

Senior Administrative Officer,  
Planning Department,  
South Dublin County Council,  
County Hall,  
Tallaght,  
Dublin 24.  
D24 YNN5



9 September 2022

**RE: SDCC REG. REF. SDZ22A/0005**

**PLANNING APPLICATION FOR THE PROVISION OF 436 NO. DWELLINGS (UP TO A MAXIMUM OF C. 37,402M GFA INCLUDING CAR PARKING) IN DEVELOPMENT AREA 11 – ADAMSTOWN STATION**

**RESPONSE TO REQUEST FOR FURTHER INFORMATION**

Dear Sir / Madam,

We, Stephen Little & Associates, Chartered Town Planners & Development Consultants, 26 / 27 Upper Pembroke Street, Dublin 2, are instructed by our client, Quintain Developments Ireland Limited, 6<sup>th</sup> Floor, Fitzwilliam Court, Leeson Close, Dublin 2 to submit this response to the Further Information request issued by Dublin City Council on 8 June 2022.

This Further Information response has been prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants with significant inputs from the following consultants:

- Henry J Lyons Architects,
- Atkins Consulting Engineers,

The Applicant's formal response comprises this letter and the accompanying Further Information plans and particulars enclosed herewith. A list of enclosures is provided at the end of this letter.

6no. copies of the Further Information material are submitted in accordance with the requirements set out in the Request for Further Information dated 8 June 2022.

We confirm that we act for the Applicant in this case and would ask that all future correspondence in relation to this planning application be directed to this office.

Yours sincerely,

Stephen Little  
**STEPHEN LITTLE & ASSOCIATES**

## 1 RESPONSE TO FURTHER INFORMATION REQUEST

For the convenience of the Planning Authority, this Further Information Response submission sets out below the text of each item followed by the Applicant's response.

### 1.1 FI ITEM 1 – ASPECT AND SEPARATION DISTANCE

*(a) The following apartments are north facing and single aspect, however, the Housing Quality Assessment states that they are dual aspect: D1.001 (T.102\_D) D2.002 (T.102\_D) These units front onto Great Western Way and it is not apparent that they overlook any significant amenity areas directly. The applicant is, therefore, requested to submit a separate schedule and plan indicating all single aspect north facing apartment detailing compliance with Paragraph 3.18 of the Apartment Guidelines. Any single aspect north facing apartments that do not meet the requirements of the Apartment Guidelines should be omitted. Any resultant change in the percentage of overall dual aspect apartments should also be set out.*

*(b) In general, a good degree of separation is maintained. The exception to this is Blocks D2 and D3, where the separation distance between opposing windows is 7.77m. The Planning Authority is concerned that the living spaces are provided at the closest points, therefore increasing the risk of overlooking. Given the proximity of the apartment in D2 and D3, it would be preferable for the living spaces to be reorientated so bedrooms / bathrooms were opposing rather than living rooms. The applicant is requested to provide a rationale for the proposal or consider revised plans indicating the reorganisation as set out above.*

#### Applicants Response:

In the first instance, we refer the Planning Authority to the enclosed Design Statement Blocks A, C & D – Request for Further Information September 2022, prepared by Henry J Lyons, Architects.

We wish also to confirm that prior to submitting this formal response, an informal pre-planning meeting (via MS Teams) was held with Colm Harte and Sarah Watson of South Dublin County Council's Planning Department at which time these proposals were presented to ensure that the responses were acceptable in principle.

(a) In order to address this FI Item, Cores D1 and D2 as well as the entrance hall facing Great Western Way of Block D have been modified. This has allowed for the accommodation of a new apartment type T.301\_D at ground floor level and the revised apartment type T.102\_D at upper floors which assist in addressing the concerns expressed by the Planning Authority. Both of these apartments are now dual aspect units.

We refer the Planning Authority to the following enclosed drawings prepared by Henry J Lyons Architects in respect of this FI Item:

- ADC3-HJL-ACD-00-DR-A-P0010 'Site Layout Plan'
- ADC3-HJL-ACD-00-DR-A-P1010 'GA – Level 00 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1011 'GA – 01 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1012 'GA – Level 02 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1013 'GA – Level 03 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1014 'GA – Level 04 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1015 'GA – Level 05 Floor Plan'
- ADC3-HJL-ACD-ZZ-DR-A-P2014 'Block D Elevations'
- ADC3-HJL-ACD-ZZ-DR-A-P2015 'Block D Elevations'
- ADC3-HJL-ACD-ZZ-DR-A-P8002 'Apartment Types Sheet 2'
- ADC3-HJL-ACD-ZZ-DR-A-P8006 'Apartment Types Sheet 6'



We also refer the Planning Authority to the enclosed updated Housing Quality Assessments, prepared by Henry J Lyons Architects in respect of this FI Item. The units which have been effected by the RFI Response are highlighted for the convenience of the Planning Authority.

(b) In response of this FI Item, apartment type T.202\_D and T.201\_D have had their internal layout and design changed to overcome overlooking issues between the two number apartments in Blocks D2 and D3 that are highlighted as being of concern. We refer the Planning Authority to the following enclosed drawings and, prepared by Henry J Lyons Architects in respect of this FI Item:

- ADC3-HJL-ACD-00-DR-A-P0010 'Site Layout Plan'
- ADC3-HJL-ACD-00-DR-A-P1010 'GA – Level 00 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1011 'GA – 01 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1012 'GA – Level 02 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1013 'GA – Level 03 Floor Plan'
- ADC3-HJL-ACD-00-DR-A-P1014 'GA – Level 04 Floor Plan'
- ADC3-HJL-ACD-ZZ-DR-A-P2014 'Block D Elevations'
- ADC3-HJL-ACD-ZZ-DR-A-P2015 'Block D Elevations'
- ADC3-HJL-ACD-ZZ-DR-A-P8003 'Apartment Types Sheet 3'

We would also direct the Planning Authority to the Design Statement prepared by Henry J Lyons, Architects in relation to Item 1(b). Here the Design Statement highlights clearly the proposals at 'Planning' initially and that now being proposed in response to the FI request in this case, 'RFI Proposal'. This will assist the Planning Authority in understanding the minor nature of the internal layout modifications being proposed.

## 1.2 FI ITEM 2 – STATION ROAD FRONTAGE MATERIALS

***The materials and finishes proposed for Blocks A, C and D are considered generally acceptable. However, it is noted that render is provided along Station Road, and it is considered that, given the prominence of this location, brick should be provided. The applicant is requested to provide details of revised materials along Station Road frontages.***

### **Applicants Response:**

We wish also to confirm that prior to submitting this formal response, an informal pre-planning meeting (via MS Teams) was held with Colm Harte and Sarah Watson of South Dublin County Council's Planning Department at which time these proposals were presented to ensure that the responses were acceptable in principle.

In response to this FI Request the upper floor levels of Block D fronting Station Road have been altered, with the previously proposed render replaced with brick. We refer the Planning Authority to the enclosed Design Statement Blocks A, C & D – Request for Further Information September 2022, as well as drawing number ADC3-HJL-ZZ-DR-A-P2014 P02 'Block D Elevations', prepared by Henry J Lyons Architects in respect of the response to this FI Item.

The Design Statement in particular provides the Planning Authority will a number of sheets that presented that proposed at 'Planning' stage and that now proposed as the 'RFI Proposal'. It will be evident from these the level of changes along the Station Road frontage that are being proposed to address the concerns of the Planning Authority in that regard.

### 1.3 FI ITEM 3 – TRANSPORT

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

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

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

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

*(e) The applicant is requested to provide details of how the cycle lanes are compliant with the NTA cycle design guide.*

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

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

*(g) The applicant is requested to provide details of bus set down areas.*

#### **Applicants Response:**

In the first instance, we refer the Planning Authority to the enclosed roads drawings and Technical Note, prepared by Atkins Consulting Engineers in response to this FI Item.

(a) As originally submitted, a small section of footpath on the West Street was reduced to 1.8m wide to provide an area of defensible space to the adjacent ground floor residential unit. In response to this FI Request, this has been amended to provide in excess of 2m of minimum footpath width in this location, allowing all footpaths in the proposed scheme to now be at least 2m wide. In addition to the enclosed Technical Note, we refer the Planning Authority to the following enclosed drawings, prepared by Atkins Consulting Engineers:

- 5150924-HTR-08-DR-0101 Rev C
- 5150924-HTR-08-DR-0107-Rev B Cross Section (in particular cross section B-B)

(b) The undercroft internal layout has been amended in response to this FI Item. Due to the addition of a corridor behind the dead-end area additional space to allow cars to manoeuvre in and out of spaces has been facilitated. The enclosed material prepared by Atkins Consulting Engineers includes vehicle tracking to show that these spaces are now accessible. In addition to the enclosed Technical Note, we refer the Planning Authority to the following enclosed drawings, prepared by Atkins Consulting Engineers:

- 5150924-HTR-08-DR-0101 Rev C
- 5150924-HTR-08-SK-0047
- 5150924-HTR-08-SK-046

(c) The West Street has been revised to provide enhanced pedestrian facilities along the western boundary. The proposed turning head has been adjusted to provide for a wider footpath. A raised crossing is proposed centrally on the West Street to link into the clearly defined crossing point along the N-S pedestrian desire line (already granted permission under Block B & E Permission alongside associated crossing facilities). In addition to the enclosed Technical Note, we refer the Planning Authority to the following enclosed drawings, prepared by Atkins Consulting Engineers:



- 5150924-HTR-08-DR-0101 Rev C
- 5150924-HTR-08-SK-04

(d) In addition to the enclosed Technical Note, we refer the Planning Authority to the following enclosed drawing, prepared by Atkins Consulting Engineers:

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

This shows that 7no. spaces on Station Road have been revised and are now allocated as set-down car parking spaces for the Adamstown Train Station.

(e) We refer the Planning Authority to pages 7 and 8 of the enclosed Technical Note, prepared by Atkins Consulting Engineers which outline the response to this particular FI Item. The proposed development ties into the existing, permitted cycle network and is also consistent with the National Cycle Manual.

(f) We refer the Planning Authority to page 8 of the enclosed Technical Note as well as drawing 5150924-HTR-08-SK-039 Rev E, prepared by Atkins Consulting Engineers in respect of this FI Item.

(g) We refer the Planning Authority to page 9 of the enclosed Technical Note, prepared by Atkins Consulting Engineers which outlines the bus set down and turning areas on Station Road.

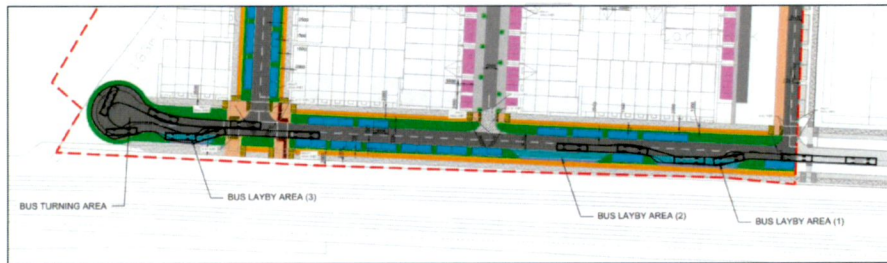


Figure 1: Extract from Technical Note, prepared by Atkins Consulting Engineers showing 3no. bus layby areas and turning area on Station Road.

#### 1.4 FI ITEM 4 – WESTON AERODROME

*The applicant is requested to engage with the licensee of Weston Aerodrome, to review the potential impact of the proposed development and the related construction methodology to be adopted on the safety of aviation activities at the Aerodrome. The IAA has raised concerns that, based upon the information provided in the planning submission, there is a penetration of the obstacle limitation surfaces established at Weston Aerodrome. As such, following consultation with the aerodrome, the applicant is requested to engage a specialist aviation consultant to undertake an aeronautical study to review the potential impact on the obstacle limitation surfaces, flight procedures, circuit traffic patterns and visual holding at the Aerodrome. This study should seek to identify whether the development currently proposed can be safely permitted or whether a resulting in height is necessary to ensure no penetration of the obstacle limitation surfaces. The study should also incorporate an assessment of the use of cranes required during the construction works, in the context of their potential impact on aviation activities at the Aerodrome.*

##### **Applicants Response:**

The Applicant sent correspondence via email to Weston Aerodrome, sending information which was contained within the original planning application on 25 August 2022. We confirm that the Applicant had commissioned Cyrrus, specialist aviation consultants, to prepare a report which undertook an Obstacle Limitation Surfaces Assessment for the development in the context of Weston Aerodrome. That report is dated 6 April 2022 and was submitted with the Planning Application in the first instance. That Report was shared with Aidan Fox, Air Navigation Director, Weston Airport.

We refer the Planning Authority to the enclosed email, dated 8 September 2022 from Mr. Aidan Fox, Air Navigation Director, Weston Airport which confirms that,

*"...no potential aviation impacts will occur at Weston Aerodrome as a result of the proposed development, however as the Block C will infringe Weston Airport OLS then we will require that Marking and or Lighting is provided as appropriate."*

The Applicant confirms that they will include the appropriate lighting for aviation purposes mentioned in this email correspondence. The Applicant will also advise of any activity involving the use of large cranes, as requested by Weston Airport prior to commencement of this construction activity.

## **2 DESIGN DEVELOPMENT**

We also attach herewith for the attention of the Planning Authority a separate Brochure entitled 'Detailed Design & Statutory Changes', prepared by Henry J Lyons Architects. The Brochure illustrates examples of the changes to the Apartment Blocks and Pavilions being proposed. These changes primarily relate to the external appearance of the proposed buildings, as well as internal layout adjustments. These adjustments have primarily arisen from a design development process and statutory changes relating to fire (FSC) / disability access (DAC) process that has been progressing since the planning application has lodged.

The enclosed Brochure depicts each change in **green** for detailed design changes and **blue** for statutory changes. These are also detailed in full on the enclosed drawing pack, with the same colour coding used. Note that any changes made in response to the Further Information Request are detailed on these drawings in **red** so that the Planning Authority can clearly distinguish between these changes.

Whilst we are aware that these adjustments cannot be incorporated as part of a Response for Further Information, the Planning Authority are invited to attach a suitably worded Condition that would allow for these details to be submitted and agreed in writing with the Planning Authority as compliance with any Permission that is forthcoming.

## **3 CONCLUSION**

We trust that this further information response provides the necessary clarification for the Planning Authority to enable it to proceed to complete its assessment and arrive at a favourable decision in respect of the proposed development subject of this planning application, which seeks permission for the development of Blocks A, C and D in the Adamstown Station Development Area, Adamstown SDZ, Lucan, County Dublin.

**STEPHEN LITTLE & ASSOCIATES**

9 September 2022



**ENCLOSURES**

6no. copies of the following Further Information Plans and Particulars are enclosed as follows:

1. Architectural Drawings prepared by Henry J Lyons Architects (refer to enclosed Drawing Register).
2. Updated Housing Quality Assessments, prepared by Henry J Lyons Architects.
3. Design Statement Blocks A, C & D Request for Further Information – September 2022, prepared by Henry J Lyons Architects.
4. Roads Drawings, prepared by Atkins Consulting Engineers.
5. Technical Note, prepared by Atkins Consulting Engineers.
6. Copy of email dated 8 September 2022 from Mr. Aidan Fox, Air Navigation Director, Weston Airport.
7. Detailed Design & Statutory Changes Document, prepared by Henry J Lyons Architects.

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