



Request for Grant of Permission- Engineering Response (South Dublin County Council Register Reference SDZ22A/0006)

Phase 2 Proposed Development at Tandy's Lane Village,
Adamstown, Co. Dublin

January 2023

Waterman Moylan Consulting Engineers Limited

Block S, Eastpoint Business Park, Alfie Byrne Road, Dublin 3
www.watermangroup.com



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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
No. 1	Jan 23	K.Owen	J. Burger	I. Worrell

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

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1. Introduction

South Dublin County Council has Granted Permission for the **Planning Application** under register reference **SDZ22A/0006** for a Phase 2 residential development at Tandy's Lane Village, Adamstown, Co. Dublin, located within the Adamstown Strategic Development Zone (ASDZ).

This report sets out the Civil Engineering responses which are required from Waterman Moylan. This submission should be read in conjunction with the submission of Thornton O'Connor Planning Consultants, Mola Architects & Doyle and O'Troithigh Landscape Architect.

The Further Information items which are addressed in this report are as follows:

- Item No. 8
- Item No. 9
- Item No. 13
- Item No. 18 – comments on the Landscaping item

2. Response to Engineering Conditions

Condition 8

Irish Water Connection Agreement.

Prior to the commencement of development the applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water.

Response:

Waterman Moylan has met with Irish Water and Goodrock Project Management to understand the requirements for the network design. A water connection application was submitted (20/01/2023) for the first phase of construction (CDS2300051201), limited to 193 units. Waterman-Moylan confirms that the Irish Water Standards Codes and Practices have been strictly followed.

Refer to Waterman-Moylan drawings submitted with the Irish Water Connection Application;

- 21-058 T1300 – Proposed Watermain Layout – Sheet 1 of 3
- 21-058 T1301 – Proposed Watermain Layout – Sheet 2 of 3
- 21-058 T1302 – Proposed Watermain Layout – Sheet 3 of 3

Condition 9

Drainage

(a) The water supply and drainage infrastructure, shall comply with the requirements of Irish Water.

(b) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use. All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.

Response:

- a) The water reticulation design has been designed in accordance with the PH MCarthy design schematic for Adamstown and was designed in line with the Irish Water Code for Practice. Refer to the water drawings listed below for the overall network design. The site's drainage has been designed using the Greater Dublin Regional Code of Practice for Drainage Works and Part H of the Building Regulations.
- b) Both public and private drainage have been designed such that foul water and surface water are mutually exclusive, refer to the drainage drawings listed below. Waterman-Moylan confirms that all new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.

Refer to Waterman-Moylan drawings;

- 21-058 P1300 – Proposed Watermain Layout
- 21-058 P1300 – Proposed Watermain Layout – Sheet 1 of 2
- 21-058 P1301 – Proposed Watermain Layout – Sheet 2 of 2
- 21-058 P200 – Proposed Drainage Layout

- 21-058-P1200 - Proposed Drainage Layout-Sheet 1 of 2
- 21-058-P1201 - Proposed Drainage Layout-Sheet 2 of 2

Condition 13

Roads

(a) Prior to the commencement of development the applicant/developer shall submit for the written agreement of the Planning Authority and SDCC's Roads Department revised drawings that include the following:

- i. The northern east-west vehicular connection designed to be in accordance with DMURS.*
- ii. 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.*
- iii. A revised plan layout showing the cross sections of the different road types, identifying footpath widths, cycle lanes and carriageway dimensions.*
- iv. Layout plan(s) of all access junctions including any alterations to the existing roads layout to make two way turning possible. The north-westernmost junction to Adamstown Drive (L1030) shall be amended to allow turning in both directions.*
- v. Details of refuse collection areas as raised in the submitted Road Safety Audit and any other safety issues raised. Car parking space no. 408 shall be revised so that it would be easier to access.*
- vi. Details of the in-curtilage parking spaces to be within the boundary of private areas.*
- (f) All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.*
- (g) SLOW ZONES in Residential Estates; All signage within the proposed development is required to comply with the requirements of the Department of Transport Tourism and Sport's Traffic Signs Advice Note for Slow Zones (TSAN-2016-02).*

Response:

(a) Prior to the commencement of development the applicant/developer shall submit for the written agreement of the Planning Authority and SDCC's Roads Department revised drawings that include the following:

- i. The northern east-west vehicular connection is designed to be in accordance with DMURS*

The internal road (east-west vehicular connection) has been amended to include further DMURS measures. Refer to Waterman-Moylan drawings No. 21-058 P100, 21-058 P1100 and 21-058 P1101. The DMURS measures adopted include;

- The westernmost portion of the road is a 6m wide homezone with raised tables at the intersection. The entrance to the homezone is limited to a width of 4.5m.
- The central road is 6m wide and has several vegetated islands along the southern parking which step into the road, locally reducing the road width to 5.5m.
- The easternmost road has been amended to have a width of 5.5m.

- ii. 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.*

Homezones have sufficient road width behind perpendicular parking to provide sufficient turning length ensuring safe access and egress from the parking bays. A total width of 6m is provided for all homezones.

Refer to Waterman-Moylan drawings;

- 21-058 P100 – General Arrangement & Road Levels
- 21-058 P1100 - General Arrangement & Road Levels
- 21-058 P1101 - General Arrangement & Road Levels

iii. A revised plan layout showing the cross sections of the different road types, identifying footpath widths, cycle lanes and carriageway dimensions.

Refer to Waterman-Moylan's road layouts and road cross sections, as listed below, in conjunction with Mola Architecture Layouts and Doyle and O'Troithigh Landscape Architect Layouts.

Refer to Waterman-Moylan drawings;

- 21-058 P192 – Typical Road Cross Sections
- 21-058 P100 – General Arrangement & Road Levels
- 21-058 P1100 - General Arrangement & Road Levels
- 21-058 P1101 - General Arrangement & Road Levels

iv. Layout plan(s) of all access junctions including any alterations to the existing roads layout to make two-way turning possible. The north-westernmost junction to Adamstown Drive (L1030) shall be amended to allow turning in both directions.

The north-westernmost junction to Adamstown Drive (L1030) has been amended to allow for turning in both directions. The Modifications made to the existing L10130 painted road island as shown allow for the required turning movements, see Figure 1.

Refer to Waterman-Moylan drawings;

- 21-058 P100 – General Arrangement & Road Levels
- 21-058 P1100 - General Arrangement & Road Levels
- 21-058 P1101 - General Arrangement & Road Levels

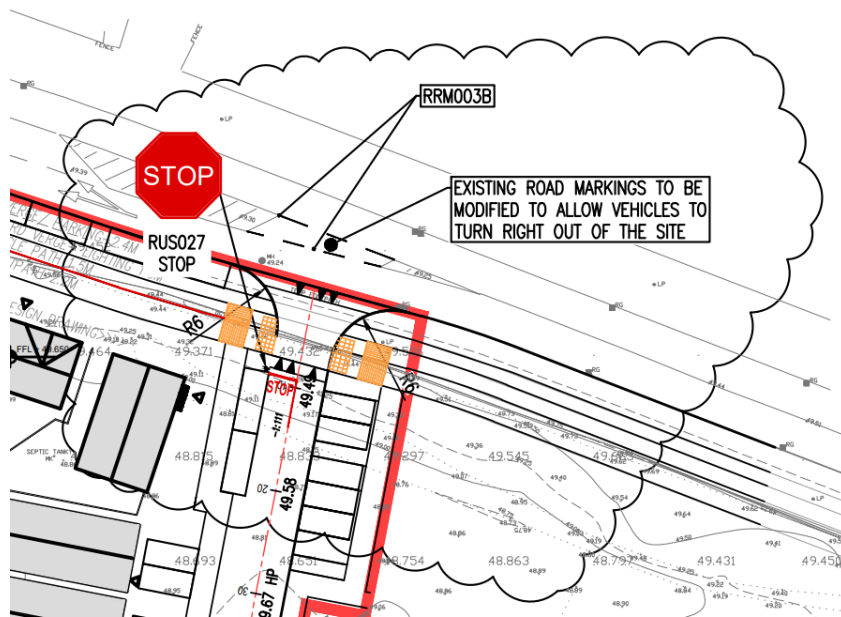


Figure 1: Amendment to the northwesternmost intersection with two-way turning.

v. Details of refuse collection areas as raised in the submitted Road Safety Audit and any other safety issues raised. Car parking space no. 408 shall be revised so that it would be easier to access.

Refer to Mola Architecture site Layout for the finalized parking layout (TL-2-02-SW-XX-DR-MOLA-AR-0907_Car Parking Strategy).. Refuse from the bin stores will be collected kerb side as shown on Waterman-Moylan Drawing number 21-058 P1131 Proposed refuse vehicle swept path analysis.

vi. Details of the in-curtilage parking spaces to be within the boundary of private areas.

Refer to Waterman-Moylan drawing number 21-058-P190 - Typical Road Construction Details - Sheet 1 of 2, for construction detail of the in-curtilage parking spaces.

(f) All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development, the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.

The construction details are as per the below-listed drawings, including the road reserve limited to the taking in-charge areas as indicated on Waterman-Moylan Road Section.

Refer to Waterman-Moylan drawings;

- 21-058-P190 - Typical Road Construction Details - Sheet 1 of 2
- 21-058-P191 - Typical Road Construction Details - Sheet 2 of 2
- 21-058 P192 – Typical Road Cross Sections

- 21-058-P230 - Drainage Construction Details - Sheet 1 of 2
- 21-058-P231 - Drainage Construction Details - Sheet 2 of 2

(g) SLOW ZONES in Residential Estates; All signage within the proposed development is required to comply with the requirements of the Department of Transport Tourism and Sport's Traffic Signs Advice Note for Slow Zones (TSAN-2016-02).

Slow Zone signage has been implemented, at entry points to housing estates where a 30 km/h speed limit is being implemented and a 'Slow Zone' is being created, in accordance with the Department of Transport Tourism and Sport's Traffic Signs Advice Note for Slow Zones (TSAN-2016-02).

Refer to Waterman-Moylan drawings:

- 21-058 P100 – General Arrangement & Road Levels
- 21-058 P1100 - General Arrangement & Road Levels
- 21-058 P1101 - General Arrangement & Road Levels

Condition 18

Roads

Section of South Dublin County Council:

A revised detailed landscape plan, to be agreed with Public Realm, with full works specification, that accords with the specifications and requirements of the Council's Public Realm Section. The landscape plan shall incorporate:

i. Street trees that are in line with the requirements set out in the Adamstown Strategic 9 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. The applicant/developer shall liaise with the Public Realm Section as to where further street trees are required dashed. This may require a significant reorientation of parking to achieve.

The response to condition 18 is discussed in detail in the Landscape Architects planning compliance response, please refer to & Doyle and O'Troithigh Landscape Architects compliance response.

In response to condition 18(i) at the location noted to the south of the northern pocket park we have proposed to narrow the road to a width of 4.8m. This allows for the widening of the public path accommodating street trees which can be taken in charge by the Local Authority. The reduction in the road width at this selected location has been proposed in compliance with DMURS and the Adamstown Street Guide sections 6.3, 6.3.2 and 6.3.3 which notes the potential to narrow a side street to a width of 4.8mtr in limited sections. The narrowing of the street at the localised section will have a positive impact by increasing the number of street trees and slowing the traffic. Both will have a positive impact on the quality of the movements for pedestrians and cyclists around the northern park.

Refer to Waterman-Moylan drawings;

- 21-058 P100 – General Arrangement & Road Levels
- 21-058 P1100 - General Arrangement & Road Levels
- 21-058 P1101 - General Arrangement & Road Levels

UK and Ireland Office Locations

