

Planning Department,
Land Use, Planning & Transportation Department,
South Dublin County Council,
County Hall Tallaght,
Dublin 24,
D24 A3XC



Date: 30th September 2022
Our Ref: YM JN 20173

Dear Sir / Madam,

RE: CLARIFICATION OF FURTHER INFORMATION RESPONSE IN RESPECT OF A PLANNING APPLICATION FOR A PROPOSED PHASE 3 RESIDENTIAL DEVELOPMENT AT TUBBER LANE, ADAMSTOWN SDZ, ADAMSTOWN, LUCAN, CO DUBLIN

REG. REF.: SDZ21A/0023

1.0 INTRODUCTION

- 1.1 On behalf of the applicant, Hugh McGreevy & Sons Ltd., we hereby submit a response to the Clarification Further Information (CFI) Request issued by South Dublin County Council on the 2nd of August 2022, in respect of planning application Reg. Ref.: SDZ21A/0023, for a proposed Phase 3 residential development at Tubber Lane, Adamstown SDZ, Adamstown, Lucan, Co Dublin.
- 1.2 By correspondence dated the 1st of July 2022, the applicant requested an additional period of 3 months to comply with the original Further Information (FI) Request. On the 29th of July 2022, the Planning Authority confirmed that an additional period of 3 months had been approved in accordance with Article 33(3) of the 2001 Regulations, as amended. The extended period for submission of FI, including any subsequent CFI, concludes on the 22nd of November 2022. This CFI Response is now submitted within this period. A copy of the relevant correspondence is attached at Appendix 1.
- 1.3 The subject development, as originally proposed, relates to the construction of 455 no. residential units (including a mixture of 2 and 3 storey semi-detached and terraced houses, and duplex units and apartments in 3 and 4 storey blocks), new internal roads and footpaths, site access, public open space, car parking, cycle stores, landscaping, bin stores, foul and surface water drainage, boundary walls and fences, ESB substations and all associated site development works. Private and semi-private open space to serve the proposed units will be provided in the form of balconies, terraces and gardens.

Managing Director: John P. Spain BBS MRUP MRICS ASCS MRTPI MIPI
Executive Directors: Paul Turley BA MRUP Dip Environmental & Planning Law MIPI Rory Kunz BA (MOD) MScERM MAT&CP Dip EIA Mgmt. MIPI
Stephen Blair BA (Mod) MRUP MIPI MRTPI Blaine Cregan B Eng BSc MSc

Senior Associate Directors: Luke Wymer BA MRUP Dip Plg & Env Law Dip PM Prof Cert Env Mgmt MIPI
Meadhbh Nolan BA MRUP MRTPI Kate Kerrigan BA MSc MRTPI
Associate Director: Ian Livingstone MA (Hons) Town & Regional Planning, MSc. Spatial Regeneration. MRTPI

John Spain Associates Ltd. trading as John Spain Associates. Directors: J. Spain, S. Spain.
Registered in Ireland No. 396306. Registered Office: 39, Fitzwilliam Place, Dublin 2. VAT No. IE 6416306U

- 1.4 The key amendments to the scheme which are proposed in response to the CFI request, provide for 453 no. residential units, as per the Further Information (FI) Response of the 5th of July 2022, which proposed a reduction of 2 no. units from the originally proposed 455 no. units under an amended site layout, revised to ensure that the proposed scheme is aligned with the Adamstown Strategic Development Zone Planning Scheme, as amended (the Planning Scheme).
- 1.5 The development also includes revisions to the permitted / under construction Celbridge Link Road (part of Loop Road 3), permitted under Reg. Ref.: SDZ17A/0009, associated with the provision of access to the development, parallel parking bays, and public lighting.
- 1.6 This CFI Response has been prepared on behalf of the applicant in association with Davey & Smith Architects, POGA Consulting Engineers, RMDA Landscape Architects, Arborist Associates, McElligott Consulting Engineers, Faith Wilson Ecological Consultant and Byrne Environmental.
- 1.7 The key amendments to the scheme which are proposed in response to the CFI Request, in addition to the further detailed assessment listed below which have informed same, can be summarised as follows:
- The revised scheme will provide for 453 no. residential units, as per the FI Response of the 5th of July 2022 which proposed a reduction of 2 no. units from the originally proposed 455 no. units;
 - The site layout has been amended to ensure that the proposed scheme is aligned with the Planning Scheme as it relates to road and street design (including road hierarchy), pedestrian and cycling infrastructure (while avoiding duplication of infrastructure), connections to approved development, open space, protection of hedgerows, street tree provision, bin storage and collection, including the following:
 - The perimeter cycle path through the linear park has been removed to ensure that there is no duplication of the cycle infrastructure to be provided under SDZ21A/0003 along the eastern site boundary;
 - The widths of the footpaths have been increased where appropriate to comply with the Planning Scheme;
 - To ensure driver safety at turning heads and junctions, the landscape design has been revised to ensure that no planting will exceed a height of 0.9m at full maturity;
 - The bin stores and associated collection areas have been revised to provide for easily accessible refuse storage for residents, with appropriately located bin collection areas to ensure that the bin collection process does not impede pedestrians or road users within the development;
 - The public lighting layout has been updated to remove potential shadowing from the proposed landscaping, while maintaining the dark corridors along the hedgerows for the purposes of maintaining the bat and wildlife population;
 - Public lighting columns have been increased in height to 6m and all public lighting assets are located in areas that are included for taking in charge by the Local Authority;
 - The Part V units to be provided on site have been revised as follows:
 - The previously proposed 6 no. terraced Traveller Accommodation Units (TAUs) have been replaced with 5 no. detached TAUs (Type K);
 - The revised TAUs have been reorientated to face the Celbridge Link Road;

- An additional 1 no. universal type unit (No. 400) is proposed to replace the 6th TAU unit on the site, as provisionally agreed with SDCC's Housing Department. Therefore, there is no reduction in the total number of Part V units proposed under the revised scheme (91 no. Part V units total);
 - The building heights of the perimeter dwellings to the north east of the site fronting the linear park have been increased. The revisions which provide for this increased height include the following:
 - The 22 no. 2 storey units (nos. 38-59 - 2 x Type I, 5 x Type A, 15 x Type B) have been replaced with 23 no. 2 and 3 storey units (nos. 38-60 - 9 x Type G and 14 no. 14 no. x Type B);
 - The proposed new Type G1 and G2 units, which front onto the linear park, are 3 storey in height. The Type B units are 2 storeys in height;
 - Note, due to the reduction in the TAUs, there is no change to overall number of units as proposed under the FI submission (i.e. 453 no. residential units);
 - A number of the proposed units have been amended to improve passive surveillance, assist with wayfinding and improve visual amenity, including the following:
 - Dwelling types C1, D1 and E3 have been revised to provide for first floor windows;
 - Dwelling types J1, I1 have been revised to remove the bay window and to include windows at ground and first floor to provide dual aspect;
 - Dwelling type K1 has been subject to a full redesign, and the revised units are detached and dual aspect, and front onto the Celbridge Link Road.
- 1.8 This cover letter should be read in conjunction with the following documentation prepared in response to the CFI Request items and submitted with this response:

Architecture

- 6 no. copies of Clarification of Further Information Response Architectural Design Statement and Schedule of Accommodation prepared by Davey & Smith Architects;
- 6 no. copies of Architectural drawings and drawing schedule prepared by Davey & Smith Architects;

Engineering

- 6 no. copies of CFI Engineering and Services Response prepared by POGA Consulting Engineers;
- 6 no. copies of Engineering and Services drawings and drawing schedule prepared by POGA Consulting Engineers;

Landscape

- 6 no. copies of Landscape CFI Response and Landscape Rationale prepared by RMDA Landscape Architects;
- 6 no. copies of Landscape Drawings and Drawing Schedule prepared by RMDA Landscape Architects;

Mechanical and Electrical

- 6 no. copies of CFI Response Cover Letter and Public Lighting Report prepared by McElligott Consulting Engineers;
- 6 no. copies of Public Lighting and EV Charging Infrastructure Drawings and drawing schedule prepared by McElligott Consulting Engineers;

Other Reports

- Waste Collection Strategy Report prepared by Byrne Environmental.

- 1.9 In accordance with the CFI Request referred to above, 6 no. copies of this CFI Response are enclosed.
- 1.10 It is considered that a suitable response to each item of the CFI Request has been submitted and should any additional information / requirements be required on specific technical matters, they would appropriately be dealt with by way of a condition of planning.
- 1.11 The revised documents and information submitted in response to the CFI Request are not considered to be significant or material in planning terms and directly respond to the items raised in the CFI Request. Therefore, in our opinion, a requirement for re-advertisement of this CFI Response is not considered to be warranted in this instance. However, should the Planning Authority consider that public notices are required, we would be grateful if you could inform us as soon as possible.

2.0 RESPONSE TO CLARIFICATION OF FURTHER INFORMATION REQUEST

- 2.1 The following lists each numbered item of the Clarification of Further Information Request and provides a summary response of how the matters raised have been addressed with reference to the accompanying CFI Responses prepared by other design team members.

Item No. 1 – Part V

- 2.2 Item No. 1 of the CFI Request states the following:

“At Further Information stage, the applicant was requested to make contact with the Housing Department regarding Part V. The Housing Department has raised concerns regarding the submission with regards TAU obligations. It is noted that 6 units are proposed, however, the preference is for detached units. The applicant is requested to engage further with the SDCC Housing Department and address this.

The applicant is requested to provide an updated schedule of accommodation, reflecting any changes.”

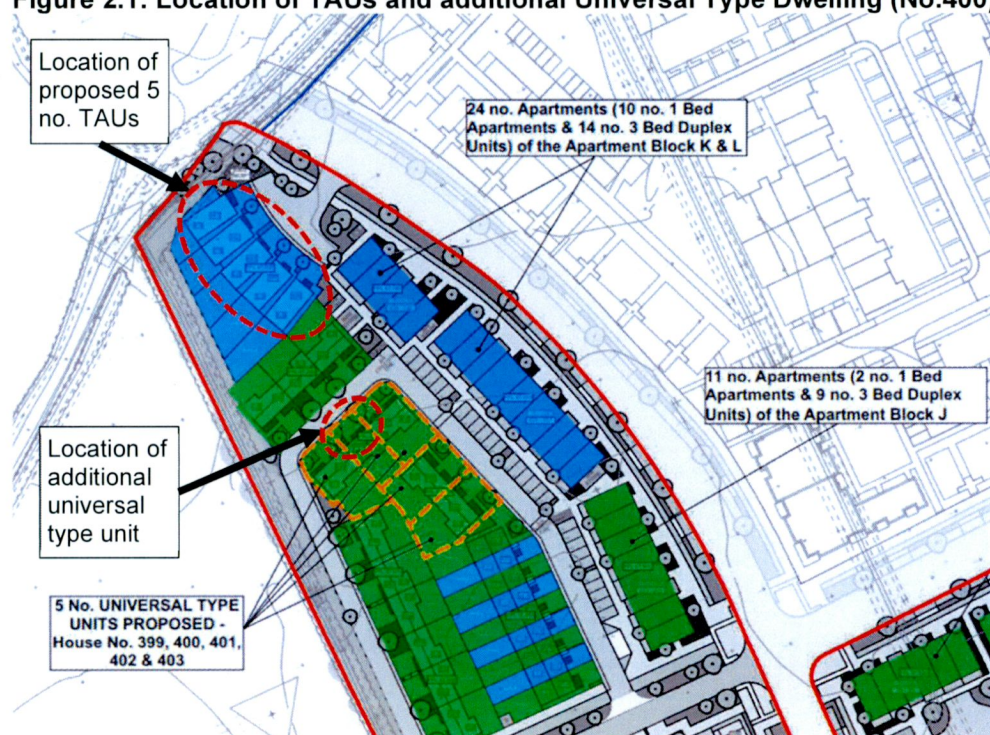
Response

- 2.3 In response to the above, please refer to the Part V drawing prepared by Davey & Smith Architects and the correspondence with Elaine Leech of South Dublin County Council's Housing Department attached at Appendix 2 of this letter.
- 2.4 In summary, the applicant engaged with the Housing Department and agreed that the Part V provision on site would include 5 no. detached Traveller Accommodation Units (TAUs) (nos. 449-453 – Type K) and 1 no. universal type unit (no.400 – Type J) to replace the previously proposed 6 no. terraced TAUs. Therefore, there is no

reduction in the total number of Part V units proposed under the revised scheme (91 no. Part V units total).

- 2.5 The 5 no. TAUs have been subject to a full redesign. The revised units are fully detached, dual aspect units with a floor area of 122.5 sq.m. The revised TAUs have been reorientated to face the Celbridge Link Road. The locations and layout of all proposed Part V units are identified on the Part V drawing prepared by Davey & Smith Architects, an extract from which, with the 5 no. TAU units and the additional universal type unit identified, is included at Figure 2.1 below. The final specification of the units will be subject to a future agreement between the applicant and the Housing Department following a grant of permission.
- 2.6 An updated schedule of accommodation, prepared by Davey & Smith Architects, is included with this submission.

Figure 2.1: Location of TAUs and additional Universal Type Dwelling (No.400)



Source: Davey & Smith Architects

Item No. 2 – Design and Layout

- 2.7 Item No. 2. of the CFI Request states the following:

“The applicant is requested to clarify and address the following.

- (a) There is concern that the dwellings to the north east corner, fronting the park are highlighted as perimeter and the applicant is only proposing 2 storey. In order to achieve compliance with the Planning Scheme, building heights should be increased to 3 storey.*
- (b) The location of the bin store is not acceptable, beside No449 (now 447). The applicant is requested to relocate it to the rear of Block K, adjacent to car spaces 30/31. The tree proposed in this location shall be relocated (not omitted). Noted all bin stores are now brick with landscaping.*

- (c) *House types.*
- *C1, D1, E3 – first floor windows should be provided*
 - *J1, I1 – bay window should be removed and it should be dual aspect at ground floor and first floor.*
 - *K1 -more windows could be provided on the dwelling at the north end of the terrace (it is noted that this house type may alter significantly as a result of Item 1).*
 - *The building line of house no 448 will adversely impact on the residential amenity of no. 449. Amendment required.*
- (d) *The applicant has proposed redesign of turning heads and junctions to screen the on-street parking. The addition of 2.5m x 5m deep strip of planting at proximity to the road junctions and footpaths may result in reduced driver visibility resulting in a hazard. The recommended height for objects at or close to junctions is 0.9m. The applicant is requested to provide revised details which address this issue.*
- (e) *The cross section submitted by the applicant somewhat matches the ASDG. The buffer zone is wider by 700mm, and the footpath is narrower by 100mm. the 'typical housing estate – cross section' does not confirm to the ASDG. The applicant is requested to apply the street hierarchy, submitted in drawing Figure 8 and show all types of street cross sections.*
- (f) *The applicant has submitted an overall road hierarchy plan, the plan identifies the location and type of road for the development, however it identifies them as boulevard, avenue, back street and side street. But the cross sections provided only identify the Celbridge Link Road and a typical housing estate – cross section which does not comply with the layouts within the Planning Scheme. Avenue footpaths are 2.4m wide but should be a minimum of 2.5m to comply with the Planning Scheme widths. Cross sections should be submitted for Side Streets and Back streets which conform to Planning Scheme widths."*

Response

- 2.8 In respect to the above, we refer to the Clarification of Further Information Response Architectural Design Statement and drawings prepared by Davey & Smith Architects, the CFI Engineering and Services Response and drawings prepared by POGA Consulting Engineers, and the Landscape CFI Response, Landscape Rationale and drawings prepared by RMDA Landscape Architects and submitted as part of this CFI Response.
- 2.9 In summary in respect to point 2(a) above, to address the issue of building height and provide for the increased height along the linear park in accordance with the Adamstown Strategic Development Zone Planning Scheme, as amended (the Planning Scheme), the building heights of the perimeter dwellings to the north east of the site fronting the linear park have been increased to 3 storeys. To accommodate this revision, the site layout has been amended and a new 3 storey unit (Type G) has been included. As shown in the extract from the Davey & Smith Architects Site Layout Plan included at Figure 2.2 below, the proposed revisions include the following:
- The previously proposed 22 no. 2 storey units numbered 38-59 (2 x Type I, 5 x Type A, 15 x Type B) have been replaced with 23 no. units 2 and 3 storey units numbered 38-60 (9 x 3 storey Type G (3 storey) and 14 x 2 storey Type B (2 storey));
 - The proposed new Type G1 and G2 units are 3 storey units. These Type G units front onto the linear park and provide for perimeter buildings of 3 storeys in height in accordance with the requirements of the Planning Scheme.

- 2.10 Overall, due to the reduction in the TAUs outlined above, there is no change to total number of units proposed under the Further Information Response of the 5th of July 2022 which proposed a reduction of 2 no. units from the originally proposed 455 no. units (i.e. the total no of residential units now proposed is 453 no.).
- 2.11 For further detail in relation to the revised layout and arrangement of units 38-60, proposed building heights across the site, and proposed Type G house types, we refer to the revised Site Layout Plan, revised Building Height diagram and House Type G1 and House Type G2 drawings prepared by Davey & Smith Architects which accompanies this submission.

Figure 2.2: Site Layout Plan with location of proposed 3 storey units facing the linear park identified



Source: Davey & Smith Architects

- 2.12 In respect to point 2(b) above, we refer to the revised Site Layout Plan prepared by Davey & Smith Architects and the Landscape Masterplan drawings prepared by RMDA Landscape Architects.
- 2.13 In summary, the previously proposed bin store adjoining unit No. 447 (now unit No. 448) has been removed and replaced with two separate single storey bin stores of 12.3 sq.m and 17.2 sq.m, located to the gable ends of Block L and Block K, respectively. Both bin stores have a brick finish.
- 2.14 This amendment provides for a total of 29.5 sqm of bin storage area for Blocks J, K and L (an additional 2.8 sq. of bin storage from the original standalone 26.7 sq.m bin store) at two locations, easily assessable to residents of the apartment units.
- 2.15 The location of the bin stores to the gable ends of the blocks also provides for an appropriately located bin collection zone between car spaces no. 30 and 31 as shown in Figure 2.3. The street tree previously located within the new bin collection zone has been relocated to the previous location proposed for the bin store (i.e. immediately east of unit No. 448).

Figure 2.3: Revised bin stores and collections zones - Blocks J, K and L

Source: Davey & Smith Architects

- 2.16 In respect to point 2(c) above, we refer to the revised drawings for House Types C1, D1, E3, J1, I1 and K1. These units have been amended to improve passive surveillance, assist with wayfinding and improve visual amenity. The amendments include the following:
- House Types C1, D1 and E3 have been revised to provide for first floor windows;
 - House Types J1, I1 have been revised to remove the bay window and to include windows at ground and first floor to provide dual aspect;
 - House Type K1 (TAU) has been subject to a full redesign as outlined under Item 1 above. The revised units are fully detached, dual aspect units with a floor area of 122.5 sq.m;
 - The final part of Item 2(c), which relates to impact on the residential amenity of a proposed unit (dwelling previously numbered no. 449) due to the building line of a proposed adjoining unit (dwelling previously numbered no. 448), has been resolved through the redesign and reorientation of the Type K14 units to face the Celbridge Link Road, and the reduction of TAU from 6 no. to 5 no.
- 2.17 In respect to point 2(d) above, we refer to Davey & Smith Architects drawings and the landscape package prepared by RMDA.
- 2.18 In summary, the landscaping to the turning heads and junctions to screen the on-street parking has been updated to ensure that driver visibility is not impacted by the proposed landscaping design. As set out in the RMDA Landscape CFI Response, the proposed trees to the turning heads and junctions have been setback from the originally proposed locations to ensure that driver visibility is not impeded, and the proposed shrub species will be less than 0.9m in height at full maturity.
- 2.19 In respect to points 2(e) and (f) above, we refer to the POGA CFI Response and the CFI landscape package prepared by RMDA.
- 2.20 In summary, in relation to the proposed road and street hierarchy, the proposed scheme has been amended so that the proposed roads and streets complies with the hierarchy set out in the Adamstown Street Design Guidelines (ASDG), with particular reference to Figure 8 of the ASDG. The only deviation from the ASDG

occurs along the Celbridge Link Road (currently under construction by South Dublin County Council (SDCC)) where the road details have been already agreed with SDCC.

- 2.21 In relation to cross sections, the updated POGA drawing package and the RMDA Landscape package also includes detailed cross sections for all proposed roads and street types to demonstrate compliance with the ASDG.

Item No. 3 – Parking and Refuse collection

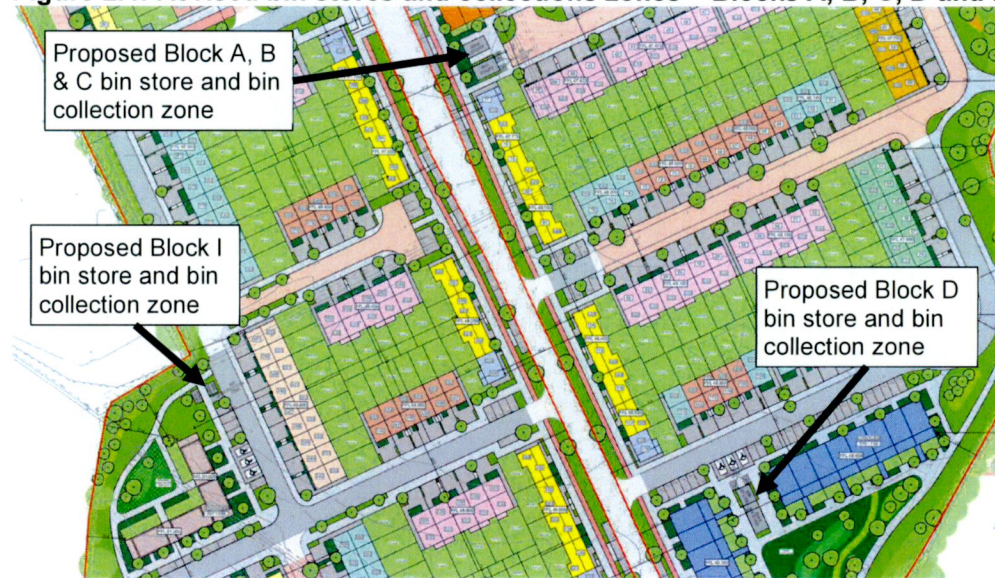
- 2.22 Item No. 3 of the CFI Request states the following:

- (a) *The applicant shall submit information which confirms that the road cross sections confirm to the SDZ guidelines for road types, particularly when perpendicular parking is proposed, there must be a minimum of 6.0m reversing space behind or an increased parking bay width.*
- (b) *The applicant has submitted details of the refuse vehicle Autotrack movements. The kerb collection points for the apartment blocks are also identified on the plans, as shown in Figure 11. The location of large refuse containers on the public footpath or road carriage way for collection must be avoided, particularly if 1100Ltr containers are in use. The applicant shall identify collection points for the apartment blocks off the public areas or road carriageway"*

Response

- 2.23 In respect to point 3 above, we refer to the updated CFI Response and drawings prepared by Davey & Smith Architects and the CFI Response and drawings prepared by POGA Consulting Engineers, which have been informed by the Waste Collection Strategy prepared by Byrne Environmental.
- 2.24 In summary, with respect to point 3(a) above, which relates to the road cross sections in the context of the SDZ guidelines for road types in respect perpendicular parking, the POGA cover letter and drawings confirm that the road cross sections will conform with the SDZ road types and that the road width are a minimum of 6.0m behind parking space where perpendicular parking has been provided.
- 2.25 With respect to point 3(b) above, which relates to the refuse vehicle movements and waste collection locations, we refer to the revised Site Layout Plan which includes revisions to the proposed communal bin stores and dedicated bin collection points for the apartment blocks. The revised bin store locations and bin collection areas for Blocks J, K and L are shown in the site plan extract presented at Figure 2.3 above. The revised bin store locations and bin collection areas for Blocks A, B, C, D and I, and F, G and H, are set out at Figures 2.4 and 2.5, respectively.
- 2.26 The bin storage and bin collection areas were revised following consultation with Byrne Environmental and, as shown in the site plan extracts, the revised locations provide for both easily accessible refuse storage for residents and the efficient collection of bulk bins.
- 2.27 As set out in the enclosed POGA Cover Letter, and the Byrne Environmental Waste Collection Strategy, the revised proposal for refuse storage and collection is in accordance with the waste management policies and development standards set out in the South Dublin County Development Plan 2022 – 2028, and the design of the communal bin stores and the bin collection points will ensure that the bin collection process is fast and efficient and that bins shall not impede pedestrians or road users within the development.

Figure 2.4: Revised bin stores and collections zones – Blocks A, B, C, D and I



Source: Davey & Smith Architects

Figure 2.5: Revised bin stores and collections zones – Blocks F, G & H



Source: Davey & Smith Architects

Item No. 4- Parks

2.28 Item No. 4 of the CFI Request states the following:

- (a) *The applicant is requested to clarify the following and update the relevant plans.*
- *There are still large areas without street trees. Trees in front driveways are not street trees. Street tree plan is still to be agreed. Street tree plans should identify Suds tree pits.*
 - *Suds design is still lacking in detail. Please consult SDCC Suds guidance document and show treatment train, demonstrate amenity and biodiversity value of proposals.*
 - *Infilling of ditches is identified on ecological report as a threat to bats. However, despite this being flagged this scheme still proposes infilling of*

ditches to construct a swale. The swale can be constructed outside the ditch in the space previously occupied by the cycle lane.

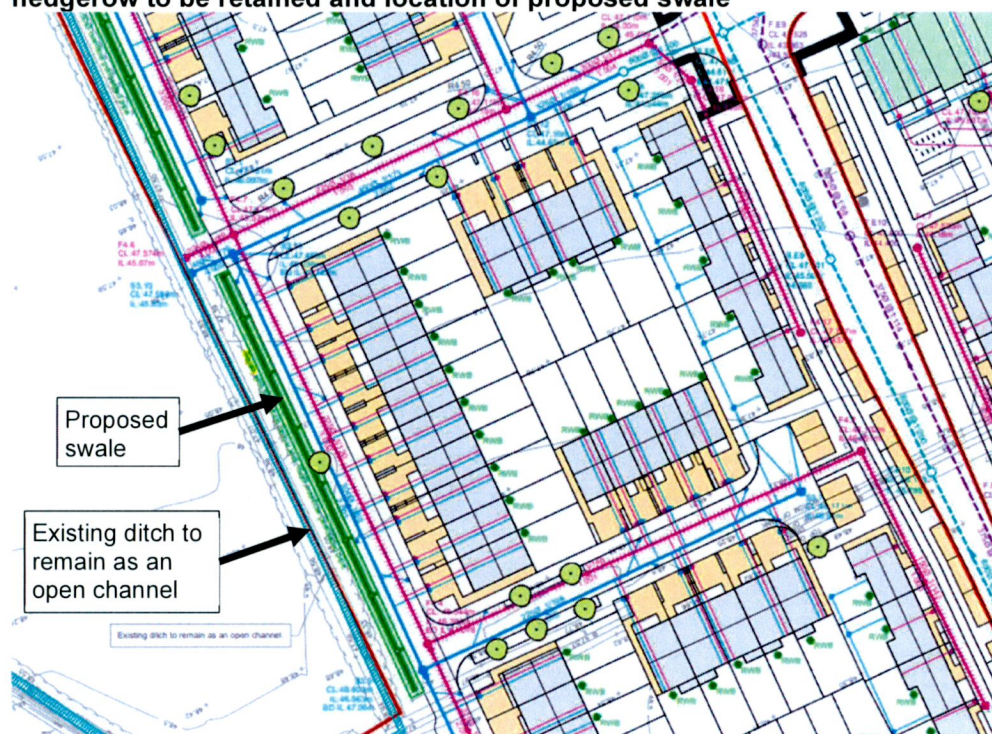
- *Play proposals are not satisfactory. Response states that play proposals are predominantly natural playground type but this is not shown on plans. No contact was made with public realm as requested in FI request. Play proposals should be designed by a play company with experience in natural play as this proposal is not addressing what is requested.*
- (b) *The applicant is requested to clarify the following regarding Public Lighting and make changes to the scheme as necessary.*
 - *The Public Lighting submission for SDZ21A/0023 shows Public Lighting assets in areas that are not included for TIC on the TIC layout drawing also submitted under this application. This is not acceptable.*
 - *The Public Lighting report shows 5m columns. The minimum height acceptable for TIC is 6m.*
 - *The Public Lighting submission and the landscape drawings do not seem to be co-ordinated. The lighting design does not seem to take account of the shadowing effect of trees planted in front of the columns.*
- (c) *It is noted that the applicant has retained the perimeter cycle path to the east of the site. It is noted the layout indicates the infrastructure as permitted under SDZ21A/0003. The applicant is requested to remove the cycle path in the open space as it appears to duplicate the permitted cycle infrastructure to the east of the site*

Response

- 2.29 In respect to Item 4 above, we refer to the CFI Response and drawings prepared by Davey & Smith Architects, the CFI Response and drawings prepared by POGA Consulting Engineers, the CFI Response and drawings prepared by RMDA, and the CFI Cover Letter, Public Lighting Design Report and Drawings prepared by McElligotts Consulting Engineers submitted as part of this CFI Response and summarised below.
- 2.30 Specifically in relation to Item 4(a) and the number and location of street trees to be provided, we refer to the enclosed RMDA Landscape CFI Response package which confirms that additional street trees are proposed across the site, located to build outs (i.e. not driveways) and with SuDS tree pits. The RMDA landscape package provides the locations and full details (including sections) for the proposed tree pits.
- 2.31 In relation to the detail of the SuDS design in terms of the treatment train, we refer to the POGA CFI Response which confirms that the revised layout provides a 20% increase in the number of proposed street trees with SuDS drainage. In relation to the treatment train, the POGA details submitted as part of the original Engineering Planning Report submitted with the planning application refer. In terms of compliance with the SDCC SuDS Guidance, as set out in the POGA response, due to the improvements in relation to trees with SuDS drainage and the proposed swales, green roofs and permeable paving, the proposed design meets the requirement of the relevant SDCC SuDS Guidance Documents.
- 2.32 In respect to amenity and biodiversity, we refer to the RMDA Landscape Rationale which sets out the biodiversity enhancements associated with the proposed scheme. The approach to biodiversity follows an overarching strategy of protecting, creating, enhancing, and connecting the natural heritage and biodiversity value of the lands with existing natural and landscape heritage elements to be protected where possible.

- 2.33 In respect to the infilling of ditches, we refer to the POGA CFI Response, which clarifies that the drainage ditch is not being altered in any way (i.e. it not proposed to infill the drainage ditch to construct a swale), and that the swale is a separate SuDS element that runs parallel with the road, within the area previously occupied by the cycle track, as shown in the extract from the POGA Drainage Layout presented at Figure 2.6. We also refer to the RMDA CFI Response which demonstrates that the existing hedgerow to the western site boundary is to be retained.

Figure 2.6: POGA Drainage Layout (extract) identifying existing ditch and hedgerow to be retained and location of proposed swale



Source: POGA Consulting Engineers

- 2.34 In relation to the play proposals, we refer to the RMDA Landscape CFI Response which provides additional details for each of the proposed play areas, including details and specifications of the proposed play equipment. In summary, the proposed equipment comprises strong durable, natural type play items from recognised manufacturers such as Kompan, Buglo, Wicksteed or similar, with environmentally friendly, non-slip, impact absorbing safety surface to the fall zones.
- 2.35 In respect of Item 4(b) and the public lighting, we refer to the CFI Cover Letter, Public Lighting Design Report and Drawings prepared by McElligott Consulting Engineers.
- 2.36 As set out in the McElligotts CFI Response, the lighting layout has been subject to a full review and the final layout has been fully coordinated to take account of the revised landscaping design and the requirements of the Local Authority. In summary, the proposed public lighting layout has been revised so that all assets are located in areas that are included for taking in charge by the Local Authority with 6m columns proposed for all public lighting columns to be taken in charge.
- 2.37 The revised public lighting layout has been fully coordinated with the landscape layout and, where there is a potential for shadowing to occur, the lighting provision has been increased accordingly. Consistent with the lighting layout submitted under

the FI response, the public lighting layout excludes lighting in the vicinity of existing hedgerows to ensure that they are retained as dark corridors for the purposes of maintaining the bats and wildlife population.

- 2.38 In respect of Item 4(c) which relates to potential duplication of cycle infrastructure, we refer to the revised Site Layout Plan which demonstrates that the perimeter cycle path has been removed and that there is no duplication of the cycle infrastructure to be provided under SDZ21A/0003 along the eastern site boundary.

Other matters

- 2.39 In compiling this response, we have had regard to the Adamstown SDZ Planning Scheme (as amended) and the proposed development has been designed in accordance with the key statistical parameters set out therein, including character type, density and number of dwelling units, building heights and local public open space criteria for Development Area 5 of the Planning Scheme 'Tubber Lane'.
- 2.40 The proposed development was informed by the Planning Scheme and discussions with the Planning Authority during the pre-planning meetings and it is considered that the revised scheme, as previously updated as part of the FI Response and further revised as part of this CFI Response, is in accordance with the key physical parameters of the Planning Scheme including urban design characteristics, main road layout, road type, parking conditions, principal access points, appropriate levels of vehicular and pedestrian permeability as well as key building frontages and public spaces.
- 2.41 In addition to the above, we note that the new South Dublin County Development Plan 2022-2028 (Development Plan) was adopted on the 3rd of August 2022 (i.e. after the issuing of the CFI by the Planning Authority). The Development Plan highlights that the lands at Adamstown are subject to an approved SDZ Planning Scheme and therefore, in accordance with Section 169(9) of the Planning and Development Act, 2000 (as amended), *'Planning Schemes form part of the County Development Plan for the area and any contrary provisions of the Development Plan are superseded by the Planning Scheme.'*¹
- 2.42 However, notwithstanding the above, we have had regard to the Development Plan and it is considered that the proposed scheme is generally consistent with the relevant standards set out in the Plan.
- 2.43 We note the increased requirement in respect of the provision of EV charging, which has increased from a rate of 10% to 20% of the total parking spaces and that the remaining parking spaces should be constructed to be capable of accommodating future charging points. In this regard, the revised scheme provides for the provision of electrical charging points at a rate of 10% in accordance with the FI request, however the provision can be increased to 20% and provision can be made for future charging points to all spaces by condition if required by the Planning Authority.

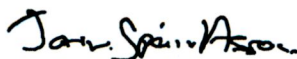
3.0 CONCLUSION

- 3.1 As demonstrated in this letter, the approach to the CFI Response was multi-disciplinary approach and involved extensive consultation between the project team, and with SDCC's Planning, Housing and Parks Departments.

¹ South Dublin County Development Plan 2022-2028, pg.71

- 3.2 As set out above, the key amendments to the scheme which are proposed in response to the CFI Request, provide for 453 no. residential units, as per the FI response which proposed a reduction of 2 no. units from the originally proposed 455 no. units under an amended site layout, revised to ensure that the proposed scheme is aligned with the Planning Scheme as it relates to layout, design, open space and connections to adjoining development.
- 3.3 The revised scheme as proposed is fully aligned with the Planning Scheme as it provides for road and street design (including road hierarchy), pedestrian and cycling infrastructure (while avoiding duplication of infrastructure), connections to approved development, open space, protection of hedgerows, street tree provision, and bin storage and collection arrangements, building height and dwelling design.
- 3.4 There is no reduction in the total number of Part V units proposed under the revised scheme (91 units total) and the proposed revisions to the TAUs were made following consultations with and with the provisional agreement of SDCC's Housing Department.
- 3.5 The revisions to the perimeter dwellings to the north east of the site will provide for increased height and a strong terrace fronting the proposed linear park, and the various alterations to the fenestration of a number of the proposed units will encourage a sense of surveillance and safety through the provision of dual frontage units, and improve visual amenity throughout the proposed scheme.
- 3.6 In the context of the above, it is considered that the revised scheme is in accordance with the requirements set out in the Planning Scheme for Development Area 5 and is appropriate.
- 3.7 It is respectfully submitted that the response to the Clarification of Further Information request comprehensively addresses each of the Items raised by the Planning Authority and that the proposed development is in accordance with the proper planning and sustainable development of the area. Should any additional information / requirements be required on specific technical matters, they would appropriately be dealt with by way of a condition of planning.
- 3.8 We therefore request the Planning Authority to issue a grant of permission with appropriate conditions should any additional information / requirements be required on specific technical matters.
- 3.9 The revised documents and information submitted in response to the CFI Request are not considered to be significant or material in planning terms. Therefore, in our opinion, a requirement for re-advertisement of this CFI Response is not warranted in this instance.
- 3.10 Please do not hesitate to contact us should you have any queries in respect to the information submitted.

Yours faithfully,



John Spain Associates

APPENDIX 1- Copy of SDCC Letter Confirming Time Extension for submission of Further Information Response in respect of planning application Reg. Ref.: SDZ21A/0023

South Dublin County Council
An Rannóg Talamhúsáide, Pleanála agus Iompair
Land Use, Planning & Transportation Department
Telephone: 01 4149000 Fax: 01 4149104 Email: planning.dept@sdublincoco.ie

John Spain Associates
39, Fitzwilliam Place
Dublin 2

Date: 29-Jul-2022

**PLANNING & DEVELOPMENT ACT, 2000 (as amended) AND PLANNING
REGULATIONS THEREUNDER**

Register Reference: SDZ21A/0023

Development: 455 residential units (including a mixture of 2 and 3 storey semi-detached and terraced houses, and duplex units and apartments in 3 and 4 storey blocks), new internal roads and footpaths, site access, public open space, car parking, cycle stores, landscaping, bin stores, foul and surface water drainage, boundary walls and fences, ESB substations and all associated site development works. Private and semi-private open space to serve the proposed units will be provided in the form of balconies, terraces and gardens; including revisions to the permitted / under construction Celbridge Link Road (part of Loop Road 3), permitted under Reg. Ref SDZ17A/0009, associated with the provision of access to the development, parallel parking bays, and public lighting; 58 two bed, two storey, terraced houses (Type E1, E2, E3, J1 & J2); 6 three bed, two storey, semi-detached houses (Type I1); 190 three bed, two storey, terraced houses (Type A 1, A2, A3, B1, 82, C1, C2, C3, D1, D2, F1, F2, I1 & I2); 5 three bed, three storey, terraced houses (Type H); 6 four bed, two storey, terraced houses (Type K1, K2); 7 apartment Blocks (Blocks B, D, E, G, H, I & K) containing 111 apartments/duplexes including 32 one bed apartments, 22 two bed and 57 three bed duplex apartments over 3 storeys; 4 apartment Blocks (Blocks A, C, J & L) containing 37 apartments/duplexes including 8 no. one bed apartments, 29 three bed duplex apartments over 4 storeys; 1 apartment Block (Block F) containing 42 apartments including 2 one bed apartments and 40 two bed apartments over 4 storeys on a site located to the south of Tubber Lane, in the north-west of the Adamstown SDZ lands and to the west and south-west of the permitted/under construction Tubber Lane Phase 2 development (Reg. Ref: SDZ19A/0008, as amended under Reg. Ref: SDZ20A/0014).

Location: Tubber Lane, Adamstown, Lucan, Co. Dublin.

Applicant: Hugh McGreevy & Sons Ltd.

App. Type: SDZ Application

Dear Sir/Madam,

Further to your request which was received on 01/07/2022 regarding the above mentioned planning application, I wish to inform you that, by Order dated 28/07/2022, the period for submitting a

South Dublin County Council

An Rannóg Talamhúsáide, Pleanála agus Iompair

Land Use, Planning & Transportation Department

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

response to the request for Further Information has been extended up to and including **22/11/2022** in accordance with the provisions of Article 33 (3) of the Planning and Development Regulations, 2001 (as amended).

Yours faithfully,


for Senior Planner

APPENDIX 2- Copy of correspondence with Elaine Leech of South Dublin County Council's Housing Department.

From: Greg Davey <greg@davey-smith.com>
Sent: Thursday 15 September 2022 16:08
To: Elaine Leech
Cc: Edel Dempsey
Subject: Re: Traveller Accommodation Axonometric View- Halwell

Hi Elaine,

Thanks for coming straight back to me on this and for managing it on your end.

Hi Edel, if the planning department would like to see any additional information in relation to this - or indeed if you would like to have a meeting to discuss this in further detail, we would be available whenever might be convenient.

We have been working through our responses to each of the other items that were requested in the CFI and will be hoping to submit our response document over the coming fortnight.

Best regards, Greg

Get [Outlook for iOS](#)

From: Elaine Leech <eleech@SDUBLINCOCO.ie>
Sent: Thursday, September 15, 2022 3:54 p.m.
To: Greg Davey <greg@davey-smith.com>
Cc: Edel Dempsey <edempsey@SDUBLINCOCO.ie>
Subject: RE: Traveller Accommodation Axonometric View- Halwell

Hi Greg,

The Traveller Accommodation Unit are in principle in agreement with of the overall approach of the 6 units as discussed, 5 specifically designed as TA in one location and the remaining one as a standard Part V unit elsewhere on the wider site (possibility of medically adapted unit). Our Planning department have advised that they would need to see the design approach integrated into the overall FI response and I will forward on the document you have attached.

Regards

Elaine

Elaine Leech | Senior Executive Officer | Housing Operations Management | Housing, Social and Community Development | South Dublin County Council County Hall | Tallaght, Dublin 24 | Tel: +353 1 4149000 | [e-mail: eleech@sdublincoco.ie](mailto:eleech@sdublincoco.ie)

From: Greg Davey <greg@davey-smith.com>
Sent: Thursday 15 September 2022 15:39
To: Elaine Leech <eleech@SDUBLINCOCO.ie>
Subject: Traveller Accommodation Axonometric View

1

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon Elaine,

I have attached by way of some further material a worked up image of what we had discussed with regard to the provision of the 5 x Traveller Accommodation Units for Halwell in Adamstown. We are hoping to submit our response soon to SDCC for the CFI request that was issued and any feedback from your department in this regard would be welcomed.

Many thanks and regards, Greg

Get [Outlook for iOS](#)

From: Sara Segedin <sara@davey-smith.com>
Sent: Thursday, September 15, 2022 3:08 p.m.
To: Greg Davey <greg@davey-smith.com>
Subject: Traveller Accommodation Axonometric View

Here you go.

Sara



The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. If you have received this electronic message in error, please notify the sender or info@sdublincoco.ie. This message has been swept by Anti-Virus software.

Is eolas faoi rún an t-eolas atá sa ríomhphost seo agus d'fhéadfadh go mbeadh sé faoi phribhléid ó thaobh an dlí de. Is don té ar seoladh chuige/chuici agus dósan/dise amháin an t-eolas. Ní ceadmhach do dhuine ar bith eile rochtain a bheith aige/aici ar an ríomhphost seo. Murar duit an ríomhphost seo tá nochtadh, cóipeáil, dáileadh ná aon ghníomh eile a dhéanamh nó aon ghníomh eile a fhágáil gan déanamh ar iontaoibh an ríomhphoist seo toirmisce orthu agus d'fhéadfadh siad sin a bheith neamhdhleathach. Má fuair tú an teachtaireacht leictreonach seo trí earráid téigh i dteagmháil, le do thoil, leis an té a sheol í nó le info@sdublincoco.ie. Glanadh an teachtaireacht seo le bogearraí Frithvireas.

This email has been scanned by the Symantec Email Security cloud service.
For more information please visit <http://www.symanteccloud.com>
