

Register Reference: SDZ22A/0014 AI

Date: 30-Mar-2023

**Development:** Development on 2 sites separated by the permitted Celbridge Link Road with a total area of 6.36 Ha; The south-western site (5.39 Ha) is generally bound to the east by Celbridge Link Road, to the south and west by undeveloped land and an electrical substation and to the north by the Tubber Lane Development Area. The north-eastern site (0.97 Ha) is generally bound to the east by the undeveloped Primary School site and Aderrig Park Avenue, to the south by Airlie Park Road West and the undeveloped Primary School site, to the west by Celbridge Link Road and the Tubber Lane Development Area and to the north by the Tubermaclugg Village Development Area. This application is being made in accordance with the Adamstown Planning Scheme 2014 (as amended) and relates to a proposed development within the Aderrig Development Area of the Adamstown Strategic Development Zone; The proposed development will principally consist of: the demolition and removal of derelict hardstanding and walls; and the construction of 207 residential units (64 two bed, 127 three bed and 16 four bed), ranging in height from 2 storeys to 4 storeys, comprising 75 houses (59 three bed and 16 four bed) and 132 duplexes (64 town bed and 68 three bed); The development will also include: vehicular junctions to access the development from Celbridge Link Road (2 No.) and Adamstown Way (3No.); internal road, cycle and footpath network; 314 car parking spaces; cycle parking; bin storage areas; public, communal and private open space areas, with balconies and terraces facing all aspects; hard and soft landscaped areas; boundary treatments; public lighting; 2 sub-stations; and all associated site and development works above and below ground.

**Location:** In the townland of Aderrig, Adamstown, Lucan, Co. Dublin

**Applicant:** Quintain Developments Ireland Limited  
**App. Type:** SDZ Application  
**Planning Officer:** SARAH WATSON  
**Date Recd:** 23-Mar-2023  
**Decision Due Date:** 19-Apr-2023

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Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.

### **Description:**

Construction of 207 residential units (64 two bed, 127 three bed and 16 four bed) comprising 75 houses (59 three bed and 16 four bed) and 132 duplexes (64 town bed and 68 three bed); The development will also include: vehicular junctions to access the development from Celbridge Link Road (2 No.) and Adamstown Way (3No.); internal road, cycle and footpath network; 314 car parking spaces; cycle parking; bin storage areas.

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Signed: *John McGee*

18/04/23

Endorsed:

DATE

### **Roads Related Additional Information Requested by SDCC:**

- 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 re-consider the block layout at this location.

### **Applicant Submitted Response to Additional Information Request:**

#### **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.

### **Roads Department Assessment:**

The Roads Dept. considers the proposed new road layout in the North-West corner of the site to be preferable in terms of car parking proximity.

The lack of a sufficient turning area in Road 5 Homezone would require Emergency and Waste Collection Vehicles to reverse into or out of the cul de sac. However, the low housing density in that area would mean any risk to pedestrian safety would be minimal.

Roads Dept. is satisfied with the revised road layout.

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Signed: John McGee

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### **Roads Related Additional Information Requested by SDCC:**

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.

### **Applicant Submitted Response to Additional Information Request:**

#### **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.

### **Roads Department Assessment:**

Roads Dept. is satisfied with the revised road designs.

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Signed: *John McGee*

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### **Roads Related Additional Information Requested by SDCC:**

- 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.

### **Applicant Submitted Response to Additional Information Request:**

#### **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.

Signed: John McGee

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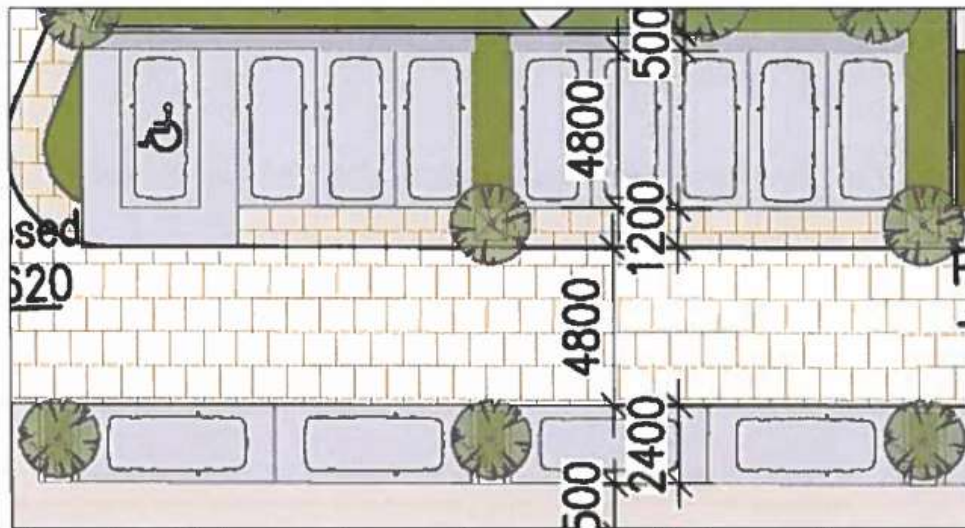


Figure 2.6: Minimum 6m distance to the rear of perpendicular car parking spaces, as proposed in 'Road 2 Homezone'

Source: BKD Architects (2023)



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

**Roads Department Assessment:**

Roads Dept. is satisfied that there is no opposing perpendicular parking in the development area and that each perpendicular parking space has a reversing distance of 6m.

Signed: John McGee

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**Roads Related Additional Information Requested by SDCC:**

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.

**Applicant Submitted Response to Additional Information Request:**

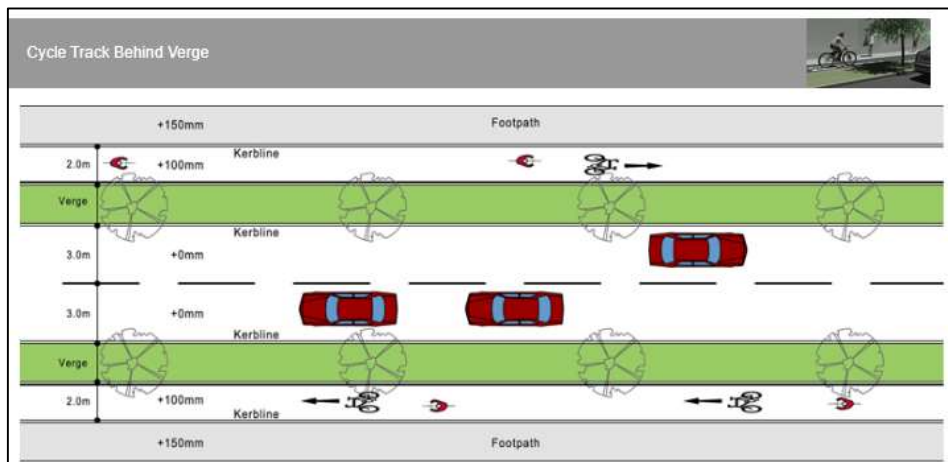
**2.3.2.1 RFI Item 3(b) Response**

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.

**Roads Department Assessment:**

Roads Dept. is satisfied that the revised road carriageway dimensions comply with the Adamstown Street Design Guide. However, the widths of the cycle track widths along Adamstown Way and Celbridge Link Road are below the minimum standards set out in The National Cycle Manual. The submitted drawings show a cycle track widths varying between 1500mm and 1750mm. The National Cycle Manual sets a minimum width of 2000mm for a cycle track behind a verge.



Signed: *John McGee*

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### **Roads Related Additional Information Requested by SDCC:**

- 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.

### **Applicant Submitted Response to Additional Information Request:**

#### **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.

### **Roads Department Assessment:**

Roads Dept. is satisfied that the applicant has sufficiently demonstrated that the junction will operate within capacity.

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Signed: John McGee

18/04/23

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### **Roads Related Additional Information Requested by SDCC:**

- 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 liner area of communal open space that runs between Road 9 and Homezone 1.

### **Applicant Submitted Response to Additional Information Request:**

#### **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.

### **Roads Department Assessment:**

Roads Dept. is satisfied with the provision of the pedestrian and cycle link to the Local Park.

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Signed: John McGee

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### **Roads Related Additional Information Requested by SDCC:**

- 3.e) The applicant should provide clarification on how and where pedestrians and cyclists will cross the Celbridge Link Road and provide a phasing plan showing when the different sections of the unbuilt Celbridge Link Road will be built out to allow landowners to access their and to provide further detail on who will carry out and fund these works

### **Applicant Submitted Response to Additional Information Request:**

#### **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.

### **Roads Department Assessment:**

Roads Dept. is satisfied with the location of the proposed new toucan crossing and considers there to be sufficient pedestrian/cyclist crossing points across the Celbridge Link Road.

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Signed: John McGee

18/04/23

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## **Roads Department – Planning Report**

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### **Roads Related Additional Information Requested by SDCC:**

3.f) The applicant shall submit a revised Stage 1 Road Safety Audit.

### **Applicant Submitted Response to Additional Information Request:**

**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.

### **Roads Department Assessment:**

Roads Dept. is satisfied with the submitted Road Safety Audits.

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Signed: John McGee

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### **Roads Related Additional Information Requested by SDCC:**

3.g) The applicant should supply the additional bus stops on the Celbridge Link Road as requested by the NTA.

### **Applicant Submitted Response to Additional Information Request:**

#### **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>.

### **Roads Department Assessment:**

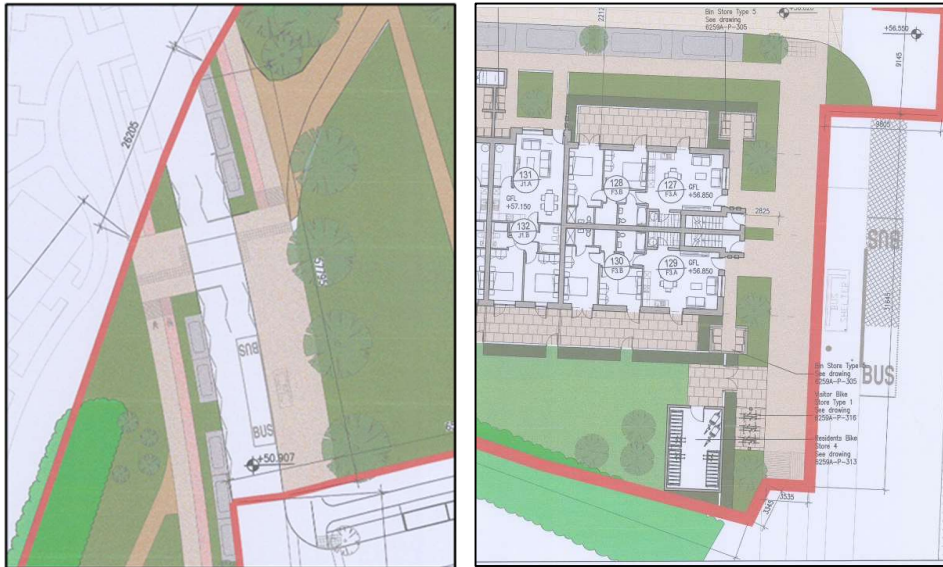
Roads Dept. is satisfied with the location of the proposed bus stops. However, the shared surface arrangements around bus stops are not designed to NTA standards. The segregated footpath and cycle track should be continued in place of a shared surface design.

Signed: John McGee

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**Roads recommend that additional information be requested from the applicant:**

1. The applicant shall submit a revised layout of not less than 1:200 scale, showing minimum cycle track widths of 2.0m as per National Cycle Manual guidelines.
2. The applicant shall submit a revised layout of not less than 1:200 scale, showing segregated footpaths and cycle tracks continued around the bus stops as opposed to a shared surface design. This layout should be designed to NTA standards.

Signed: *John McGee*

18/04/23

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