



**THORNTON O'CONNOR**  
TOWN PLANNING

**Response to a Request for Further  
Information Summary Report**

**Prepared in Respect of a Proposed  
Residential Development in the Aderrig  
Development Area (Phase 3) of the  
Adamstown SDZ**

**Reg. Ref. SDZ22A/0014**

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

**March 2023**

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Planning Department  
South Dublin County Council  
County Hall  
Tallaght  
Dublin 24

Thursday, 23<sup>rd</sup> March 2023

To whom it may concern,

**RE: RESPONSE TO A REQUEST FOR FURTHER INFORMATION IN RESPECT OF A RESIDENTIAL DEVELOPMENT PROPOSED IN THE ADAMSTOWN STRATEGIC DEVELOPMENT ZONE COMPRISING 207 NO. UNITS ON LANDS IN THE DEVELOPMENT AREA OF ADERRIG (PHASE 3), ADAMSTOWN, CO. DUBLIN**

**Reg. Ref. SDZ22A/0014**

## **1.0 INTRODUCTION**

Thornton O'Connor Town Planning, in association with BKD Architects<sup>1</sup>, Waterman Moylan Consulting Engineers<sup>2</sup>, Doyle + O'Troithigh Landscape Architecture<sup>3</sup> (DOT), Brady Shipman Martin<sup>4</sup> (BSM), Sabre Electrical Services Limited<sup>5</sup> and Traffico<sup>6</sup>, have been retained by Quintain Developments Ireland Limited to prepare this Response to the Request for Further Information (RFI) in respect of a Planning Application for Permission for a residential development. The proposed development, principally comprising 207 No. residential units, represents Phase 3 of development on lands in the 'Aderrig' Development Area of the Adamstown Strategic Development Zone (SDZ).

### **1.1 Purpose of this Report**

The purpose of this Report is to provide an introduction to the principal changes made to the proposed development as a result of the RFI and to summarise the various response materials prepared by the Design Team.

Therefore, this Report should be read in conjunction with the various other reports and drawings included as part of the RFI Response and the original Planning Application.

<sup>1</sup> 6/7 Harcourt Terrace, Dublin 2

<sup>2</sup> Block S, East Point Business Park, Alfie Byrne Road, Dublin 3

<sup>3</sup> Pembroke House, Nos. 28-32 Upper Pembroke Street, Dublin 2

<sup>4</sup> Mountpleasant Business Centre, Ranelagh, Dublin 6

<sup>5</sup> Unit 11 Bellevue Industrial Estate, Finglas, Dublin 11

<sup>6</sup> No. 30 Glasnevin Court, Glasnevin, D11 NC2W

## 1.2 Additional Consultation

To inform the preparation of the RFI Response, the Design Team sought to engage with relevant members of South Dublin County Council prior to the lodgement of this submission.

In addition to various discipline-to-discipline meetings (most notably in relation to landscaping) to advance and refine the scheme in response to the RFI, a meeting was held on 14<sup>th</sup> February 2023 between representatives of the Design Team, the Applicant and the Council.

During the meeting, the Design Team presented many of the most notable amendments to the proposal, including:

- Reconfiguration of the site layout, units and car parking;
- Pedestrian link from the local park to the south;
- Revised road designs (widths and specifications) and hierarchy;
- Bus stop locations and pedestrian/cyclist crossing points;
- Additional street trees; and
- Means to protect badgers.

























The meeting was considered to have been broadly positive, and the Design Team and Applicant understood that the proposed amendments were generally acceptable in principle.

In addition to the above meeting, representatives of Waterman Moylan, Goodrock Project Management, the NTA and the Council met on 18<sup>th</sup> January 2023 to discuss bus stop locations and the pedestrian/cyclist crossing. Further details are included below and in the materials prepared by Waterman Moylan.

## 1.3 Principal Changes to the Proposed Development

For clarity, the following principal changes have been made to the development as a result of the RFI and preparing its response:

- Changes to the site layout (most notably in the north-west corner, fronting the western hedgerow and the shifting of some units/blocks to make required alterations), road hierarchy and car parking locations/distribution;
- Changes to the design (sections) of the road network and hierarchy;
- Additional street tree planting (32 No. net increase to 193 No., of which 81 No. are now bio-retention tree pits);
- Changes to the residential unit types (see Figure 1.1);
- Changes to residential units to incorporate defined storage spaces;
- Additional fenestration, amendments to external boundary wall locations and clarifications to unit types A2, E2 and K1 (now called K3) to increase passive surveillance;
- Omission of car parking along the western and southern sides of the proposed local park, resulting in an increase in its area from 0.78 Ha to 0.87 Ha;
- New pedestrian/cycle link from the Road 9 Homezone to the local park;
- New pedestrian/cycle crossing ('Toucan Crossing') at Celbridge Link Road (north of Airlie Park Road West); and
- New southbound bus stop at Celbridge Link Road (north of Airlie Park Road West).

SITE LAYOUT PROPOSAL			207
TOTAL UNIT NUMBERS			207
DENSITY (Net dev. area 4.8 Ha)			43 units per hectare
Overall site area 6.36 Ha			
HOUSE TYPES		No. OF UNITS	
	Type A1/A2 - 3 bed		16
	Type B1/B2 - 3 bed		28
	Type C1/C2/C3 - 3 bed		15
	Type D - 4 bed		3
	Type E1/E2 - 4 bed		7
	Type K1/K2 - 4 bed		6
			75
DUPLEX		No. OF UNITS	
	Type F1 - 2 bed		3
	- 3 bed		3
	Type F2 - 2 bed		1
	- 3 bed		1
	Type F3 - 2 bed		6
	- 3 bed		6
	Type G1 - 2 bed		33
	- 3 bed		33
	Type G2 - 2 bed		2
	- 3 bed		2
	Type G3 - 2 bed		7
	- 3 bed		7
	Type H1/H2 - 3 bed		2
	- 3 bed		2
	Type J1 - 2 bed		9
	- 3 bed		9
	Type J2 - 2 bed		3
	- 3 bed		3
			132
TOTAL NO. OF UNITS			207

























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	Type E1/E2 - 4 bed		7
	Type K1/K2/K3 - 4 bed		6
			75
DUPLEX		No. OF UNITS	
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	- 3 bed		3
	Type F2 - 2 bed		1
	- 3 bed		1
	Type F3 - 2 bed		6
	- 3 bed		6
	Type G1 - 2 bed		33
	- 3 bed		33
	Type G2 - 2 bed		2
	- 3 bed		2
	Type G3 - 2 bed		7
	- 3 bed		7
	Type H1/H2 - 3 bed		2
	- 3 bed		2
	Type J1 - 2 bed		9
	- 3 bed		9
	Type J2 - 2 bed		3
	- 3 bed		3
			132
TOTAL NO. OF UNITS			207

Figure 1.1: Types and number of units proposed as part of the Aderrig Phase 3 development (left – initial Planning Application, right – revised scheme in this RFI Response)

Source: BKD Architects (2022 and 2023)

#### 1.4 Report Structure

This Report continues in 3 No. further sections:

**Section 2** – Response to the Request for Further Information

**Section 3** – Planning Administration

**Section 4** – Conclusion

## 2.0 RESPONSE TO THE REQUEST FOR FURTHER INFORMATION

### 2.1 RFI Item 1 (Density and Net Development Area)

RFI Item 1 principally related to net development area, density and unit mix, cognisant of the future fourth phase of development at Aderrig, seeking:

*"The Applicant's proposal regarding density may be acceptable. In order to determine this, the applicant is requested to provide the following information:*

*(a) an indicative layout for Phase 4 that:*

- Is in keeping with the height requirements of the scheme,*
- Sets out the number of units and density (% of 1bed apartments should also be set out)*
- Provides details of the density of Phases 1 and 4 as a single development site (if changed)*
- Provides details of the overall density for the development area (if changed)*

*(b) The applicant is also requested to provide a plan indicating Net development area for the current proposal and for the wider Aderrig area. This should be annotated with areas in sq.m / ha, as relevant."*

#### 2.1.1 RFI Item 1 Response

Firstly, in relation to Net Development Area (Item 1(b)) and the overall emerging residential density of Aderrig and Phases 1 and 4 (Item 1(a), points 3 and 4), the Council is referred to the drawing prepared by BKD and extracted in Figure 2.1, and the numbers in Table 2.1.

We note that whilst the Planning Scheme states that the Aderrig Development Area has an area of 17.8 Ha, the reality of the prospect of development thereat is limited in some locations. For the Aderrig Phase 3 development (subject of this Planning Application and RFI Response) in particular, the portions of the site where Adamstown Way cuts through it (which was designed, permitted and constructed to the specification of an 'Avenue') and that are identified for open space and the primary school (to the north-east of the Celbridge Link Road) do not have the potential to support the active realisation of residential units and to contribute to the overall yield and densification of the Development Area.

Consequently, these areas – which total approximately 1.06 Ha – are the difference between the Planning Scheme's Net Development Area of 17.8 Ha and the Actual Net Development Area of 16.74 Ha (Figure 2.1) and have been omitted from defining the Net Development Area. It was considered reasonable to omit these areas on the basis that the Planning Scheme clearly identifies them for the specific uses of road infrastructure, open space and education. Therefore, they cannot contribute to the residential delivery and would act to artificially deflate density. This approach was discussed during pre-planning consultation and correspondence with this Council and was understood to have been generally acceptable prior to the lodgement of the Planning Application. The inclusion of the northern open space area and the setting aside of lands for the primary school were ultimately considered to allow for a completion of the Aderrig Development Area, rather than leave elements 'unfinished'.



Figure 2.1: Net Development Areas across the Aderrig Development Area

Source: BKD (2023)

Phase – Parent Reg. Ref.	Net Dev. Area (Ha)	Yield	Density
1 – SDZ20A/0017	5.56	235	42.3
2 – SDZ21A/0014	4.24	227	53.5
3 – This Planning Application (RFI-Stage)	4.84	207	42.8
4 – Current Proposal (PPC-Stage)	2.1	337	160.5
Actual Net Dev. Area	16.74	1,006	60.1
Planning Scheme Net Dev. Area	17.8	1,006	56.5
Phases 1 & 4 Combined	7.66	572	74.7

Table 2.1: Net Development Area and residential yield and densities at Aderrig

Source: Compiled by Thornton O'Connor Town Planning (2023)

As demonstrated in the above Figure and Table, and illustrated in the *Planning Report* submitted with the original Planning Application, it is noted that the density of Phase 4 will exceed the +/-20% density range facilitated by the Planning Scheme (Table 2.2) on an “individual development site”. However, as previously illustrated in that Report and discussed with the Council, there is a robust justification for same, summarised as:

- Its appropriate location more proximate to Adamstown Train Station, neighbourhood and district centres and public parks (Central Boulevard and Airlie);
- The Council has previously pragmatically assessed schemes with higher final phase densities in the SDZ area (Reg. Ref. SDZ21A/0003 in Tobermaclugg Village Development Area);

- The final density of the overall Aderrig Development Area, whether based on the Planning Scheme Net Development Area or the Actual Net Development Area, will fall within the Planning Scheme range of 52–70 uph (56.5 uph and 60.1 uph respectively); and
- Phases 1 and 4 are located on the same parcel of Net Development Area per the Planning Scheme (Figure 1.2) and could be considered an “individual development site” with their combined density of 74.7 uph falling within the +/- 20% range of 41.6–84 uph allowed by the Planning Scheme.

Metric	Original Planning Scheme	Amended Planning Scheme	Amended with +/-20%
Min.–Max. Residential Floor Area (sq m)	97,125–121,275	97,125–130,830	N/A
Min.–Max. Residential Density (uph)	52–65	52–70	41.6–84
Min.–Max. Residential Yield	925–1,155	925–1,246	N/A

Table 2.2: Residential floor area, density and yield in the Aderrig Development Area

Source: Adamstown Strategic Development Zone Planning Scheme (2013)



Figure 2.2: Net Development Areas of the Planning Scheme, with the parcel that comprises Phases 1 and 4 as a single area

Source: Adamstown Strategic Development Zone Planning Scheme 2014, as amended, annotated by Thornton O'Connor Town Planning (2023)

In relation to points 1 and 2 of Item 1(a), the unit mix for Phase 4 as discussed during the second pre-planning consultation meeting with the Council in relation to that forthcoming Planning Application was comprised of that set out in Table 2.3 (below). Based on the 2.1 Ha



Net Development Area of that envisaged Planning Application, a density of 160.5 uph would be achieved.

Unit Size	No. Units	Percentage
Studios	40	12%
1-bed	127	38%
2-bed	168	50%
3-bed	2	1%
Total	337	100%

Table 2.3: Unit mix of the current Phase 4 design

Source: MOLA (2023)

In terms of height for the Phase 4 development, we refer to Figure 2.3 (extracted from BKD’s *Request for Further Information Response Document*) which demonstrates compliance. The future Phase 4 Planning Application will illustrate that proposal with the various requirements of the Planning Scheme.

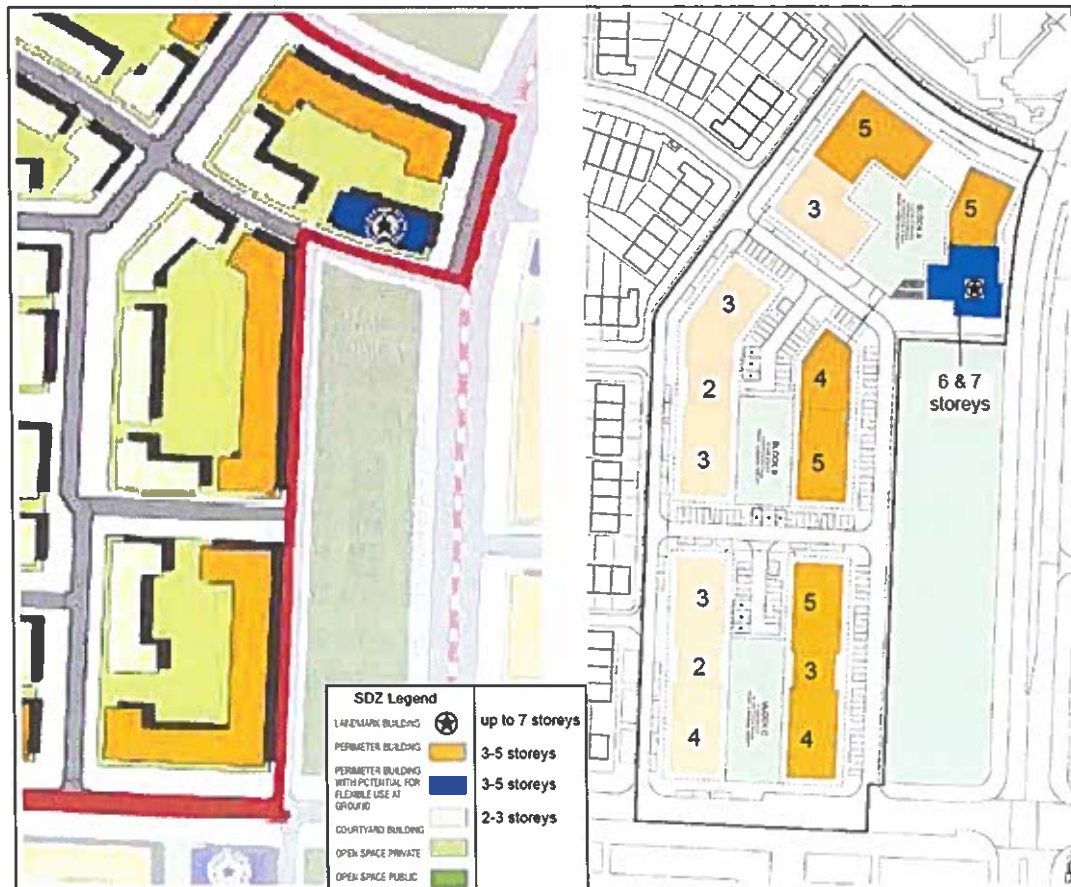


Figure 2.3: Height permitted by the Planning Scheme and those proposed during the latest Phase 4 pre-planning consulting meeting

Source: MOLA (2022) and BKD (2023)

## 2.2 RFI Item 2 (Residential Design and Site Layout)

RFI Item 2 related to various aspects of the design of residential units, the site layout and the road hierarchy. As there are several sub-parts to this Item, they have been separated and responded to below.

### 2.2.1 RFI Item 2(a)

*"There is no indication in the relevant guidelines that the attic space is considered 'storage', in terms of dwelling design. The applicant is requested to reconsider the storage for impacted units and provide revised floorplans and elevations, where relevant."*

#### 2.2.1.1 RFI Item 2(a) Response

BKD Architects have revised the relevant residential units to provide adequate storage spaces to comply with *Quality Housing for Sustainable Communities (2007)* and *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2022)*. These storage areas are clearly identified on the various unit drawings (Type F1.B, Type F2.B, Type F3.B, Type G1.B, Type G2.B, Type 3.B, Type H2 and Type J1.B/2.B) and the *Housing Quality Assessment* prepared.

### 2.2.2 RFI Item 2(b)

*"Passive surveillance could be increased by making properties dual frontage. It is noted that doors have been provided to the side of some properties. Dual frontage / passive surveillance should be increased on the following house types:*

- A2
- E2
- K1

*It should be ensured that additional first floor windows are only provided where the separation distance is 22m minimum."*

#### 2.2.2.1 RFI Item 2(b) Response

As indicated in BKD Architects' *Request for Further Information Response Document* and updated A2, E2 and K1 (now called K3) unit type drawings, design tweaks and clarifications have been made to the units and their siting within the site to enhance their associated passive surveillance of the public realm.

For Unit A2:

- A new window is proposed in the ground floor elevation.
- The previous external utility room door has been replaced by a window.
- The rear and side 2000mm block walls have been shifted toward the rear.

For Unit E2:

- We understand that E2 may have read as having the side window from the kitchen/dining area facing into the private amenity area, although this does actually look out onto a narrow landscape strip with just a 900mm high railing/fence. Therefore, visibility is not prevented.

For Unit K1 (now called K3):

- A new window has been added to the side elevation at ground floor level from within the kitchen/dining area.
- The existing window by the stairs has been enlarged slightly.
- The side 2000mm block wall has been shifted to the rear so as to give the existing and newly proposed windows direct passive surveillance of the public realm.

As a consequence, it is contended that the residential units will augment the passive surveillance of public streets and open spaces, addressing RFI Item 2(b).

### 2.2.3 RFI Item 2(c)

*"There are concerns regarding the interface with the linear park on the western boundary, particularly the area to the north of Road 2 and dwelling type C2. There is no parking adjacent to these units, and access can only be gained via the park. It is noted that there is a desire to provide active frontage to the park, however the current design approach is not acceptable. The applicant is requested to reconsider the block layout at this location."*

#### 2.2.3.1 RFI Item 2(c) Response

The proposal for the block configuration in the north-west corner of the Site Plan has been amended to address the request of the Council. In relation to this, please refer to *Site Layout Plan, Site Block Plan Sheet 1 of 2* and *Site Block Plan Sheet 2 of 2* prepared by BKD Architects in the first instance (Drawing Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011).

A side-by-side of the layouts in this part of the site as proposed in the original Planning Application and as now proposed in this RFI Response is provided in Figure 2.4 below. The revised layout achieves several things to address the concerns of the Council in this RFI Item:

- Increases the number of residential units facing the hedgerow, thereby enhancing the purpose of the inclusion of these units and space, as well as passive surveillance and activation.
- The indented roads bring the car parking closer to the residential units.
- The setback from the hedgerow is protected to ensure its integrity.
- The design of the 3 No. units facing the hedgerow and of the corner units (Nos. 193 and 197) includes fenestration on multiple elevations so as to maximise passive surveillance.



Figure 2.4: Original site layout and proposed amendment

Source: BKD Architects (2023)

#### 2.2.4 RFI Item 2(d)

*"There are concerns regarding the layout of Homezone 1 and Homezone 2. These are taken to correspond to the 'Back Street' typology. The applicant is requested to redesign these areas in accordance with the Adamstown Street Design Guide."*

##### 2.2.4.1 RFI Item 2(d) Response

As demonstrated on the *Site Layout Plan*, *Site Block Plan Sheet 1 of 2* and *Site Block Plan Sheet 2 of 2* drawings (Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011) and *Street Sections* (No. 6259A-P-030), the site and road layout and designs have been revised to conform with the *Adamstown Street Design Guide*.

The revisions to these homezones are complemented by changes to the road design and the hierarchy throughout the development and supported by additional street planting (refer to DOT drawings and Section 2.5 below).

These revisions were presented to the Council during a meeting on 14<sup>th</sup> March 2023 and understood to be generally acceptable in principle.

#### 2.2.5 RFI Item 2(e)

*"It is noted that car parking is provided around the open space to the south east. The applicant is requested to remove the car parking to the south and west of this park."*

##### 2.2.5.1 RFI Item 2(e) Response

As requested, the car parking to the west and south of the local park has been removed. This is demonstrated on BKD's site drawings (*Site Layout Plan* and *Site Block Plan Sheet 2 of 2* drawings (Nos. 6259A-P-003 and 6259A-P-011)) and DOT's landscape drawings (*Landscape Plan 02* (No. LP-02-FI), the latter of which is included in Figure 2.5).

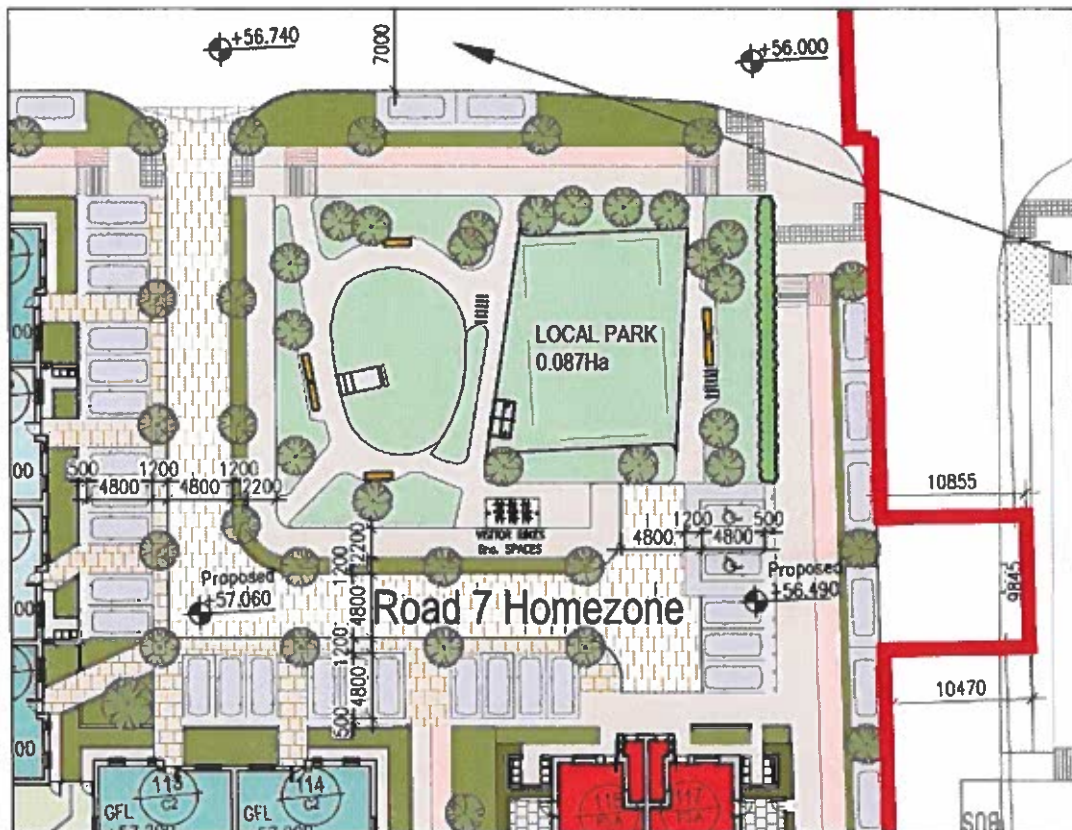


Figure 2.5: Revised design at and around the local park, with the car parking along its western and southern edges now omitted

Source: BKD Architects (2023)

This allows for an increase in the park's area and functionality (0.78 Ha to 0.87 Ha), greater integration of the local park with the homezone and clearer lines of sight for pedestrian movements and passive surveillance.

### 2.2.6 RFI Item 2(f)

*"In terms of communal open space, it is noted that 3 areas are provided. The applicant states in their Planning Statement that it was not possible to provide dedicated communal open spaces in all instances. In these cases, larger private open spaces are provided. There are concerns regarding the functionality of some of the communal spaces, particularly those at Unit Type J and F. These areas are linear with areas of planting and hardstanding. The applicant is requested to provide a clear plan indicating which properties benefit from the additional private amenity areas and also which properties are intended to avail of the communal open spaces."*

#### 2.2.6.1 RFI Item 2(f) Response

The primary approach to the provision of communal amenity space was for all duplex units to have their private amenity space and their communal amenity space requirements provided in single, enlarged private amenity space areas (please refer to the *Housing Quality Assessment*). This same approach was proposed and permitted as part of the Aderrig Phase 2 Planning Application (Reg. Ref. SDZ21A/0014). It allows for access to larger and more functionally practical private amenity spaces and allows for greater integration with the

wider residential area, as duplex residents are more likely to use the main public open space areas and house residents are not prevented from using the communal amenity space.

For details, we direct the reader to BKD Architects' *Request for Further Information Response Document* and *Site Layout Plan, Site Block Plan Sheet 1 of 2* and *Site Block Plan Sheet 2 of 2* drawings (Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011).

However, notwithstanding the provision of the larger private amenity spaces in lieu of the formalised communal amenity spaces, there are 3 No. locations where additional open space for the enjoyment of duplex residents is proposed. These areas do not contribute to meeting the quantitative requirement for communal amenity space, but will play roles: for recreation/relaxation, enhancing separation distances / buffers, as planting and SuDS and in the creation of defensible space.

The units that will benefit from the additional open spaces are Nos. 93–108, 115–125 and 127–138.

### 2.3 RFI Item 3 (Road Design, Traffic and Transport)

RFI Item 3 related to various road design, traffic and transport related matters. As the Item was comprised of several parts, they have been highlighted and responded to separately below.

#### 2.3.1 RFI Item 3(a)

*"The applicant is requested to submit a revised layout showing perpendicular parking only being provided on one side of the street at any point. The applicant should also demonstrate a minimum distance of 6m behind each perpendicular parking space."*

##### 2.3.1.1 RFI Item 3(a) Response

This request has been incorporated into the revised site layout – there are now no instances of opposing perpendicular car parking in the proposed development.

The Council are principally directed to BKD Architects' *Site Layout Plan, Site Block Plan Sheet 1 of 2* and *Site Block Plan Sheet 2 of 2* drawings (Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011), Waterman Moylan's *Proposed General Arrangement* drawing (No. T100) and DOT's the 3 No. *Landscape Plans* (Nos. LP-01-FI, LP-02-FI and LP-03-FI), all submitted as part of the RFI Response.

As is evident on BKD's site plan drawings, a minimum of 6m is achieved to the rear of perpendicular parking spaces. Please see the extracts provided in Figures 2.6–2.8 as examples below.

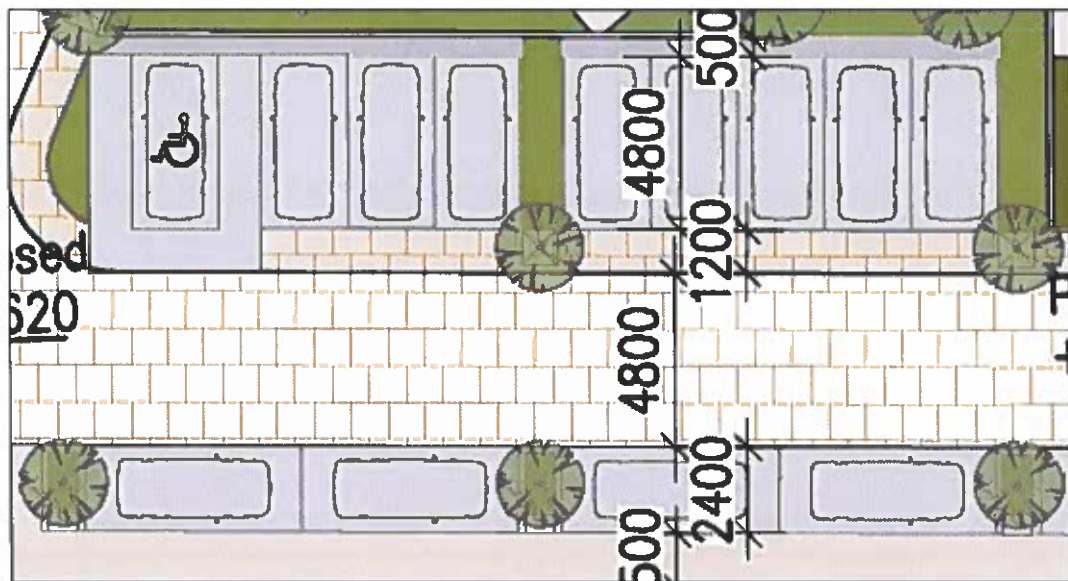


Figure 2.6: Minimum 6m distance to the rear of perpendicular car parking spaces, as proposed in 'Road 2 Homezone'

Source: BKD Architects (2023)

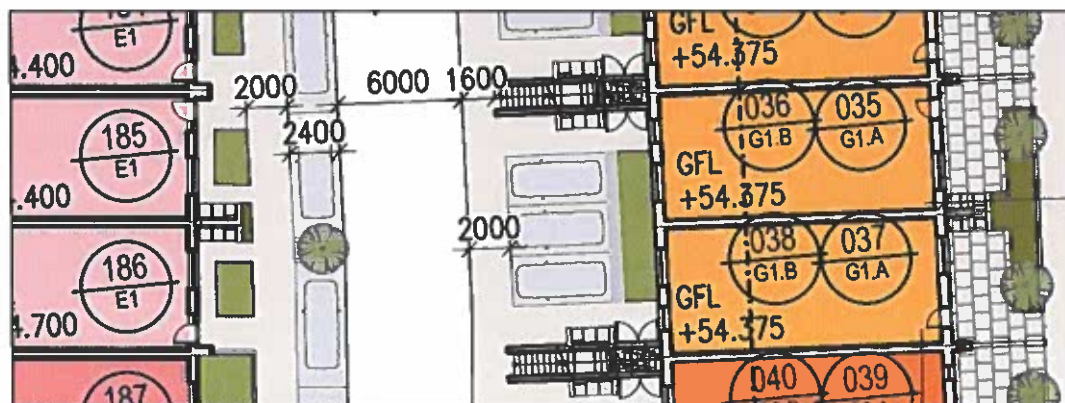


Figure 2.7: Minimum 6m distance to the rear of perpendicular car parking spaces, as proposed in 'Road 1'

Source: BKD Architects (2023)

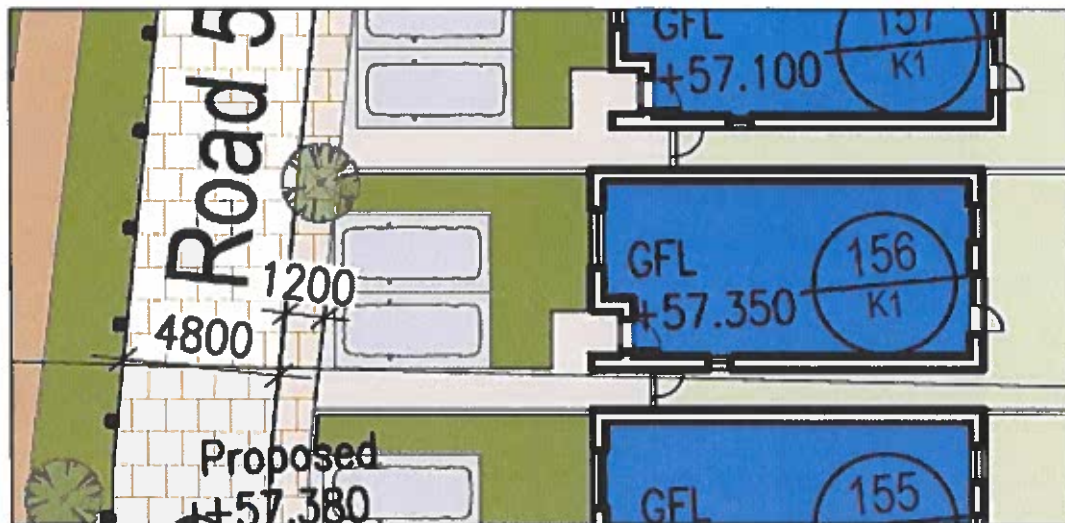


Figure 2.8: Minimum 6m distance to the rear of perpendicular car parking spaces, as proposed in 'Road 5 Homezone'

Source: BKD Architects (2023)

### 2.3.2 RFI Item 3(b)

*"The applicant is requested to submit a revised layout not less than 1:200 scale showing the cross sections of the roads confirming the layouts as described in the SDZ planning scheme."*

#### 2.3.2.1 RFI Item 3(b) Response

The Council are referred to BKD Architects' *Site Block Plan Sheet 1 of 2* and *Site Block Plan Sheet 2 of 2* drawings (Nos. 6259A-P-010 and 6259A-P-011) which have been prepared at a scale of 1:200 and *Street Sections* (No. 6259A-P-030) which has been prepared at a scale of 1:100. These are supplemented by commentary provided in BKD's *Request for Further Information Response Document*.

These drawings are included as part of the RFI Response pack and demonstrate the revisions made to the road design and hierarchy of the proposed development. As required by this Item, the road designs now comply with the principles of the Planning Scheme and the *Adamstown Street Design Guide*, specifically in relation to Back Streets and Side Streets.

### 2.3.3 RFI Item 3(c)

*"The applicant is requested to demonstrate that the omission of a 2nd northbound vehicular connection from Adamstown Way would not result in the significant traffic queuing at the junction of Road 5 and Adamstown Way."*

#### 2.3.3.1 RFI Item 3(c) Response

In response to this Item, the Council is directed to the response document prepared by Waterman Moylan. Even using a conservative methodology, it concludes the following:



*"The modelling results indicate that the junction will operate within the capacity for the opening year 2026 during both AM and PM peak hours, with a maximum RFC of 0.8 on Arm A."*

Therefore, the inclusion of the single northbound junction at Adamstown Way is adequate to meet expected vehicular movements and to prevent significant queuing from occurring.

#### **2.3.4 RFI Item 3(d)**

*"The applicant is requested to provide a pedestrian and cycle link from the South West corner of development to the Local Park, in lieu of the linear area of communal open space that runs between Road 9 and Homezone 1."*

##### **2.3.4.1 RFI Item 3(d) Response**

This amendment to the site plan has been enacted by the Design Team and the Council are principally directed to BKD Architects' *Site Layout Plan, Site Block Plan Sheet 1 of 2 and Site Block Plan Sheet 2 of 2* drawings (Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011), Waterman Moylan's *Proposed General Arrangement* drawing (No. T100) and DOT's the 3 No. *Landscape Plans* (Nos. LP-01-FI, LP-02-FI and LP-03-FI), all submitted as part of the RFI Response.

This pedestrian and cycle link will improve the permeability of the proposed development and activate the rear/western side of the duplex units thereat. Ample passive surveillance from these units will inhibit anti-social behaviour and improve safety, whilst buffer planting will provide screening and planting and separation of the public and private realms.

#### **2.3.5 RFI Item 3(e)**

*"The applicant should provide clarification on how and where pedestrians and cyclists will cross the Celbridge Link Road."*

##### **2.3.5.1 RFI Item 3(e) Response**

In addition to the signalised crossings at the junction of Adamstown Way and Celbridge Link Road (permitted under Reg. Ref. SDZ17A/0003), a new toucan crossing is proposed on the Celbridge Link Road, just north of its junction with Airlie Park Road West. The details of the junction were agreed between Waterman Moylan, the NTA and SDCC and are provided on Waterman Moylan's *Proposed Toucan Crossing & Bus Stop* drawing (No. T111).

This new crossing will connect the 2 No. parts of the Phase 3 Planning Application area, linking the main residential part of the site with the open space area and future Primary School site to the north-east. It will also benefit the Tubber Lane Development Area, and the recently permitted Reg. Ref. SDZ21A/0023 Planning Application by delivering the east-west traversal of Celbridge Link Road.

#### **2.3.6 RFI Item 3(f)**

*"The applicant shall submit a revised Stage 1 Road Safety Audit."*

### 2.3.6.1 RFI Item 3(f) Response

Enclosed as appendices in Waterman Moylan's *Request for Further Information - Engineering Response* are 2 No. *Stage 1 Road Safety Audits*, which have been prepared by Traffico.

### 2.3.7 RFI Item 3(g)

*"The applicant should supply the additional bus stops on the Celbridge Link Road as requested by the NTA."*

#### 2.3.7.1 RFI Item 3(g) Response

The response to Item 3(g) is included in the enclosed materials prepared by Waterman Moylan, although they are summarised below for reference.

It was the request of the NTA to provide 2 No. bus stops, which were intended for delivery along the Celbridge Link Road at the northern extent of the subject site. Waterman Moylan engaged with Goodrock Project Management in discussions with the NTA and SDCC in relation to these bus stops. The location and design of the bus stops were agreed during a meeting on 18<sup>th</sup> January 2023 and detailed in Waterman Moylan's Proposed *Toucan Crossing & Bus Stop* drawing (No. T111).

However, as summarised in their note, the northbound bus stop would straddle 2 No. separate landholdings, controlled by separate parties. Therefore, this bus stop is not being formally proposed as part of this RFI Response, with the understanding and expectation being that it will be delivered by the NTA, as these lands will ultimately be taken in charge. Notwithstanding, the indicative location of the northbound bus stop is shown in Waterman Moylan's *Masterplan* drawing (No. SK099).

In relation to the southern bus stops, the design and location of these are indicatively shown on Waterman Moylan's *Proposed Uncontrolled Pedestrian Crossing and Bus Stops General Arrangement* drawing (No. T112). However, we note that they are the focus of Condition No. 10 of the Grant of Planning Permission for the Boulevard Planning Application applicable thereat (Reg. Ref. SDZ22A/0007)<sup>7</sup>.

### 2.4 RFI Item 4 (Archaeology)

RFI Item 4 related to archaeology and sought the following:

*"(1) The developer shall engage a suitably qualified archaeologist to carry out an AIA [following consultation with this Department] which should include a Geophysical Survey and Archaeological Test Excavation to respond to this request for Further Information.*

*(2) The AIA and/or Underwater Archaeological Impact Assessment (UAIA), shall involve an examination of all development layout/design drawings, completion of documentary/cartographic/photographic research and fieldwork, the latter to include geophysical survey and archaeological testing (licensed as required under the National Monuments Acts).*

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<sup>7</sup> The Applicant for Reg. Ref. SDZ22A/0007 is an affiliated entity within the control of the Applicant for this Aderrig Phase 3 Planning Application. This condition is being actively addressed as part of the compliance for Reg. Ref. SDZ22A/0007.

*(3) The archaeologist shall prepare a comprehensive report, including an Archaeological Impact statement and mitigation strategy, to be submitted for the written agreement of the planning authority in advance of any site preparation works, groundworks and/or construction works.*

*(4) Where archaeological remains are shown to be present, preservation in-situ, establishment of 'buffer zones', preservation by record (archaeological excavation) or archaeological monitoring may be required and mitigatory measures to ensure the preservation and/or recording of archaeological remains shall be included in the AIA and/or UAIA. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the Department, shall be complied with by the developer.*

*(5) The planning authority and this Department shall be furnished with a final archaeological report describing the results of any subsequent archaeological investigative works and/or monitoring following the completion of all archaeological work on site and the completion of any necessary post-excavation work. All resulting and associated archaeological costs shall be borne by the developer."*

#### **2.4.1 Item 4 Response**

In response to the request of Item 4, Irish Archaeological Consultancy Ltd (IAC) were appointed to prepare an *Archaeological Assessment*. As part of this, IAC undertook geophysical surveys and test trenching. The Report is enclosed and available for detailed review.

In summary, surveys and test investigations were conducted in one part of the site (approx. 1 Ha) due to the previous ground disturbances evident elsewhere and took place during February 2023. A total of 4 No. test trenches, extending to a length of 360 m were dug, *"...which did not reveal any archaeological remains."* According to IAC's *Archaeological Assessment*, recent investigation in the area also failed to reveal archaeological remains, supporting the work undertaken at the Aderrig Phase 3 site.

IAC concluded that *"no further archaeological mitigation is recommended."*

#### **2.5 RFI Item 5 (Street Trees and Street Design)**

RFI Item 5 principally related to trees as part of the proposed development. As there are several sub-parts to this Item, they have been separated and responded to below. Item 5 opened with the following statement:

*"A redesign of the streets is required to provide street trees on both sides throughout the development. Trees that are integral to the street need to be in public ownership and comply with the requirements of Adamstown SDZ (2014), Adamstown Street Design Guide (2014) and DMURS (2019)."*

##### **2.5.1 RFI Item 5(i)**

*"Street trees to be provided on all streets in the public realm, integral to the street, outside the footpath on both sides. Street tree provision is deficient along the following streets:*

*- Road 1 East side*

- Road 2 Northside
- Road 3 North side
- Road 4 South side
- Road 5 East Side (retained vegetation to West is noted)
- Road 6 (one)
- Road 8 East side (retained vegetation to West is noted)
- Road 9 North side
- Homezone 2 Eastside
- Pedestrian link (Links Road 3 to Celbridge Link Road)"

#### 2.5.1.1 RFI Item 5(i) Response

Street tree provision has increased markedly as part of the RFI Response, and the Council is directed to DOT Drawing Nos. LP-01-FI, LP-02-FI and LP-03-FI for their locations and species. The street tree count has increased by 32 No. to 193 No., with greater distribution along the internal road networks and the pedestrian links (although the location of infrastructure/services has limited their inclusion in the middle of these links). Of note is the increase in the number of bio-retention trees, rising from 81 No. to 187 No., per DOT response document.

#### 2.5.2 RFI Item 5(ii)

*"Not more than five perpendicular or two parallel car parking spaces... between trees." (2.4.24 Adamstown SDZ 2014)."*

##### 2.5.2.1 RFI Item 5(ii) Response

The site drawings have been amended to accord with this request, and the Council is directed to the *proposed Site Layout Plan, Site Block Plan Sheet 1 of 2 and Site Block Plan Sheet 2 of 2* prepared by BKD Architects in the first instance (Drawing Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011). These are supplemented by the landscape plans prepared as part of this Response by DOT (Drawing Nos. LP-01-FI, LP-02-FI and LP-03-FI).

#### 2.5.3 RFI Item 5(iii)

*"Include details of SuDs tree trench with engineered soil to run continuously along the Celbridge Link Road."*

##### 2.5.3.1 RFI Item 5(iii) Response

The approach to the street trees along Celbridge Link Road was designed to accord with that Grant of Planning Permission (Reg. Ref. SDZ17A/0009). This was also the preference of the Council in their assessment of the Aderrig Phase 2 Planning Application (Reg. Ref. SDZ 21A/0014). In relation to the latter, the Council issued an amended Order (No. PR/0384/22) which altered the initial Grant of Planning Permission, stating that:

*"The verge detail and tree pits for the Celbridge Link Road shall be carried out in accordance with Planning Reference SDZ17A/0009."*

Therefore, the design of these tree pits has not been altered as part of the Planning Application or this RFI Response so as to ensure consistency with Celbridge Link Road's overall delivery.

#### 2.5.4 RFI Item 5(iv)

*"Remove geotextile layers from compacted stone layers within the SuDS tree pit due to their tendency to clog and cause water logging of the tree pit. Geotextile can be wrapped around services/collector drains."*

##### 2.5.4.1 RFI Item 5(iv) Response

The Council is directed DOT Drawing No. LD-01-FI for details of the bio-retention tree pits. As requested, DOT have removed the geotextile layers from the tree pit designs and have geotextile has been wrapped around the collector drains alternatively.

#### 2.5.5 RFI Item 5(v)

*"Confirm that the proposed tree species proposed along the Celbridge Link Road match those previously agreed for SDZ17A/0009."*

##### 2.5.5.1 RFI Item 5(v) Response

The trees proposed for the length of Celbridge Link Road, but within the Aderrig Phase 3 site area, are detailed on DOT's *Landscape Plan* (No. LP-01-FI). Per the permitted Celbridge Link Road (Reg. Ref. SDZ17A/0003), the species proposed are *Corylus colurna* at a size of 16-18cm and *Tilia cordata* at a size of 16-18cm.

#### 2.5.6 RFI Item 5(vi)

*"Street trees to be a minimum 18-20cm girth at planting and to be predominantly native and/or pollinator friendly species."*

##### 2.5.6.1 RFI Item 5(vi) Response

As stated in DOT's *Landscape Response*, all proposed street trees, with the exception of those along Celbridge link Road (see response to Item 5 (v)), will have a minimum girth of 18–20cm and are native or pollinator friendly. Please refer DOT's *Landscape Plan* for further details on species types.

#### 2.6 RFI Item 6 (Green Infrastructure)

RFI Item 6 principally related to green infrastructure provision and sought responses in relation to the various matters below. Due to their interlinked nature, as single response is provided, drawing on the materials prepared by DOT.

*"(a) Additional information is required to demonstrate how the plans contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements as part of the application submission, having regard to the following:*

*(a)(i) In the case of small-scale developments this may consist of a simple landscape plan which includes objectives to protect or restore existing on site GI assets, provides for connection to local or primary GI corridors or includes elements which allow the site to act as a local stepping stone*

(a)(ii) Where the development site is located within or close to a Core or Corridor the development should, at a minimum, protect any existing GI assets and enhance same (for example, not breaking a GI Corridor but enhancing same with a connecting piece of planting, retaining hedgerows or woodlands)

(a)(iii) The characteristics and assets of the proximate GI Core, Corridor or Stepping Stone should be reflected within proposed development, for example continuation of hedgerows, tree planting, waterways

(a)(iv) Development should seek to enhance or restore features that act as ecological corridors, particularly water features, hedgerows, tree lines, areas of un-cultivated land. These, or some element of them, should be incorporated into the proposed development to create pathways for wildlife and/or increase amenity value

(a)(v) Development sites which are not located proximate to designated GI Cores or Corridors should identify the nearest designated GI Core, Corridor or Stepping Stone and make provision for GI interventions on the site which could eventually provide a link to local Stepping Stones, Cores or Corridors

(a)(vi) Developers should be aware that ecological corridors can also act to quickly spread non-native invasive species. Therefore, identification and control of invasive species site should be included in planning applications and the GI Plan.

(b) All development proposals shall be accompanied by a Green Infrastructure Plan, which will normally be submitted as part of the suite of Landscape Plans that are required for a development. Plans shall include the following:

(b)(i) Site location plan showing the development site in the context of the wider GI as shown on the Council's GI Plan for the County;

(b)(ii) Site survey and analysis, identifying existing GI Infrastructure and key assets within the site;

(b)(iii) Indicate how the development proposals link to and enhance the wider GI Network of the County;

Proposals are required that recreate the green infrastructure connection severed by the road through the western boundary hedgerow.

(b)(iv) Proposed GI protection, enhancement and restoration proposals as part of the landscape plan, where appropriate, for the site.

(b)(v) Demonstrate habitat connectivity for badgers

(b)(vi) Continue GI links from adjoining site.

(b)(vii) Planting proposals that recreate the severed GI connection caused by the roadway through the western hedgerow.

(c) Refer to Chapter 4 of SDCC County Development Plan (2022-2028): Chapter 4 Green Infrastructure and Chapter 12 Implementation and Monitoring.

### 2.6.1 RFI Item 6 Response

In response to RFI Item 6, the Council is directed to DOT's *Landscape Response* and *Green Infrastructure Plan* (GI Plan). The GI Plan demonstrates the substantial planting and SuDS regimen proposed as part of the development, including the provision of new hedgerow, Miyawaki planting, street trees, augmented western hedgerow, etc. The GI Plan also illustrates the interconnected nature of the site's green infrastructure, and also how it ties in with that in its immediate environs, most notably within the rest of the Aderrig Development Area. Green infrastructure corridors and connectivity for species (including badgers and bats) is facilitated and complemented by the *Lighting Plan*, which directs artificial light away from the most sensitive ecological features.

## 2.7 RFI Item 7 (Ecology)

RFI Item 7 related to ecological matters at the subject site. As there are several sub-parts to this Item, they have been separated and responded to individually below.

### 2.7.1 RFI Item 7(a) (Bats)

*"An Ecological Impact Assessment (Faith Wilson, 15th December 2021 - page 20) identified potential bat roosts on the northern boundary of the proposed site for which protective measures are required. Revised proposals are required that integrate the recommendations of the ecologist and bat expert into the design proposals."*

#### 2.7.1.1 RFI Item 7(a) Response

The primary response in the relation to Item 7(a) is included in BSM's enclosed letter and the Council is directed to this for full details.

In summary, a series of bat surveys were undertaken at the Application site during 2022, and although "...three bat species (Leisler's bat, soprano pipistrelle and common pipistrelle) were recorded feeding on the site, mainly along the western boundary", there was no evidence of roosting thereat.

Noting the above, and the prospect that there could be unidentified roosts along the west hedgerow boundary, the lighting has been designed by Sabre Electrical Services Ltd to ensure no light spill onto the western boundary hedgerow. The Council are referred to their updated *Outdoor Lighting Report* and *Public Lighting Layout* drawing.

Consequently, appropriate mitigation measures will be put in place. Examples include:

- All trees for removal will be examined before their felling;
- Derogation licences will be sought, if required for roost removal; and
- A total of 6 No. bat boxes are proposed for inclusion in the development.

### 2.7.2 RFI Item 7(b) (Badgers)

*"The badger is an internationally protected species under the Wildlife Act 1976 (Amended 2000) and the Bern (1982) convention. A badger sett was identified the northern part of the western boundary hedgerow (BSM Ecological Impact Assessment Report Oct 2022). The EcIA (Faith Wilson, 15th December 2021) also identified this sett and proposed remedial measures in the form of an ecological corridor and badger protective fencing. The report also identified other badger setts within the wider area (Fig 12 Page 26) and stated that habitat connectivity between these setts must be protected and enhanced. The applicant is requested to undertake a badger survey; review badger protection measures in the context of adjoining approved development and provide an approach to badger protection both during construction and in the long term to ensure habitat connectivity and protection from people and dogs."*

#### 2.7.2.1 RFI Item 7(b) Response

Badger surveys were undertaken on-site and around the area of the sett identified in the EcIA prepared as part of the Reg. Ref. SDZ21A/0023 Planning Application (most recently in

January and February 2023). This is considered to be the optimal time for such surveys, as the vegetation as died back for the winter.

Although it was not definitively confirmed that badgers now occupy the referenced sett, there is some evidence of potential activity thereat.

Based on the findings of the Reg. Ref. SDZ21A/0023 EciA and of BSM's surveys, appropriate measures have been designed into the proposed development, including:

- Protection, retention and enhancement of the western boundary hedgerow;
- Setting back of development from the hedgerow in the north-west corner of the site (refer to BKD's Site Plans); and
- Not fencing in the area around the sett, to allow for faunal mobility.

The approach was discussed with representatives of the Council on 14<sup>th</sup> February 2023 and understood to be generally acceptable in principle.

### 2.7.3 RFI Item 7(c) (Public Lighting)

*"Revised proposals that incorporate the recommendations regarding reduction of light disturbance. There shall be no light spill from the proposed development into the retained areas of linear vegetation. Public lighting proposals to be clearing shown on the landscape plans to also ensure Street tree proposals can be implemented."*

#### 2.7.3.1 RFI Item 7(c) Response

In response to this Item, the Council is directed to the updated *Outdoor Lighting Report* and *Public Lighting Layout* drawing prepared by Sabre Electrical Services Ltd. These documents confirm that light spill will not adversely impact upon the sensitive western hedgerow and that light fittings have been designed cognisant of the wider landscape proposal prepared by DOT.

### 2.8 RFI Item 8 (SuDS)

RFI Item 8 relates to the provision of additional sustainable urban drainage system features as part of the proposed development:

*"The applicant is requested to provide additional SuDS proposals that include permeable paving and further bioretention tree pits within the requested additional street trees required to comply with the planning scheme."*

#### 2.8.1 RFI Item 8 Response

Due to the nature of the Planning Application site's soil condition, the options are somewhat limited in terms of securing appropriate permeability. However, as detailed in the Planning Application, waterbutts are proposed in each of the back gardens (approximately 200 l), roadside swales are included in the open space areas within the site and bio-retention tree pits are proposed throughout. As additional types of SuDS are not possible, the Design Team have included more street and bio-retention trees.



The street tree count has increased by 32 No. to 193 No., with greater distribution along the internal road networks and the pedestrian links (although the location of infrastructure/services has limited their inclusion in the middle of these links). Of note is the increase in the number of bio-retention trees, rising from 81 No. to 187 No., per DOT response document, thereby enhancing their SuDS role.

### 3.0 RFI RESPONSE ADMINISTRATION

In addition to 6 No. copies of this *Response to a Request for Further Information Summary Report*, please find 6 No. copies of the various reports and drawings listed below enclosed as part of the RFI Response submission.

#### 3.1 Response Materials Prepared by BKD Architects

- *Request of Further Information Response Document*
- *Housing Quality Assessment*
- *Overall Schedule of Areas*
- The following drawings:

Title	No.	Scale	Size
Proposed Site Layout Plan	6259A-P-003	1:500	A0
Taking In Charge Drawing	6259A-P-004	1:500	A0
Proposed Part V Drawing	6259A-P-005	1:500	A0
Parking Strategy	6259A-P-006	1:500	A0
Site Sections Sheet 1 of 2	6259A-P-008	1:200	A1
Site Sections Sheet 2 of 2	6259A-P-009	1:200	A1
Site Block Plan Sheet 1 of 2	6259A-P-010	1:200	A0
Site Block Plan Sheet 2 of 2	6259A-P-011	1:200	A0
Contiguous Street Elevation Sheet 1 of 9	6259A-P-020	1:200 & 1:500	A1
Contiguous Street Elevation Sheet 2 of 9	6259A-P-021	1:200	A1
Contiguous Street Elevation Sheet 3 of 9	6259A-P-022	1:200 & 1:500	A1
Contiguous Street Elevation Sheet 4 of 9	6259A-P-023	1:200	A1
Contiguous Street Elevation Sheet 6 of 9	6259A-P-025	1:200	A1
Contiguous Street Elevation Sheet 7 of 9	6259A-P-026	1:200	A1
Contiguous Street Elevation Sheet 8 of 9	6259A-P-027	1:200	A1
Street Sections	6259A-P-030	1:100	A1
House Type A2 (end terrace) Non-handed - Plans, Elevation, Section	6259A-P-102	1:100	A1
House Type A2 (end terrace) Handed -Plans, Elevation, Section	6259A-P-103	1:100	A1
House Type C1 (mid terrace) Handed -Plans, Elevation, Section	6259A-P-107	1:100	A1
House Type C1 (mid terrace) Non-handed - Plans, Elevation, Section	6259A-P-108	1:100	A1
House Type C3 (end terrace) - Plans, Elevation, Section	6259A-P-111	1:100	A1
House Type D (detached) Non-handed - Plans, Elevation, Section	6259A-P-112	1:100	A1
House Type D (detached) Handed- Plans, Elevation, Section	6259A-P-113	1:100	A1
House Type E1 (mid terrace) Handed/ Non-handed- Plans, Elevation, Section	6259A-P-114	1:100	A1

Title	No.	Scale	Size
House Type E2 (end terrace) Handed/ Non-handed- Plans, Elevation, Section	6259A-P-115	1:100	A1
House Type K1, K2, K3 (detached) - Plans, Elevation, Section	6259A-P-116	1:100	A1
House Type C4 (detached) - Plans, Elevation, Section	6259A-P-117	1:100	A1
Duplex Type F1 (mid terrace) Non-handed- Plans, Elevation, Section	6259A-P-201	1:100	A1
Duplex Type F1 (mid terrace) Handed- Plans, Elevation, Section	6259A-P-202	1:100	A1
Duplex Type F2 (end terrace) - Plans, Elevation, Section	6259A P-203	1:100	A1
Duplex Type F3 (end terrace) Non-handed- Plans, Elevation, Section	6259A-P-204	1:100	A1
Duplex Type F3 (end-terrace) Handed- Plans, Elevation, Section	6259A P-205	1:100	A1
Duplex Type G1 (mid terrace) Non- handed- Plans, Section	6259A-P-206	1:100	A1
Duplex Type G1 (mid terrace) Non- handed- Elevation	6259A-P-207	1:100	A1
Duplex Type G1 (mid terrace) Handed – Plans, Section	6259A-P-208	1:100	A1
Duplex Type G1 (mid terrace) Handed- Elevations	6259A-P-209	1:100	A1
Duplex Type G2 (end terrace) - Plans, Elevation, Section	6259A-P-210	1:100	A1
Duplex Type G3 (end terrace) Non-handed- Plans, Elevation, Section	6259A-P-211	1:100	A1
Duplex Type G3 (end terrace) Handed- Plans, Elevation, Section	6259A-P-212	1:100	A1
Duplex Type H1/H2 (Landmark Building)- Plans, Section	6259A-P-213	1:100	A1
Duplex Type J1 (mid terrace) Non- handed- Plans, Elevation, Section	6259A-P-215	1:100	A1
Duplex Type J1 (mid terrace) Handed- Plans, Elevation, Section	6259A-P-216	1:100	A1
Duplex Type J2 (end terrace) Non-handed- Plans, Elevation, Section	6259A-P-217	1:100	A1
Duplex Type J2 (end terrace) Handed- Plans, Elevation, Section	6259A-P-218	1:100	A1
Bike Store Details Type 1	6259A-P-310	1:50	A1
Bike Store Details Type 3	6259A-P-312	1:50	A1
Bike Store Details Type 5	6259A-P-314	1:50	A1

### 3.2 Response Materials Prepared by Waterman Moylan Consulting Engineers and Traffico

- *Request for Further Information - Engineering Response* (including 2 No. *Stage 1 Road Safety Audits*, prepared by Traffico as appendices)

- Letter titled: *Aderrig Phase 3 Adamstown, Lucan, Co Dublin. Request for Further Information Reference Number SDZ22A/0014. Item 3g – NTA Bus Stops on Celbridge Road.*
- The following drawings:

Name	No.	Scale	Size
Proposed General Arrangement	T100	1:500	A1
Proposed Road Markings & Signage	T110	1:500	A1
Proposed Controlled Pedestrian Crossing and Bus Stops General Arrangement	T111	1:250	A1
Proposed Uncontrolled Pedestrian Crossing and Bus Stops General Arrangement	T112	1:250	A1
Proposed Fire Tender Autotrack Analysis	T113	1:500	A1
Proposed Refuse Truck Autotrack Analysis	T114	1:500	A1
Proposed Visibility Splays	T115	1:500	A1
Typical Road Cross Sections	T122	Various, as shown	A1
Masterplan	SK099	1:250	A1

### 3.3 Response Materials Prepared by Doyle + O'Troithigh Landscape Architecture

- *Landscape Response to South Dublin County Council Request for Additional Information*
- The following drawings:

Name	No.	Scale	Size
Green Infrastructure Plan	GIP-01-FI	1:1500 and 1:3000	A1
Landscape SUDS Details	LD-01-FI	1:25	A1
Landscape SUDS Details	LD-02-FI	1:25	A1
Landscape Plan	LP-01-FI	1:1000	A1
Landscape Plan 02	LP-02-FI	1:200	A1
Landscape Plan 03	LP-03-FI	1:200	A1

### 3.4 Response Materials Prepared by Brady Shipman Martin

- *Ecological RFI Response letter*

### 3.5 Response Materials Prepared by Sabre Electrical Services Limited

- *Outdoor Lighting Report*
- The following drawing:

Name	No.	Scale	Size
Public Lighting Layout	SES 14322	1:1000	A1

#### 4.0 CONCLUSION

The preceding Sections of this report, in conjunction with the various other reports and drawings prepared by the Design Team, have provided a detailed and robust response to the RFI issued by the Council.

We are of the opinion that the response has addressed each of the RFI items and will allow the Council to make a decision to Grant Planning Permission for the proposed development.

For further details, please do not hesitate to contact the undersigned.

Yours faithfully,

A handwritten signature in black ink that reads "Sadhbh O'Connor". The signature is written in a cursive, flowing style.

---

Sadhbh O'Connor  
Director  
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