

Planning Department
South Dublin County Council
County Hall
Tallaght
Dublin 24

Wednesday, 11th October 2023

Dear Sir/Madam,

Re: COMPLIANCE SUBMISSION IN RESPECT OF A PLANNING PERMISSION FOR THE CONSTRUCTION OF A RESIDENTIAL DEVELOPMENT AT ADERRIG (PHASE 3) IN THE ADAMSTOWN SDZ

SDCC Reg. Ref. SDZ22A/0014

**Compliance Submission
Condition Nos. 2(a)–(c), 6, 7, 9(c)(iv), 21 and 25**

1.0 INTRODUCTION

This compliance submission is being made by Thornton O'Connor Town Planning¹ in conjunction with Waterman Moylan² on behalf of Quintain Developments Ireland Limited³ (Quintain) in respect of a permitted residential development at Aderrig (Phase 3) in the Adamstown SDZ.

The submission relates to a decision to Grant Planning Permission made by South Dublin County Council on 19th April 2023.

The purpose of this submission is to address **Condition Nos. 2(a)–(c), 6, 7, 9(c)(iv), 21 and 25** of the Grant.

¹ No. 1 Kilmacud Road Upper, Dundrum, Dublin 14

² Block S, East Point Business Park, Dublin 3

³ Fitzwilliam Court, Lesson Close, Dublin 2

2.0 **CONDITION NO. 2(A)**

Condition No. 2(a) states:

"Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

Revised plans that incorporate all of the following amendments-...

(a) A location for a bus stop on both sides of the Celbridge Link Road, within the redline boundary of the application site."

2.1 **Submission in Response to Condition No. 2(a)**

A full, detailed submission in related to this Condition is contained in Waterman Moylan's enclosed *Planning Compliance Report* and drawing titled *Proposed Control[led Pedestrian Crossing and Bus Stop General Arrangement* (Drawing No. T111).

3.0 **CONDITION NO. 2(B)**

Condition No. 2(b) states:

"Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

Revised plans that incorporate all of the following amendments-...

(b) 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."

3.1 **Submission in Response to Condition No. 2(b)**

It is proposed to retain the proposed cycle track widths as 1.5 m. The bases for this are set out in Waterman Moylan's enclosed *Planning Compliance Report*.

Key considerations are as follows:

- Cycle track widths have already been permitted as 1.5 m under the Celbridge Link Road planning application (Reg. Ref. SDZ17A/0009). Widening the cycle tracks would result in inconsistencies with the permitted road that would have knock-on impacts along its length, especially given it is in the process of being delivered.
- Widening the cycle track would leave the west side of Celbridge Link Road (at Aderrig Phase 3) inconsistent with the east side (at Aderrig Phase 2).
- Widening the cycle tracks would have knock-on impacts along the entire length of the eastern side of the Aderrig Phase 3 site (west side of Celbridge Link Road), affecting the verges, footpaths, building lines, etc.

- The 1.5 m width accords with the *Adamstown Street Design Guide* (2010) for Avenues, which Celbridge Link Road is designated as (see Paragraphs 3.1.3 and 3.8.4 and Section 6.2.3).
- Per Appendix A to the *Planning Compliance Report*, the Council has established that 1.5 m off-road cycle tracks are acceptable. This followed engagement with Goodrock Project Management in respect of the matter.
- A minimum width of 1.5 m was noted as adequate in the now withdrawn *National Cycle Manual* (2011).
- A minimum width of 1.5 m for one-way, off-road cycle tracks is acceptable per the recently adopted *Cycle Design Manual* (September 2023)

Consequently, there is robust precedent from the Council and justification in support of retaining the cycle track widths at 1.5 m.

4.0 **CONDITION NO. 2(C)**

Condition No. 2(c) states:

"Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

Revised plans that incorporate all of the following amendments-...

(c) 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."

4.1 **Submission in Response to Condition No. 2(c)**

Please refer to Waterman Moylan's enclosed *Planning Compliance Report* and drawing titled *Proposed Control[led] Pedestrian Crossing and Bus Stop General Arrangement* (Drawing No. T111). The bus stop area has been revised to comprise a segregation of footpaths and cycle paths, as required.

5.0 **CONDITION NO. 6**

Condition No. 6 states:

"Irish Water Connection Agreement.

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

(b) All development shall be carried out in compliance with Irish Water Standards codes and practices."

5.1 Submission in Response to Condition No. 6

Please refer to the response provided in Waterman Moylan's enclosed *Planning Compliance Report*, which states:

"a) An Irish Water Connection Agreement was submitted on the 25th of May 2023.

b) Waterman Moylan can confirm that the Irish Water Standards Codes and Practices have been strictly followed."

The *Proposed Drainage Layout* (Drawing No. T200) is also enclosed.

6.0 CONDITION NO. 7

Condition No. 7 states:

"Drainage - Irish Water.

(a) All development shall be carried out in compliance with Irish Water Standards codes and practices.

(b) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use.

(c) All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works."

6.1 Submission in Response to Condition No. 7

Please refer to the response provided in Waterman Moylan's enclosed *Planning Compliance Report*, which states:

"a) Waterman Moylan can confirm that the Irish Water Standards Codes and Practices have been strictly followed.

b) Waterman Moylan can confirm that there is complete separation of the foul and surface water drainage systems.

c) Waterman Moylan can confirm that all drainage works for this development comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works."

The *Proposed Drainage Layout* (Drawing No. T200) is also enclosed.

7.0 CONDITION NO. 9 (C)(IV)

Condition No. 9(c)(iv) states:

"Surface water run-off to be directed to tree pits via overland flow and be allowed to percolate through the soil profile mimicking natural systems. (Remove pipe to the subsurface in tree pit Type A.)"

7.1 Submission in Response to Condition No. 9 (c)(iv)

Please refer to the response provided in Waterman Moylan's enclosed *Planning Compliance Report*, which states:

"Refer to Doyle & O'Troithigh Landscape Architects detail drawing LD-02-CS [compliance submission made to SDCC on 22nd September 2023], which provides details of the SuDS tree pits, the geotextile layers have been removed from the soil layers, as agreed previously with South Dublin County Council Parks Department on the 17th of November 2022 the geotextile layer has been retained to the surround of the collector pipe at the base of the tree pit.

The tree pits have been designed to allow the surface water to enter the pit above the soil level and percolate through the soil to the collector pipe at the base of the pit, mimicking the natural system.

Refer to Waterman-Moylan drawings 22-023-T200 - Proposed Drainage Layout, which indicates the interconnectivity of the bioretention tree pits and surface water drainage systems."

8.0 CONDITION NO. 21

Condition No. 21 states:

"Public Realm Facilities for Charging Electric Vehicles.

Prior to the commencement of development, the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) a revised site layout plan clearly setting out full details of the location of all proposed facilities and equipment in the public realm (whether to be offered for taking in charge or not) for charging electric vehicles, including details of the overall height, design, colour and all safety features of such equipment including isolation of power supply, and measures to provide for suitable pedestrian safety, along with completed Electrical designs to serve the development as approved prepared by competent electrical design consultants all of which have been agreed with the Council's Roads Section, and

(ii) Agreed arrangements for the operation and management of such facilities for charging electric vehicles, along with: All facilities for charging electric vehicles should be clearly marked as being designated for Electric Vehicle charging. Appropriate signage clearly indicating the presence of a Charge Point or Points should also be erected. All Charge Points fitted in publicly accessible areas should be capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP). The facilities for charging electric

vehicles should also support a user identification system such as Radio Frequency Identification (RFID)."

8.1 Submission in Response to Condition No. 21

In response to Condition No. 21, Waterman Moylan have prepared the enclosed *Electrical Engineering Services Site Utilities Proposed E-Car Charge Point Layout* drawing and note titled *Electric Car Charging Policy at Aderrig Phase 3*.

These documents summarise the approach to delivering and managing electrical vehicle charging spaces within the Aderrig Phase 3 development.

9.0 CONDITION NO. 25

Condition No. 25 states:

"Regulation of Institutional Investment in Housing - Houses and/or duplex unit-type development.

(a) Prior to the commencement of the development as permitted, the applicant or any person with an interest in the land shall enter into an agreement with the planning authority (such agreement must specify the number and location of each housing unit), pursuant to Section 47 of the Planning and Development Act 2000 (as amended), that restricts all residential units permitted to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(b) An agreement pursuant to Section 47 shall be applicable for the period of duration of the planning permission, except where after not less than two years from the date of completion of each housing unit, it is demonstrated to the satisfaction of the planning authority that it has not been possible to transact each of the residential units for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(c) The determination of the planning authority as required in (b) shall be subject to receipt by the planning and housing authority of satisfactory documentary evidence from the applicant or any person with an interest in the land regarding the sales and marketing of the specified residential units, in which case the planning authority shall confirm in writing to the developer or any person with an interest in the land, that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit."

9.1 Submission in Response to Condition No. 25

In response to Condition No. 25, please refer to the enclosed *Section 47 Agreement*. This has been drafted to address the specific elements of the condition.

4.0 CONCLUSION

We trust that the above details and enclosed materials address the Conditions and requirements of the Council.

We would appreciate a confirmation of their receipt and subsequent confirmation that the information outlined above is in compliance with the permission at your earliest convenience. Thank you for your assistance with this matter.

Yours faithfully,

A handwritten signature in black ink that reads "Sadhbh O'Connor". The signature is written in a cursive style and is positioned above a horizontal line.

Sadhbh O'Connor
Director
Thornton O'Connor Town Planning

Encl.