social Housing of the Planning Scheme states that social housing provision must include at least four traveller accommodation sites within the scheme lands. While Figure 2.4 does not indicate a Traveller Accommodation Site within the Tandy's Lane Village Development Area, under SDZ19A/0011 (Phase 1 of the Tandy's Lane Village Development Area) the planner's report stated that the traveller accommodation site in Somerton Development Area would be moved to the Tandy's Lane Village Development Area in order to be closer to the proposed primary school and local centre. This was indicated for the north western portion of the Development Area, within which the site of the subject application is located. The applicant is requested to liaise with the Housing Section in relation to typology and confirm how this would be addressed.'

2.1.1 The Applicant's Response to Item No. 1

The amended scheme now submitted in *Response to the RFI* includes the provision of 6 No. four bedroom traveller accommodation sites to the north-west of the site including associated parking for each unit. The design rationale for the traveller accommodation units is detailed in Section 1.1 of the '*Architectural RFI Planning Response*' document prepared by MOLA Architecture and enclosed with this *RFI* pack.

All of the units are detached with Dutch Billy style roofs and have been designed to ensure that they seamlessly integrate into the wider subject housing scheme. Consultation with the Housing Department in respect of the typology and layouts proposed took place on 30th June 2022 and the Housing Department confirmed their acceptability of the strategy. An extract from the Site Plan showing the position of the units is shown in Figure 2.1 below:

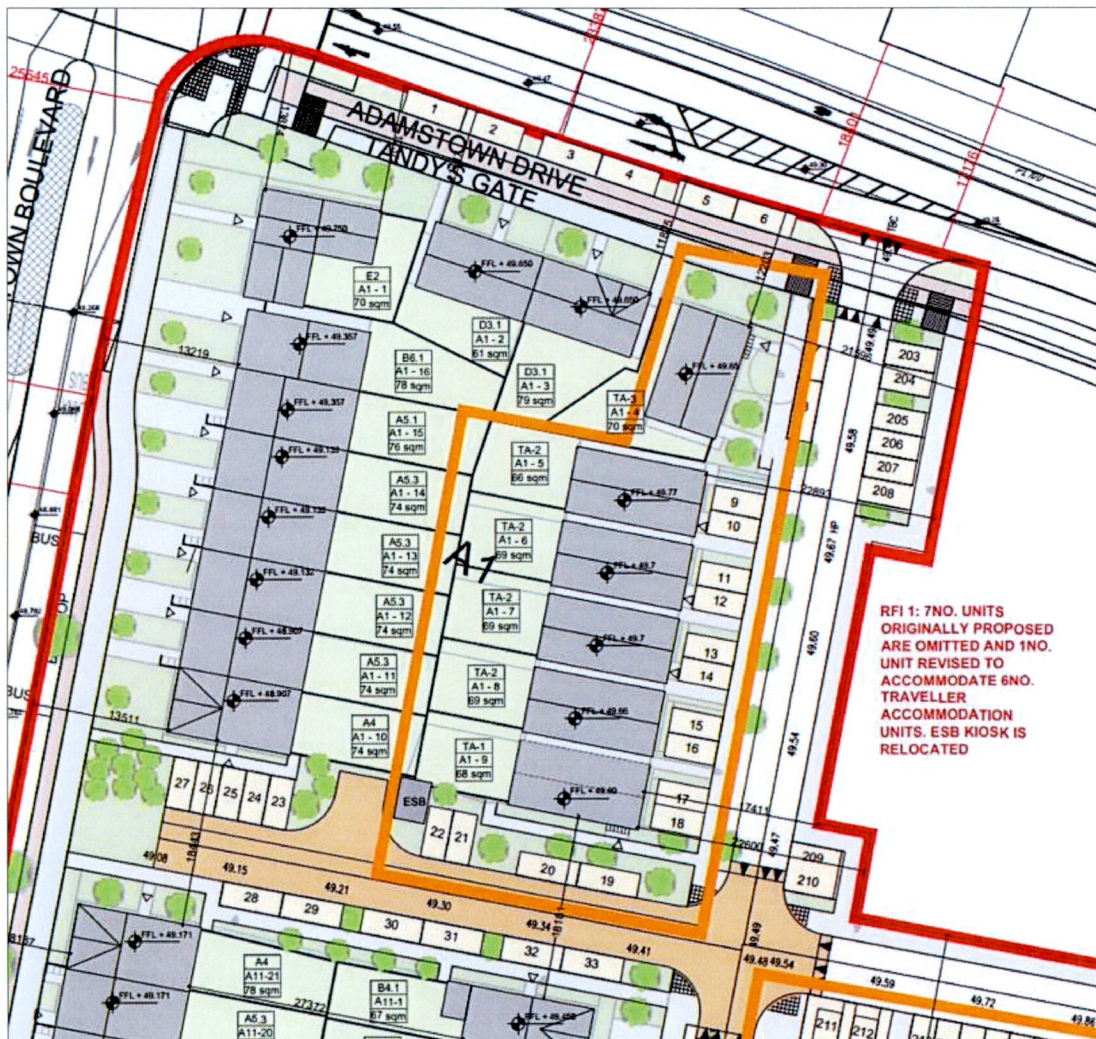


Figure 2.1: Extract Showing the Position and Layout of the 6 No. Traveller Accommodation Units

(Source: MOLA Architecture, August 2022)

Additional detail in respect of the units is shown on MOLA Dwg. Nos. TL-2-02-PX-ZZ-DR-MOLA-AR-0485 (entitled 'TA-1_Traveller Accommodation_Side Entry'), TL-2-02-PX-ZZ-DR-MOLA-AR-0490 (entitled 'TA-2_Traveller Accommodation_Front Entry'), and TL-2-02-PX-ZZ-DR-MOLA-AR-0495 (entitled 'TA-3_Traveller Accommodation_Side Entry').

A revised Part V proposal has been agreed in principle with South Dublin County Council Housing Department which includes the traveller accommodation units within the Part V allocation. The revised Part V proposal is shown on MOLA Dwg Nos. TL-2-02-SW-XX-DR-MOLA-AR-0909 (entitled 'Part V Site Plan – Key Plan'), TL-2-02-SW-XX-DR-MOLA-AR-0909A (entitled 'Part V Site Plan – Tile A') and TL-2-02-SW-XX-DR-MOLA-AR-0909B (entitled 'Part V Site Plan – Tile B'). Please see below as Figure 2.2, a copy of a letter from the Housing Department, dated 25th August 2022, which confirms that the Applicant has engaged with the Housing Department in terms of addressing the Part V/Traveller Accommodation requirement on site.

25/08/2022

Simon Corrigan,
Development Manager,
Quintain Ireland Development Limited,
Fitzwilliam Court,
Leeson Close,
Dublin 2,
D02 YW24

Subject to Contract/Contract Denied

Reg Ref: SDZ22A/0006
Developer: Quintain Developments Ireland Limited
Location: Tandy's Lane Phase 2

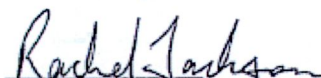
Dear Mr. Corrigan,

I refer to the above planning application for the proposed development of 354 units and the request for additional information which issued 07/06/22.

I can confirm that the applicant has engaged with the Housing Department in terms of addressing the Part V / Traveller Accommodation requirement on the subject site.

Negotiations are ongoing in terms of the overall part V and are subject to a final grant and subject to funding by the Department of Housing, Local Government and Planning.

Yours Sincerely,



Rachel Jackson
Administrative Officer
Housing Department

Figure 2.2: Letter Received from the Housing Department of South Dublin County Council in Respect of Revised Part V Discussions

(Source: South Dublin County Council Housing Department, 2022)

Thus, it is clear that the scheme now includes the requisite traveller accommodation units designed to a very high standard and that these units will form part of an amended Part V allocation in respect of the subject scheme.

2.2 Item No. 2: Childcare

Item No. 2 states:

'One of the key parameters for Development Area No. 6 Tandy's Lane Village is a minimum of 100 No. childcare places and 1,620sq.m retail/retail services. 1,650sq.m of non-residential floorspace has been indicated for the Local Centre in Phase 3. However, there is no indication how the 100 no. childcare places would be provided for. The applicant is requested to clarify how this would be provided for. The applicant is advised that the Planning Authority would welcome the delivery of the childcare places as part of this phase of Tandy Lane.'

2.2.1 The Applicant's Response to Item 2

As detailed in Section 2.1 of the 'Architectural RFI Planning Response' prepared by MOLA Architecture, the Village Centre located within the future Phase 3 of Tandy's Lane Village can accommodate the required 100 No. childcare places and the required retail/retail services provision of 1,620 sq m. In addition, some 63 No. apartments can be provided on the lands in order to ensure the density requirements of the Development Area No. 6 (Tandy's Lane Village) is achieved. The 'Architectural RFI Planning Response' includes an indicative schedule of accommodation setting out an example of how the unit mix of 21 No. 1 bedroom apartments, 39 No. 2 bedroom apartments and 3 No. 3 bedroom apartments can be provided on the lands (63 No. units total), in addition to the retail/retail services space and the creche providing 100 No. childcare spaces. Indicative layouts are also provided, which are not subject to this planning application, but have been provided to show that the relevant parameters of Tandy's Lane Village can be achieved in a future planning application on the Village Centre lands.

Therefore, it is clear that a comprehensive and robust response to Item No. 2 has been provided as part of this RFI Response.

2.3 Item No. 3: Layout and Design of the Proposed Development

Item No. 3 states:

'The following is requested in relation to the layout and design of the proposed development:

- (a) The east-west links should be better provided for in the proposed development. While the northern east-west link is somewhat restricted by the permitted Phase 1, this should be facilitated in the subject site if provided for under Phase 3. The southern east-west link should be revised to provide better connectivity, in particular for pedestrians and cyclists.*
- (b) It is not considered that sufficient passive surveillance of public footpaths where they run between the sides of houses is provided for. Further windows to habitable rooms on the side elevations (including at ground floor) of these house types should be provided.*

- (c) *The Planning Authority does not consider the proposed landmark buildings to be discernible enough for wayfinding. The height and form of the buildings would not be so different to adjacent houses. Further consideration needs to be given to revising these buildings to act as landmarks. The height does not necessarily need to be increased. However, the design quality of the buildings does need to be significantly enhanced so that they are clearly discernible from adjacent buildings. The applicant is therefore requested to submit a revised proposal for the landmark buildings. Revised drawings and other relevant documentation should be submitted.*
- (d) *The proposed northern park is significantly smaller than what is indicated in the Planning Scheme and not considered to be of a high quality. The applicant is requested to revise this park in terms of size and layout. The applicant might consider moving this space should an east west link be facilitated to Phase 1 via Phase 3.'*

2.3.1 The Applicant's Response to Item No. 3

This item has been responded to by multiple members of the Design Team as detailed below.

Part (a)

A response to part (a) is provided by MOLA Architecture in Sections 3.1 – 3.3 of the 'Architectural RFI Planning Response'. In addition, Section 2.1 of the 'Request for Further Information - Engineering Response' prepared by Waterman Moylan Engineering Consultants includes a response to part (a).

For ease of reference, part (a) states the below:

'The east-west links should be better provided for in the proposed development. While the northern east-west link is somewhat restricted by the permitted Phase 1, this should be facilitated in the subject site if provided for under Phase 3. The southern east-west link should be revised to provide better connectivity, in particular for pedestrians and cyclists.'

At the outset, it is highlighted that the Applicant has comprehensively considered the provision of east-west links through the development, in particular through the Village Centre (future Phase 3). However, an east-west link cannot be achieved from Phase 1 through the Village Centre site due to the permitted Phase 1 layout (which is under construction) and the provision of such an east-west link in the northern portion of the site would compromise the layout of the Village Centre site and would sterilise a significant portion of an already small site.

Nonetheless, the Applicant has now redesigned the northern east-west link road in the subject application and rearranged the housing layout in order to provide a straight road alignment from the future Village Centre (Phase 3) and Phase 1 under construction to the Boulevard to the west. As set out in Section 3.1 of the 'Architectural RFI Planning Response' prepared by MOLA Architecture, *'this has strengthened the east-west desire line and will give improved permeability from the Boulevard to the Village Centre and Phase 1'*. The northern public park has also been rearranged and enlarged as part of the proposed development and the redesigned and straightened road alignment will travel along the southern boundary of this modified park.

In addition, the southern east-west link has been duly considered as set out in Section 3.2 of the the 'Architectural RFI Planning Response' prepared by MOLA Architecture which states that:

'Regarding the southern east-west link, we considered a straight road leading from Phase 1 to the Adamstown Boulevard, however we are restricted by the requirement to tie into existing service points along the Boulevard and the as-built access into Phase 1 in this location. To address this RFI, the housing layout along the Boulevard has been rearranged to provide a more direct connection from Phase 1 to the Boulevard via a pedestrian path. This allows a direct connection for those on foot and strengthens this desire line as highlighted in the SDZ Planning Scheme proposal'.

This pedestrian path to the Boulevard will be passively surveilled by houses therefore providing a safe direct connection between Phase 1 and the Boulevard.

In summary, the east-west links have been thoroughly reviewed and revised and the scheme now provides east-west linkages and permeability at all possible opportunities (having regard to permitted development on adjacent lands).

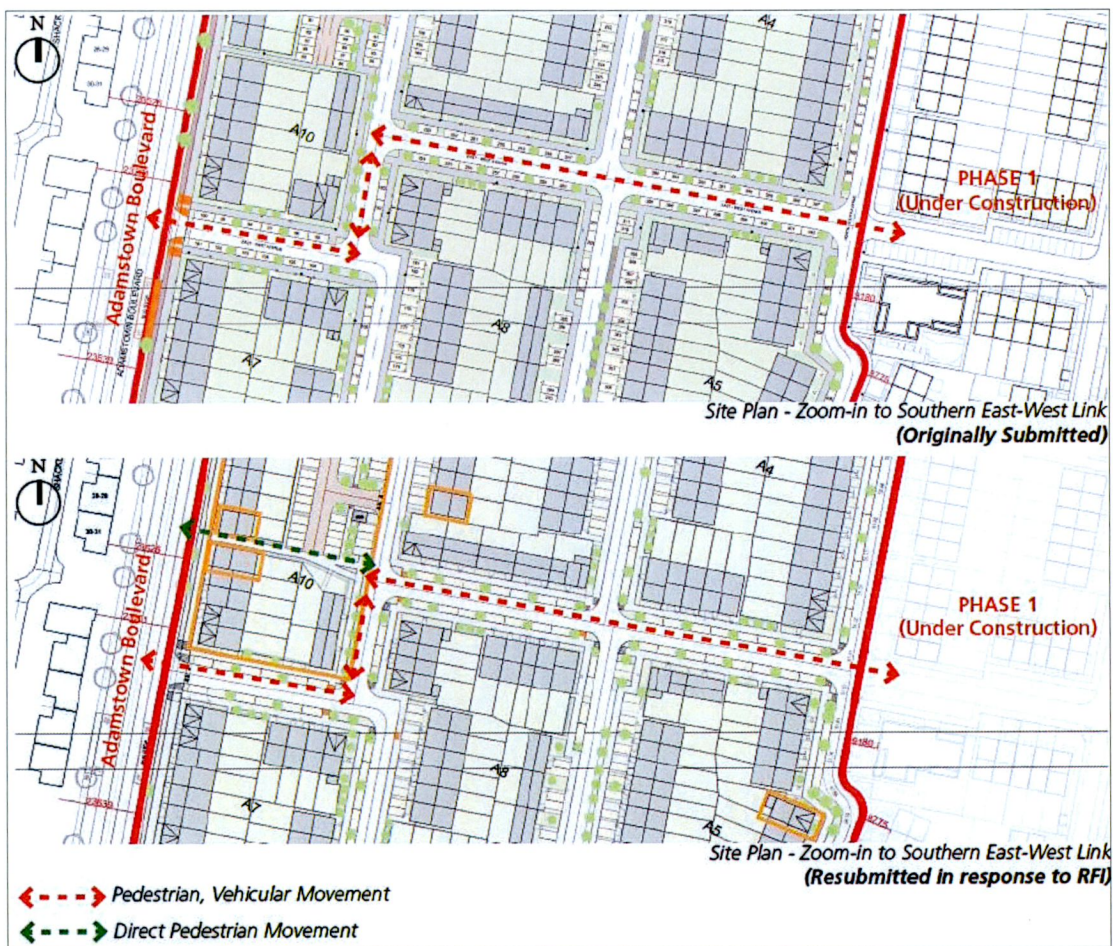


Figure 2.3: Extract from Section 3.2 of the 'Architectural RFI Planning Response'

(Source: MOLA Architecture 'Architectural RFI Planning Response', August 2022)

Part (b)

A response to part (b) is provided by MOLA Architecture in Sections 3.4 – 3.5 of the 'Architectural RFI Planning Response'.

For ease of reference, part (b) states the below:

'It is not considered that sufficient passive surveillance of public footpaths where they run between the sides of houses is provided for. Further windows to habitable rooms on the side elevations (including at ground floor) of these house types should be provided.'

The Applicant has made amendments to relevant units to ensure that sufficient passive surveillance of footpaths is provided in accordance with Item No. 3 (b). As a result, MOLA Architecture have made amendments to units which are highlighted in orange in Section 3.4 of the 'Architectural RFI Planning Response' and extracted below.

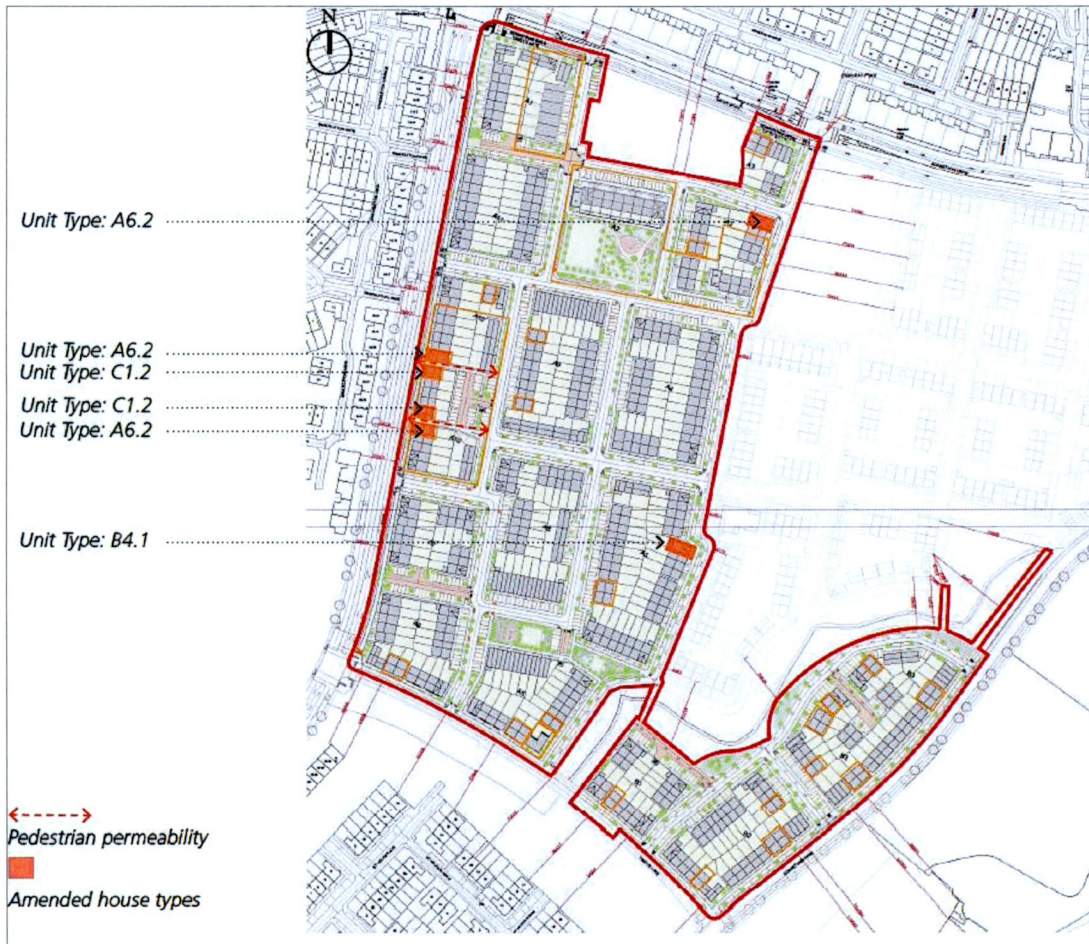


Figure 2.4: Extract from Section 3.4 of the 'Architectural RFI Planning Response'

(Source: MOLA Architecture 'Architectural RFI Planning Response', August 2022)

Additional and/or larger windows have been provided to the relevant windows in order to ensure passive surveillance of the footpaths is provided. A privacy strip will also be provided around the ground floor windows. This has necessitated amendments various house types as follows:

'A new A6 house type variant, A6.2, is provided with additional and larger windows overlooking the adjacent footpaths to increase the level of passive surveillance in the locations shown.'

A new C1 house type variant, C1.2, is proposed to better address the corner and public footpaths, as shown on the plan, with habitable rooms fronting onto the footpaths providing windows that overlook the public areas.

In addition, an existing front-entry unit (B6) at the east of the site has been replaced by a side-entry unit (B4.1), which improves the passive surveillance over the adjacent public road and footpaths in this location (unit type B4.1 highlighted on the plan).'

An extract of the proposed revised floor plans and elevations of Unit Type A6 is provided below to demonstrate that the footpaths will be appropriately overlooked and passively surveilled.



Figure 2.5: Extract from Section 3.5 of the 'Architectural RFI Planning Response'

(Source: MOLA Architecture 'Architectural RFI Planning Response', August 2022)

The proposed amendments to the house types outlined above therefore appropriately respond to the RFI Item No. 3 (b).

Part (c)

A response to part (c) is provided by MOLA Architecture in Sections 3.6 – 3.9 of the 'Architectural RFI Planning Response'.

For ease of reference, part (c) states the below:

'The Planning Authority does not consider the proposed landmark buildings to be discernible enough for wayfinding. The height and form of the buildings would not be so different to adjacent houses. Further consideration needs to be given to revising these buildings to act as landmarks. The height does not necessarily need to be increased. However, the design quality of the buildings does need to be significantly enhanced so that they are clearly discernible from adjacent buildings. The applicant is therefore requested to submit a revised proposal for the landmark buildings. Revised drawings and other relevant documentation should be submitted.'

The proposed development includes 2 No. landmark buildings in accordance with the *Adamstown Strategic Development Zone Planning Scheme, 2014*. The design of the 2 No. landmark buildings has been comprehensively revised to respond to Item No. 3(c), and it is considered that an enhanced design and material palette have been provided in order to provide notable buildings. As noted in the 'Architectural RFI Planning Response' by MOLA Architecture, the landmark buildings 'define key corners with sharp lines and height at their key nodal points and create a desire line to the future Village Centre'.

Landmark 'A' (northern landmark) is located adjacent to the future Village Centre (Phase 3). As set out by MOLA Architecture, this building will be 'part brick, part render...with a full brick façade to the landmark corner and gable/street facade. This will aid in marking it as a wayfinding feature within the scheme'. In addition, a projecting 2 No. storey metal corner feature (metal cladding) will be provided 'to emphasise verticality on the facade, adding diversity to the streetscape and aid legibility'. Please see below extracts of the Computer Generated Images prepared by 3D Design Bureau, which demonstrates the high-quality northern landmark building that will be provided that will ensure the building is provided with a distinct building identity. Figure 2.6 includes Computer Generated Images of the proposed northern landmark building.



Figure 2.6: Computer Generated Images of the Northern Landmark Building Now Proposed

(Source: 3D Design Bureau, August 2022)

Landmark 'B' (southern landmark) is located facing the Phase 1 park to the east. This building will mark the entrance to the Tandy's Lane Village Development Area 6 and is described as follows by MOLA Architecture:

'A full brick facade to both street elevations is proposed for this landmark building. The roof form is monopitch with height to the south. This will mark it as a wayfinding feature within the scheme. The metal clad projecting corner element creates a unique feature at street level and creates diversity across the facade, further aiding legibility and wayfinding.'

Please see below extracts from the images prepared by 3D Design Bureau, which demonstrates the high-quality landmark building that will be provided, and will act as a key nodal point within the subject scheme. Figure 2.7 includes Computer Generated Images of the proposed southern landmark building.



Figure 2.7: Computer Generated Images of the Southern Landmark Building Now Proposed

(Source: 3D Design Bureau, August 2022)

It is clear that the landmark buildings will be clearly identifiable as key structures in the streetscape and will function as key aids to wayfinding in the urban realm, and thus, the units will be clearly discernible from adjacent buildings.

Part (d)

A response to part (d) is provided by MOLA Architecture in Section 3.10 of the 'Architectural RFI Planning Response'. In addition, Section 1 of the 'Landscape response to South Dublin County Council' prepared by Doyle & O'Troithigh Landscape Architecture includes a response to part (d).

For ease of reference, part (d) states the below:

'The proposed northern park is significantly smaller than what is indicated in the Planning Scheme and not considered to be of a high quality. The applicant is requested to revise this park in terms of size and layout. The applicant might consider moving this space should an east west link be facilitated to Phase 1 via Phase 3.'

In response to part (d), we note that northern park has been significantly increased in size from 0.1305 Ha. to 0.2870 Ha (i.e. larger in size than the cumulative area of 11 No. tennis courts⁹). This revised layout provides a park that is more than double the size of the originally proposed northern park. The Doyle + O'Troithigh Landscape Architecture Drawing Nos. LP-01-FI and PG-01-FI show full details of the revised landscape site plan including the revised northern pocket park including the amenities provided within this park. The revised northern park layout ensures that a significant amenity is included in the proposed scheme (which will link to the future Village Centre), far in excess of the minimum overall requirement for the Tandy's Lane Village Development Area 6 (which is 0.78 Ha). We note that the Phase 1 scheme provided 1.24 Ha. of public open space and thus, the provision of public open space in the Tandy's Lane Village Development Area had already achieved the quantum required by the *Planning Scheme*. Notwithstanding the above, the proposed site layout provides for a total of 0.3955 Ha. of public open space, which will ensure a high quality living environment for future residents of the scheme is achieved with visual relief and green space afforded within the scheme.

⁹ <https://olympics.com/en/featured-news/tennis-court-markings-dimensions-size-types-variety-surface-hard-grass-clay>



Figure 2.8: Extract Demonstrating the Northern Pocket Park from the Landscape Plan

(Source: Doyle & O'Troithigh Landscape Architecture Dwg No. LP-01-FI, August 2022)

2.4 Item No. 4: Density

Item No. 4 states:

'While the subject application (Phase 2) would provide a residential density that meets the density requirements for the Tandy's Lane Village Development Area, in combination with Phase 1 it would be approx. 39 dwellings per ha. It would therefore have to avail of the 20% above or below the density range, that is subject to the applicant demonstrating that the required density for the overall development area can be met through future development proposals. Phase 3 is the remainder of the lands in the Tandy's Lane Village Development Area and would therefore have to provide for the required density for the overall development area. The applicant is requested to clarify if this can be achieved through Phase 3.'

2.4.1 The Applicant's Response to Item No. 4

The key parameters of the Tandy's Lane Village Development Area in the *Adamstown SDZ Planning Scheme* are outlined below **in relation to density**, in addition to the Phase 1 provision and the proposed Phase 2 details:

	Tandy's Lane Village	Permitted in Tandy's Lane Village - SDZ19A/0011 (Phase 1)	Original Proposed Development (Phase 2)	RFI Proposed Development (Phase 2)
Area Character Type	Medium Density	Medium Density	Medium Density	Medium Density
Gross Area	21.7 Ha.	SDZ19A/0011 – 8 Ha	10.24 Ha	10.24 Ha.
Net Development Area	17 Ha.	SDZ19A/0011 – 6.8 Ha	8.61 Ha	8.61
Min-Max Total Residential Development	74,800 – 102,850 sq m	SDZ19A/0011 – 23,903.5 sq m	43,272 sq m	42,883 sq m
Min-Max Dwelling Per Ha	40 – 55 No. per Ha *note -20% = 32 No. per Ha +20% = 66 No. per Ha	SDZ19A/0011 – 36 No. units per Ha (utilised the -20% variation)	41 No. units per Ha	41 No. units per Ha
Min-Max Total Dwelling Units	680 - 935 No.	SDZ19A/0011 – 245 No.	352 No. (Will need 83 No. future phase to meet the minimum 680 No.)	354 No. (Will need 81 No. future phase to meet the minimum 680 No.)

As shown in the table above, some 245 No. dwellings have been permitted in Phase 1 and are constructed/under construction. The proposed Phase 2 development now provides 354 No. units as a result of changes made as part of this RFI Response. Therefore, Phase 1 and 2 comprises a total of 599 No. dwelling units, and thus, 81 No. dwelling units are required to be delivered on future Phase 3 lands.

MOLA Architecture, as part of a response to RFI Item No. 2 have confirmed that 63 No. units can be provided on the Village Centre lands. Furthermore, MOLA Architecture have confirmed that 23 No. units can be accommodated on the future Phase 3 lands to the north of the Phase 2 lands.

Therefore, a total of 685 No. units (41 No. units per hectare) can be accommodated in the entire Tandy's Lane Village Development which meets the density requirements for the Tandy's Lane Village Development Area (which requires the provision of 680-935 No. units). Please see the summary table below which breaks down the number of units to be accommodated per phase:

Phase 1 (Under Construction)	Phase 2 (Subject of this Planning Application)	Future Phase 3 (Village Centre Lands)	Future Phase 3 (To the North of Phase 2 lands)	Total
245 No. units	354 No. units	63 No. units	23 No. units	685 No. units

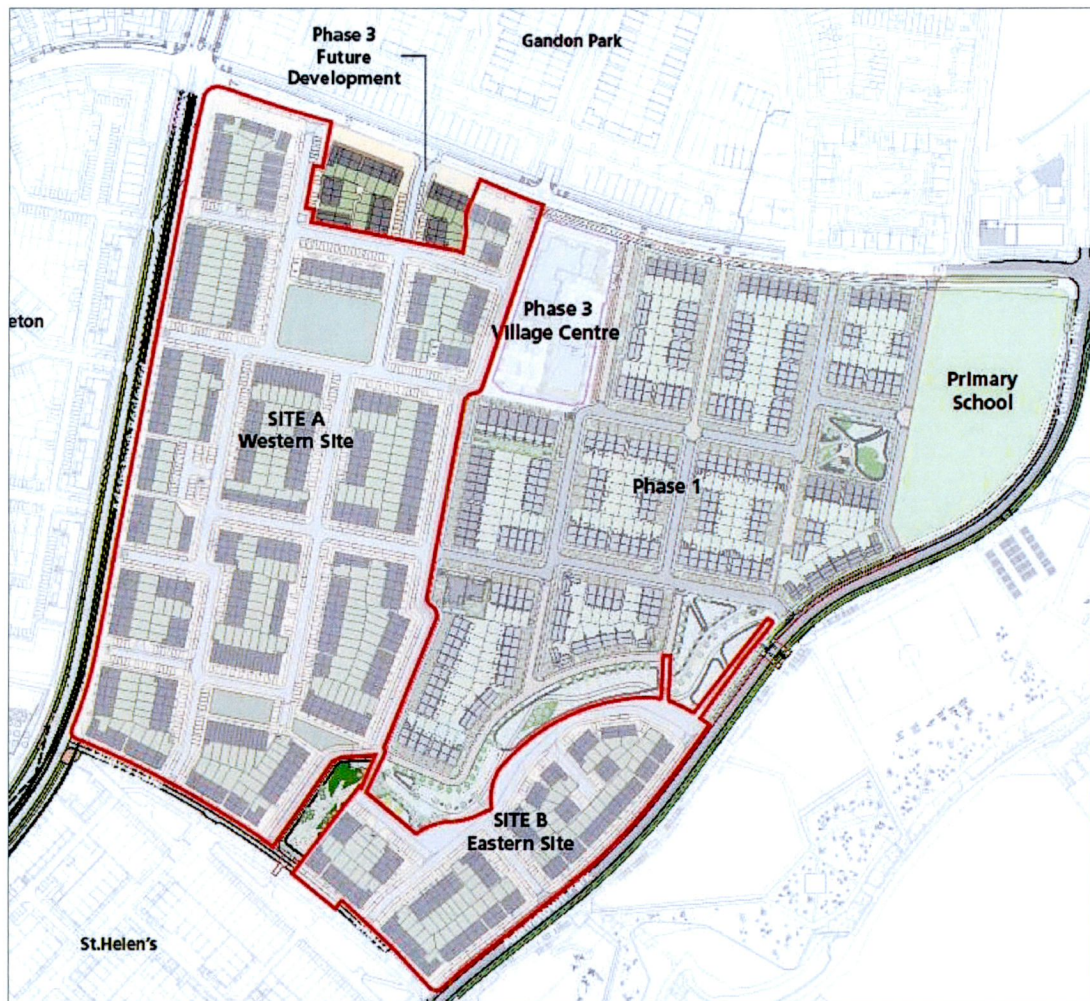


Figure 2.9: Drawing Showing the Location of the Future Phase 3 Development Sites¹⁰

(Source: MOLA Architecture 'Architectural RFI Planning Response', August 2022)

2.5 Item No. 5: Roads

Item No. 5 states:

'The applicant is requested to submit the following in relation to roads:

- (a) *A revised plan layout showing all homezones with perpendicular parking having a turning length of 6.0m behind the parking spaces for safe access and egress from the parking bays.*
- (b) *A revised plan layout showing the cross sections of the different road types, identifying footpath widths, cycle lanes and carriageway dimensions.*
- (c) *Details of the layout of all access junctions particularly along the north.*

¹⁰ Some 23 No. units can be provided in the Phase 3 Future Development Lands to the North. In addition, Section 2.2 of this RFI Report demonstrates that the 63 No. units can be provided in Phase 3 Future Village Centre Lands.

- (d) *Details of compliance with the Transport Infrastructure Ireland request for road traffic audit and road safety audit.*
- (e) *Details of the in-curtilage parking spaces to be within the boundary of private areas.*
- (f) *Accurate plans demonstrating the provision of a visibility splay in both directions from the entrance. Sightlines should be shown to the near side edge of the road to the right hand side of the entrance and to the centreline of the road to the left hand side of the entrance (when exiting).*
- (g) *Revised layout of not less than 1:100 scale, showing a swept path analysis drawing (i.e. Autotrack or similar) demonstrating that fire tenders and large refuse vehicles can access/egress the site.'*

2.5.1 The Applicant's Response to Item No. 5

Section 2.2 of the 'Request for Further Information - Engineering Response' prepared by Waterman Moylan Engineering Consultants includes a fully detailed response to Item No. 5. A full suite of drawings has been prepared by Waterman Moylan Engineering Consultants to respond to the request for additional detail set out in Item No. 5. These drawings are enclosed separately with this RFI response.

2.6 Item No. 6: Hedgerows

Item No. 6 states:

'The subject application proposes the removal of all the existing hedgerows on the site. It is not considered that the full consideration of the retention of these hedgerows, in particular the north-south hedgerow, has been clearly set out in the subject application. The applicant is requested to provide additional information in this respect. The applicant should also consider incorporating this hedgerow into the layout, in particular public open spaces, where possible.'

2.6.1 The Applicant's Response to Item No. 6

Brady Shipman Martin have provided an 'Ecological RFI Response' to respond Item No. 6 which is enclosed separately. Section 2 of the 'Landscape response to South Dublin County Council' prepared by Doyle & O'Troithigh Landscape Architecture also provides a response to Item No. 6.

We note that the retention of the hedgerows has been fully considered by the Applicant and the Design Team. As set out in the Brady Shipman Martin response, the north-south hedgerow is 'categorised ecologically as a highly significant (heritage) hedgerow'. Furthermore, the response notes that:

'Taken in isolation, it would be preferable in ecological terms to retain the entire north-south hedgerow and to incorporate it into the development. However, given the overall design and evolution of the Adamstown SDZ Planning Scheme, and the requirement to meet the densities and unit numbers set out in the Planning Scheme, this is not possible. Even if it were feasible to retain parts of the hedgerow it would be impossible to avoid severing the linear feature in multiple places to provide for necessary road connections and other crossings.'

As such, there is no viable scenario in which it would be possible to retain the entire hedgerow, and it is also not possible to retain connectivity between this internal hedgerow and the wider ecological network given the requirements of the Planning Scheme. As a result, were it possible to retain any section of the hedgerow it could not function as a linear habitat corridor either when the development is under construction or when complete and operational.'

We note that Section 2.6.7 of the Planning Scheme states:

'The public open space network shall provide the basis for a green infrastructure network. Key landscape and ecological features within this network shall be retained and enhanced, as far as is practical. Public open spaces shall be linked by a network of 'green' routes that retain and enhance existing landscape and ecological features such as trees, hedgerows and watercourses and incorporate new elements such as street planting and sustainable urban drainage systems. Opportunities to extend this green infrastructure network into individual schemes should also be explored where possible through use of sustainable design techniques at the local level that have beneficial environmental impacts.' [Our Emphasis]

The design of the subject scheme has fully complied with the above objective by 'exploring' the most appropriate way to achieve the requisite density and deliver high quality useable open spaces with a high ecological and biodiversity value. The Phase 2 scheme now proposed extends the green infrastructure network into the scheme with an overall provision of 0.3955 Ha. of public open space.

We wish to highlight that Figure 2.22 of the Planning Scheme, showing pedestrian and cyclist permeability, does not show the hedgerow being retained at the subject site. The diagram is clear that the location of the hedgerow includes a pedestrian and cyclist route as shown in Figure 2.10 below:

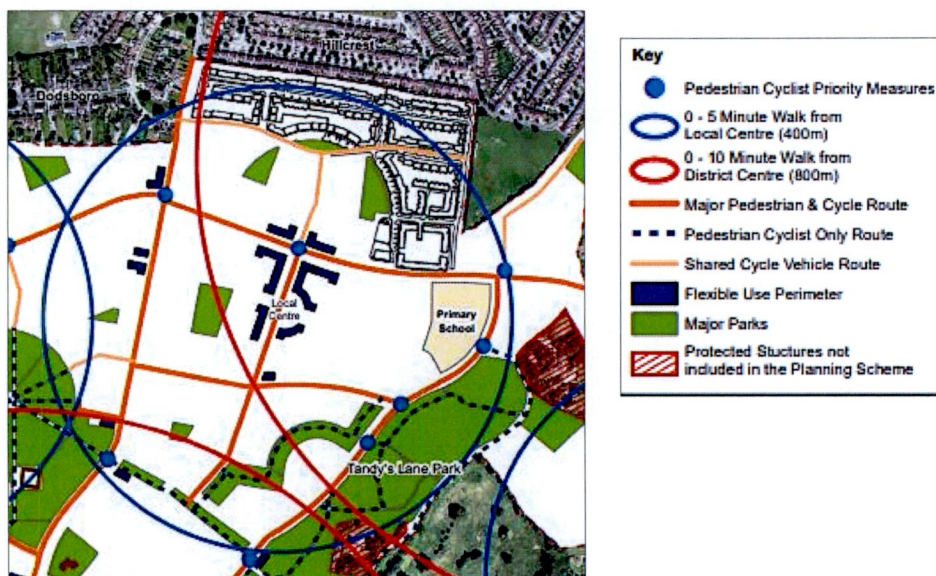


Figure 2.10: Figure 2.22 of the Planning Scheme showing Pedestrian / Cyclist Routes at Tandy's Lane

(Source: Figure 2.22 of the Planning Scheme)

The Access and Movement maps (Figure 2.4 of the *Planning Scheme*) for the development tile also show routes traversing the hedgerow as shown in Figure 2.11 below:

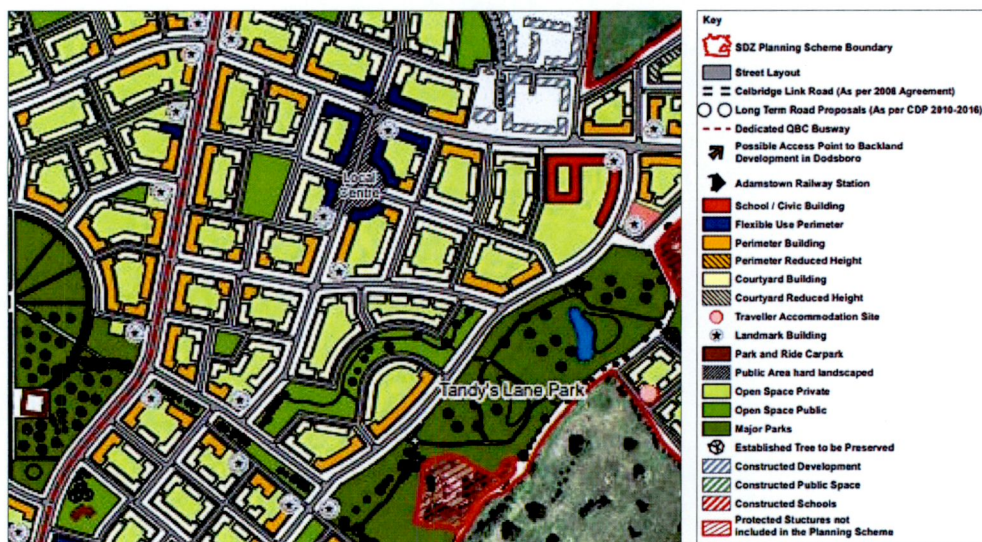


Figure 2.11: Figure 2.4 of the *Planning Scheme* showing Access and Movement with Routes Traversing the Hedgerow

(Source: Figure 2.22 of the *Planning Scheme*)

Under the *Planning Scheme*, it not feasible to retain the hedgerow. We further note that the hedgerow in question is not a townland boundary. The adjacent townland boundary is formed by the hedge which forms a significant portion of the permitted linear park (that partially splits the subject site). That hedgerow was included in a substantial tract of open space lands as part of the making of the *Planning Scheme* to afford its retention which protects the historic context of the Tandy's Lane lands. However, the subject hedgerow was included in lands envisaged for residential development with associated development such as pedestrian, cyclist and car infrastructure planned at the hedgerow location.

Furthermore, as part of the *RFI* response, the design team did explore the option of retaining the hedgerow, but it was concluded that this did not give rise to an appropriate layout, nor did it result in an enhanced biodiversity response on this site. In this regard, Brady Shipman Martin note:

'The project architects have drafted and considered an alternative design for the proposed development which provides for incorporation a partial section of this hedgerow as an unbroken length of c.85m within a new linear park. However, this option involves the loss of the southern park proposed in the planning application.'

'While the retention of this length of hedgerow as an option, if successful, would maintain a remnant section of ecological corridor within the development, it would not however be possible to connect it to the wider hedgerow network. Further, as confirmed by the project landscape architect the retention of the hedgerow within this park would segregate the open space and have 'a negative impact on the ability of the open space to deliver active recreation and amenity for the residents'. Were the hedgerow to be managed (i.e. trimmed or cut) to increase usable park area this would reduce further any remnant ecological value.'

Please see the alternative design that was considered below which retains the hedgerow and does not provide any quality and useable open space that would be provided if a partial section of the

hedgerow is retained. The design team consider that the scheme now presented in the RFI response lends to a more suitable design response that will create a superior living environment.

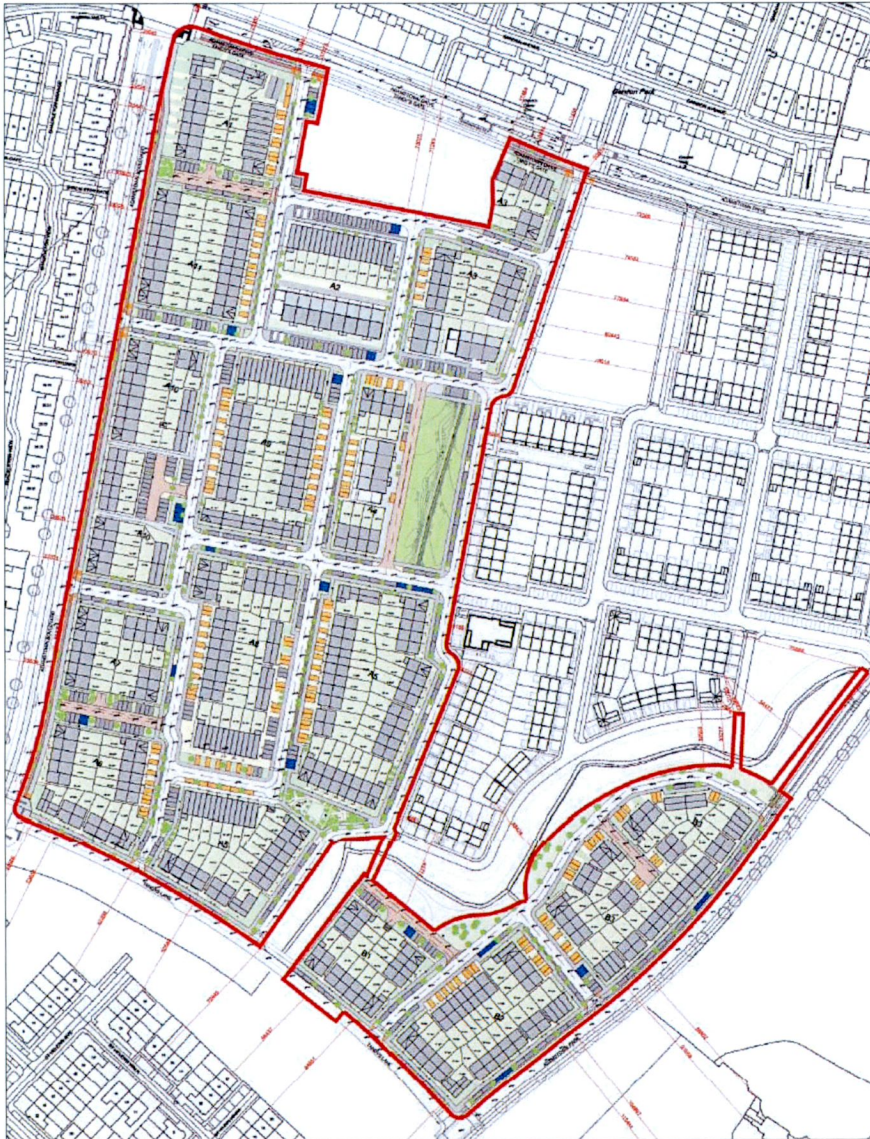


Figure 2.12: Alternative Design Considered with North-South Hedgerow Retained

(Source: MOLA Architecture, 2022)

Having regard to the above, it is noted that the overall landscape design and planting scheme will minimise the ecological impact of the proposed development. In addition, there is also retained habitat such as the non-linear hedgerow that is located within the public open space of Phase 1 and this along with the proposed landscaping and planting proposed in the subject development 'will ensure that in the long-term, the potential ecological impacts of the development are minimised', as concluded by Brady Shipman Martin.

Doyle & O'Troithigh Landscape Architecture also note that:

'In parallel to the planting of the native hedgerow at the southern boundary to the northern pocket park the over provision of open space...with an additional 0.875 Ha of public open

space across both the phase 1 and 2 development allows for the development of public open space which provides useable amenity areas and ecology centered zones which help to mitigate against the removal of the hedgerows.'

Brady Shipman Martin conclude that:

'The Tandy's Lane Village (Phase 2) scheme has been designed with a view to achieving a balance between the need to minimise potential impacts on biodiversity and other environmental receptors, and delivering a high-quality residential scheme that meets the objectives of the Planning Scheme'.

In order to achieve this, we note that new hedgerow sections will be planted within the proposed pocket parks (including a new hedgerow of c. 60 linear metres in the northern pocket park and new hedgerows with a combined length of c. 90 linear metres in the southern and south-eastern pocket parks).

In relation to the removal of other hedgerows on site, there is a hedgerow in the northern part of the western site (Site A) and there is a hedgerow in the eastern site. Brady Shipman Martin note that:

'Unlike the north-south hedgerow (a highly significant (heritage) hedgerow) discussed above, these features are of moderate significance and their removal is significant at the site scale only. Regardless of their overall ecological value, given the presence of crab apple in one of these hedges (the hedgerow located in the north west of the site (Hedge H1 as recorded in The Hedgerow Survey Report in Appendix 1 of the EclA)), it is further proposed to translocate a section of this hedge into the non-linear hedgerow retained as part of the previously permitted Phase 1 development.'

It is clear that the subject proposal has comprehensively considered the potential retention of hedgerows on site, especially the north-south hedgerow. We submit that the scheme as now submitted is fully compliant with the requirements of the *Planning Scheme* and will deliver a development that provides for an extension of the green infrastructure network and significant additional appropriate native planting and promotion of biodiversity.

2.7 Item No. 7: Landscape

Item No. 7 states:

'The applicant is requested to submit revised landscaping and engineering proposals incorporating:

- (a) Street trees that are in line with the requirements set out in the Adamstown Strategic Development Zone Planning Scheme (Adamstown SDZ) 2014, Adamstown Street Guide (ADSG) 2010 and the subsequent Design Manual for Roads and Streets (DMURS) 2019. at a minimum 18-20cmg at planting.*
- (b) Sustainable Urban Drainage System (SUDS) measures including swales, permeable paving, tree pits, water butts etc., ensuring consistency with Engineers Drawings/proposals.*
- (c) Details of street tree planting pits to include SUDs measures in urban tree pits that allow surface water runoff to be directed to the top of the soil profile and percolate through. The*

geotextile layers within the tree pit should be removed (apart from that around the collector drain). This to prevent waterlogging in case of blockage.

- (d) *All lighting to be clearly shown on landscape plans to ensure there is no conflict with street tree planting and the public open space dark zone in Phase 1.'*

2.7.1 The Applicant's Response to Item No. 7

A response to Item No. 7 is provided by Doyle & O'Troithigh Landscape Architecture in Section 3 of the '*Landscape response to South Dublin County Council*'. Section 2.3 of the '*Request for Further Information - Engineering Response*' prepared by Waterman Moylan Engineering Consultants also includes a response to Item No. 7 (b).

Part (a)

For ease of reference, part (a) states the below:

'The applicant is requested to submit revised landscaping and engineering proposals incorporating: Street trees that are in line with the requirements set out in the Adamstown Strategic Development Zone Planning Scheme (Adamstown SDZ) 2014, Adamstown Street Guide (ADSG) 2010 and the subsequent Design Manual for Roads and Streets (DMURS) 2019. at a minimum 18-20cmg at planting.'

Section 3 of the '*Landscape response to South Dublin County Council*' prepared by Doyle & O'Troithigh Landscape Architecture provides full details in relation to the provision of street trees in the proposed development. In summary, the key points relating to trees are:

- 696 No. trees are proposed as part of this *RFI* Response which is an increase from 491 No. provided at the original planning application stage (increase of 205 No. trees).
- Of the proposed 696 No. trees, 241 No. will be street trees in Management Company Areas, 276 No. will be street trees for taking in charge by South Dublin County Council and 179 No. trees will be provided in the pocket parks.
- Dwg No. LP-01-FI shows the location of the trees which also includes the canopy of the street trees at maturity and indicates those which are planted in bio retention tree pits forming part of the site wide SUDS measures.

Please refer to Dwg No. LP-01-FI '*Landscape Plan*' which provides details of the tree provision as part of this *RFI* Response.

Part (b)

For ease of reference, part (b) states the below:

'The applicant is requested to submit revised landscaping and engineering proposals incorporating: Sustainable Urban Drainage System (SUDS) measures including swales, permeable paving, tree pits, water butts etc., ensuring consistency with Engineers Drawings/proposals.'



As set out in Section 3 of the 'Landscape response to South Dublin County Council' prepared by Doyle & O'Troithigh Landscape Architecture, the proposed development has been revised to include the following SUDS measures:

- Bio retention tree pits have been proposed to the street trees planted in the areas proposed for taking in charge by South Dublin County Council which are highlighted on the Landscape Plan (Dwg No. LP-01-FI); and
- Grass swales have been proposed to the surround of all three pocket parks taking surface water run-off from the surrounding roads and pathways.

Doyle & O'Troithigh Landscape Architecture have also prepared an Urban Greening Factor Drawing as part of their review of the SUDS measures provided, which evaluates and quantifies 'the volume and quality of the 'green surfacing' provided across the site'. The 'Landscape response to South Dublin County Council' also states the following:

'Currently there is no South Dublin County Council official guidance on the UGF requirements. The issued drawing has been prepared in agreement with South Dublin County Council as an indicative exercise. The UGF score for the Tandy's Lane Village tile is 0.2394.'

Please refer to Dwg No. UGF-01-FI prepared by Doyle & O'Troithigh Landscape Architecture for details of the Urban Greening Factor.

In addition, as set out in Section 2.3 of the 'Request for Further Information - Engineering Response' prepared by Waterman Moylan Engineering Consultants:

'The revised engineering proposals have been updated and co-ordinated with the landscaping proposals and include a fully co-ordinated suds strategy.'

The Report notes that the following SUDS measures have been included as part of the proposed development:

- Water Butts;
- Bio-retention Tree Pit; and
- Swales.

Waterman Moylan Engineering Consultants conclude the following:

'Through the provision of these suds elements as part of the overall surface water drainage design, an appropriate suds strategy for the subject site is now proposed.'

To conclude, we note that the landscape and engineering proposals have been updated and fully co-ordinated to ensure that Item No. 7 (b) has been addressed accordingly.

Part (c)

For ease of reference, part (c) states the below:

'The applicant is requested to submit revised landscaping and engineering proposals incorporating: Details of street tree planting pits to include SUDs measures in urban tree pits that allow surface water runoff to be directed to the top of the soil profile and percolate

through. The geotextile layers within the tree pit should be removed (apart from that around the collector drain). This to prevent waterlogging in case of blockage.'

A fully detailed response has been prepared by Doyle & O'Troithigh Landscape Architecture which sets out that the revised SUDS measures will direct the surface water run off to the top of the soil profile, which will allow the surface water to percolate through from the uppermost level of soil.

In relation to the request from South Dublin County Council to remove the geotextile layers from within the tree pit, it is the opinion of Doyle & O'Troithigh Landscape Architecture that the geotextile layers should be retained *'to ensure that the topsoil and stone layer do not mix'*. Furthermore, it is noted in the Doyle & O'Troithigh Landscape Architecture response that:

'To ensure that the specified geotextile does not cause a potential waterlogging issue, the geotextile specified is a non-woven geotextile membrane. Non-woven geotextile membranes are permeable and are commonly used in drainage control and SUDS measures. See landscape details, LD-01-FI and LD-02-FI for details of the updated landscape SUDS measures.'

Thus, it is concluded that Item No. 7(c) has been duly considered and it is considered appropriate to retain the geotextile layers having regard to the reasons provided by Doyle & O'Troithigh Landscape Architecture summarised above.

Part (d)

For ease of reference, part (d) states the below:

'The applicant is requested to submit revised landscaping and engineering proposals incorporating: All lighting to be clearly shown on landscape plans to ensure there is no conflict with street tree planting and the public open space dark zone in Phase 1.'

In response to part (d) of Item No. 7, the lighting layout prepared by Sabre Electrical Services Limited has been clearly shown on the landscape plan prepared by Doyle & O'Troithigh Landscape Architecture. The tree planting locations have been updated to ensure that there is no conflict with lighting columns. In addition, the lighting layout has been coordinated with the Phase 1 lighting layout which ensures that there is no conflict with the public open space dark zone provided in Phase 1. Please refer to Dwg No. SES 03822-2 *'Public Lighting Layout'* prepared by Sabre Electrical Services Limited enclosed separately and Dwg No. LP-01-FI *'Landscape Plan'* prepared by Doyle & O'Troithigh Landscape Architecture for full details.



3.0 CONCLUSION

We trust that this submission fully addresses the *Request for Further Information* by South Dublin County Council in respect of the subject development at a site at Tandy's Lane, in the townlands of Doddsborough and Finnstown, Adamstown, Lucan, Co. Dublin (Phase 2).

We therefore conclude that the proposed development is in accordance with the principles of proper planning and sustainable development.

We look forward to receiving an acknowledgement and subsequent Decision in respect of the above.

Yours faithfully,

A handwritten signature in black ink that reads "Sadhbh O'Connor".

Sadhbh O'Connor
Director
Thornton O'Connor Town Planning

Encl.

6. •