



## Planning Compliance Report

Proposed Phase 3 of Aderrig Development  
at Adamstown SDZ, Co. Dublin

**Waterman Moylan Consulting Engineers Limited**

Block S, Eastpoint Business Park, Alfie Byrne Road, Dublin D03 H3F4  
[www.waterman-moylan.ie](http://www.waterman-moylan.ie)



**Client Name:** Quintain Ireland  
**Document Reference:** 22-023r.009 Planning Compliance Report  
**Project Number:** 22-023

### 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)

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<b>Issue</b>	<b>Date</b>	<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
1st	Oct 2023	J. Burger	I. Worrell	<i>Ian Worrell</i>

**Comments**

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## 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 Conditions 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/0014 for the Phase 3 residential development at Aderrig Development, Lucan, located within the Adamstown Strategic Development Zone (ASDZ).

This report sets out the Civil Engineering Planning compliance responses that are required from Waterman Moylan. This submission should be read in conjunction with the submission of Thornton O'Connor Town Planning, Burke-Kennedy Doyle and Doyle & O'Troithigh Landscape Architects.

The planning compliance items which are addressed in this report are as follows:

- Item No. 2 A, B & C
- Item No. 6
- Item No. 7
- Item No. 9

## 2. Response to Engineering Conditions

### Condition 2A

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.

### **Response:**

It was previously proposed at the time of response to the request for further information that a set of bus stops will be provided on Celbridge Link Road at the northern end of the Aderrig Phase 3 development, in accordance with the Adamstown Strategic Development Zone Guideline, refer to Figure 1. The proposed solution, with due consideration for the surrounding infrastructure, provided two bus stops, one on either side of the proposed signalised pedestrian crossing. The original proposal remains the best technical solution for the Celbridge Link Road, where the northern and southern bus stops straddle the proposed signalised pedestrian crossing.

Where the northern-bound bus stop falls outside of the Aderrig Phase 3 site boundary there are landownership constraints between the Aderrig Phase 3 development and the Tubber Lane Development Areas. There are no conditions attached to the recent Tubber Lane Phase 3 Planning Permission (Reg. Ref. SDZ21A/0023), to deliver this design solution outside of the Aderrig Phase 3 boundary.

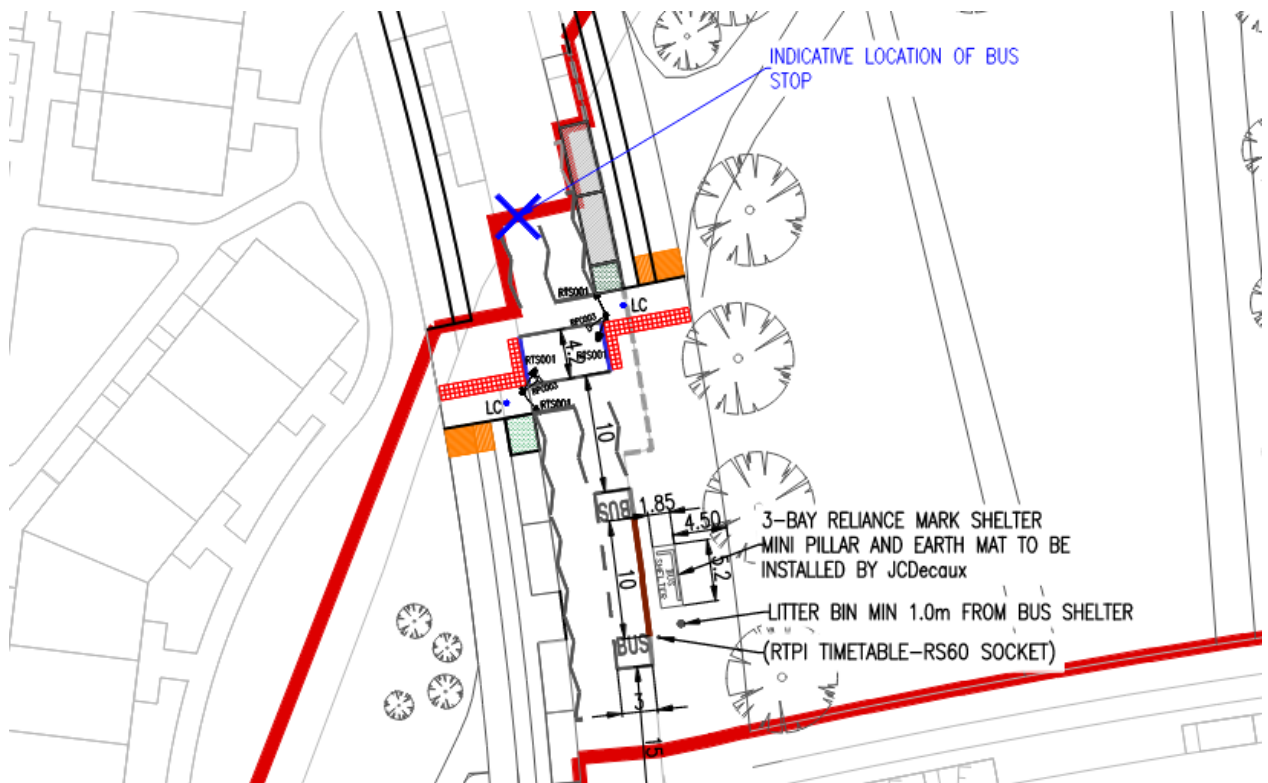


Figure 1: Previously Proposed Configuration of Bus Stops

Following discussions with South Dublin County Council and Goodrock Project Management, it is believed that it will be a significant portion of time until the Celbridge Link Road to the north of Aderrig Phase 3 is taken in charge by SDCC. Without a mechanism to deliver the previously proposed design extents outside of the Aderrig Phase 3 development, and until such time that the Celbridge Link Road is taken in charge, a temporary northern-bound bus stop is proposed within the Aderrig Phase 3 development red line boundary on Celbridge Link Road to satisfy condition 2A, refer to Figure 2. The proposed temporary northern-bound bus stop will satisfy any demand from the Northern bound C4 bus route, proposed by the NTA, until such time that the finalized bus stop is constructed. Once the Celbridge Link Road is taken in charge, the northern-bound bus stop can be constructed in the proposed finalized location, as per Figure 1, and the temporary bus stop located within the Aderrig Phase 3 boundary can be removed.

Refer to Waterman Moylan drawings as listed below;

- 22-023-T111 Rev E – Proposed Controlled Pedestrian Crossing and Bus Stop General Arrangement

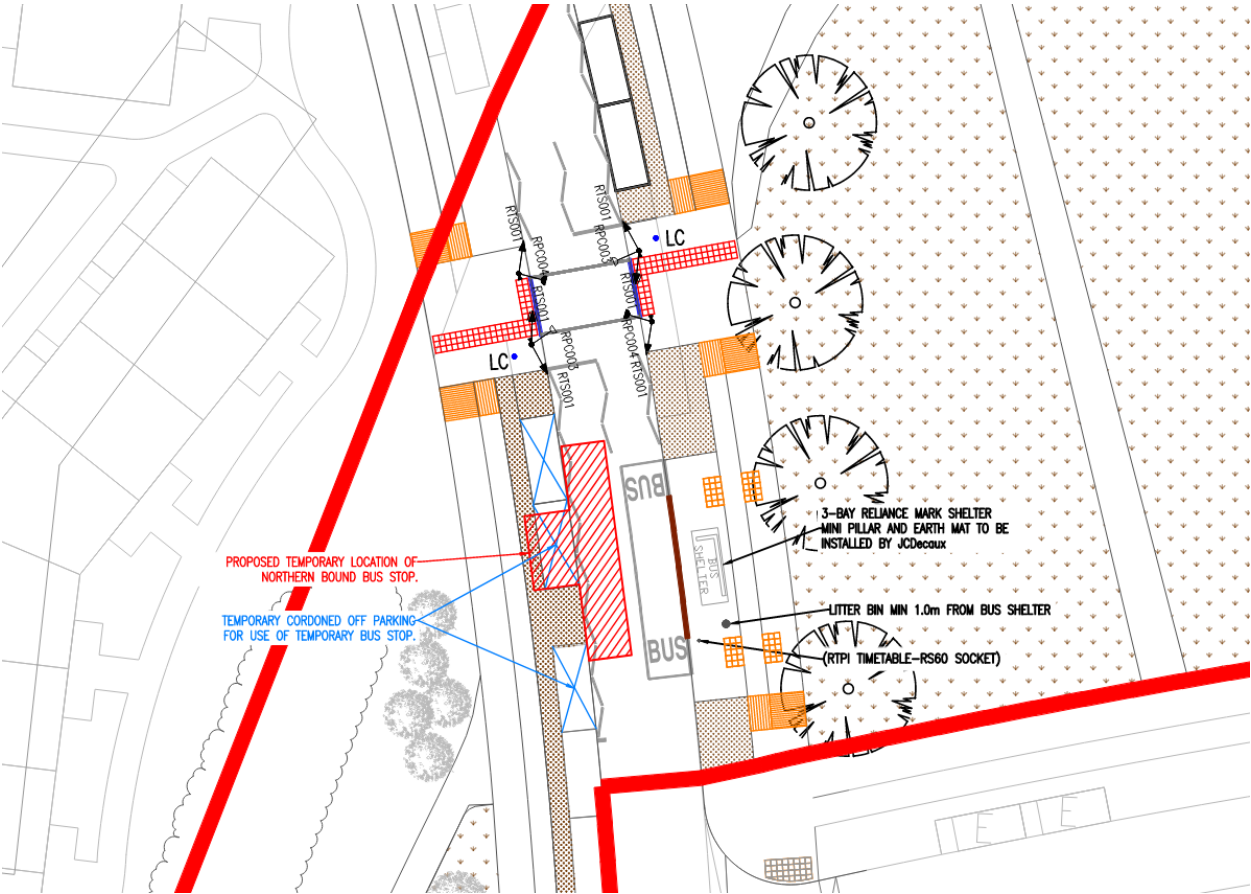


Figure 2: Proposed Temporary Configuration of Bus Stops



## **Condition 2B**

*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.*

### **Response:**

We proposed that the cycle tracks remain 1.5m in width.

The cycle tracks on Celbridge Link Road have previously been granted permission, with a width of 1.5m under the separate planning application SDZ17A/0009. Therefore, a change to 2.0m would represent a change to the previously permitted configuration along the Celbridge Link Road. This would result in impacts along the entire eastern length of the Aderrig Phase 3 site area, as well as inconsistencies along Celbridge Link Road to the north and south of the proposed development.

The design of the 1.5m cycle tracks is in accordance with the Adamstown Steet guide where the Cycle tracks are to be 1.5m to 1.8m in width.

Goodrock Project Management has previously facilitated correspondence regarding the 1.5m cycle tracks on Celbridge Link Road, in which the NTA has confirmed their satisfaction with the 1.5m cycle track width. Refer to Appendix A for correspondence between Goodrock and the NTA.

**Condition 2C**

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.

**Response:**

A revised bus stop layout has been provided, indicating a segregated footpath and cycle tracks that continue around the bus stops as opposed to a shared surface design initially proposed. Refer to Figure 3 for the comparison in design between the initial and current proposed design.

The northern-bound bus stop shall be designed and constructed to suit the below-proposed design following the taking in charge of Celbridge Link Road.

The new proposed design is based on the existing bus stop constructed on Shackleton Drive in Adamstown, refer to Figure 4.

Please see the attached Waterman Moylan drawings as listed below.

- 22-023-T111 Rev E – Proposed Controlled Pedestrian Crossing and Bus Stop General Arrangement



Figure 3: Comparison between previous (left) and current (right) design for pedestrian footpath and cycle track behind bus stop



Figure 4: Existing bus stop with segregated footpath and cycle track on Shackleton Drive, Adamstown

**Condition 6**

*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.*

**Response:**

- a) An Irish Water Connection Agreement was submitted on the 25<sup>th</sup> of May 2023.
- b) Waterman Moylan can confirm that the Irish Water Standards Codes and Practices have been strictly followed.

**Condition 7**

*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.*

**Response:**

- 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.

**Condition 9**

*(IV) 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 sub-surface in tree pit Type A.)*

**Response:**

- IV) Refer to Doyle & O'Troithigh Landscape Architects detail drawing LD-02-CS, 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.

**APPENDICES**

## **A. Correspondence Regarding the 1.5m Cycle Tracks**

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**Subject:** FW: FW: 5160886-21-CO-00032 - Adamstown Boulevard Cycle Lane Width

From: **Laura Leonard** <[lleonard@sdublincoco.ie](mailto:lleonard@sdublincoco.ie)>  
Date: 30 April 2018 at 15:57  
Subject: FW: 5160886-21-CO-00032 - Adamstown Boulevard Cycle Lane Width  
To: Brendan Jackson <[bjackson@goodrock.ie](mailto:bjackson@goodrock.ie)>

Brendan,

Your position as set out is understood and proceeding with the provision of cycle lanes at dimensions set out in your email is approved.

Regards

Laura

Laura Leonard | A/Director of Services | Land Use Planning & Transportation

South Dublin County Council, County Hall, Tallaght, Dublin 24

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**e-mail** [lleonard@sdublincoco.ie](mailto:lleonard@sdublincoco.ie)

**Web** [www.sdcc.ie](http://www.sdcc.ie)

\*Designated Public Official under Regulation of Lobbying Act, 2015. See [www.lobbying.ie](http://www.lobbying.ie).

---

**From:** William Purcell  
**Sent:** 30 April 2018 15:47  
**To:** 'Brendan Jackson' <[bjackson@goodrock.ie](mailto:bjackson@goodrock.ie)>; Laura Leonard <[lleonard@SDUBLINCOCO.ie](mailto:lleonard@SDUBLINCOCO.ie)>



**Cc:** Nicola Conlon <[nconlon@SDUBLINCOCO.ie](mailto:nconlon@SDUBLINCOCO.ie)>; Derek Taylor <[dtaylor@SDUBLINCOCO.ie](mailto:dtaylor@SDUBLINCOCO.ie)>; Jason Frehill <[jfrehill@SDUBLINCOCO.ie](mailto:jfrehill@SDUBLINCOCO.ie)>; Brian Keaney <[bkeaney@SDUBLINCOCO.ie](mailto:bkeaney@SDUBLINCOCO.ie)>; Grainne Mowlds <[gmowlds@SDUBLINCOCO.ie](mailto:gmowlds@SDUBLINCOCO.ie)>; Adrian Barrett <[adrianbarrett@SDUBLINCOCO.ie](mailto:adrianbarrett@SDUBLINCOCO.ie)>  
**Subject:** RE: 5160886-21-CO-00032 - Adamstown Boulevard Cycle Lane Width

Colleagues,

I support Brendan's position and recommend its approval as described.

Regards

Willie

**From:** Brendan Jackson [<mailto:bjackson@goodrock.ie>]  
**Sent:** 03 April 2018 16:00  
**To:** William Purcell <[wpurcell@SDUBLINCOCO.ie](mailto:wpurcell@SDUBLINCOCO.ie)>; Laura Leonard <[leonard@SDUBLINCOCO.ie](mailto:leonard@SDUBLINCOCO.ie)>  
**Cc:** Nicola Conlon <[nconlon@SDUBLINCOCO.ie](mailto:nconlon@SDUBLINCOCO.ie)>; Derek Taylor <[dtaylor@SDUBLINCOCO.ie](mailto:dtaylor@SDUBLINCOCO.ie)>; Jason Frehill <[jfrehill@SDUBLINCOCO.ie](mailto:jfrehill@SDUBLINCOCO.ie)>; Brian Keaney <[bkeaney@SDUBLINCOCO.ie](mailto:bkeaney@SDUBLINCOCO.ie)>; Grainne Mowlds <[gmowlds@SDUBLINCOCO.ie](mailto:gmowlds@SDUBLINCOCO.ie)>; Adrian Barrett <[adrianbarrett@SDUBLINCOCO.ie](mailto:adrianbarrett@SDUBLINCOCO.ie)>  
**Subject:** Fwd: 5160886-21-CO-00032 - Adamstown Boulevard Cycle Lane Width

Dear Laura/Willie,

Please see attached note in relation to cyclepath width in relation to **off-street** cycle lanes in Adamstown. As was agreed with all concerned (including the then Director of Planning and Transportation) and in accordance with the NTA manual we designed and Celbridge Link road and Boulevard with a 1.5m off street cycle path. These two permissions now have conditions requiring a 2m cyclepath. This is in contradiction with both the NTA manual requirements and our agreed cross-sections.

In relation to the Boulevard we can technically/physically reduce the verge from the agreed 2m to 1.5 to cater for the additional 0.5m width in cyclepath however we believe this reduces the aesthetic appearance and it will increase the cost. We note that the footpath has been conditioned from the agreed brushed concrete to pavements and whilst we do not believe this to be necessary we are willing to accept this given the importance of the boulevard to Adamstown however we see no benefit to increasing the cyclepath width beyond the NTA requirements.

In relation to the CLR we cannot physically fit the additional width in the cyclepath as on the section external to the SDZ the verge is already 1.5m and cannot be reduced below 1.3m. The additional cycle lane width would require additional land from LGC and the Department of Agriculture. On the section within the SDZ the buffer strip is at the **minimum agreed width of 1.3m** (this width was subject to much discussion and was eventually agreed by Public Lighting and Roads as the required width) and cannot be reduced to the planning permission condition width of 800mm as this will not provide the required clearance with PL columns. Again we see no requirement to exceed the NTA manual requirements regarding cyclepaths.

It has occurred to me that it is possible that the NTA in their submission on the CLR incorrectly mistook the cyclepath for a raised adjacent cycletrack similar to that which we are providing on Loop rd 1 and this requires a 2m width (which we are providing on Loop rd 1). Can you please confirm that we can submit compliance in accordance with the note below for 1.5m cyclepaths as previously agreed with SDCC and in full accordance with the NTA cycle manually for both the Boulevard and CLR.

Kind regards,

Brendan.

Brendan Jackson CEng MSc MIAgrE MIEI

Director  
Goodrock Project Management Limited  
Newtown House,  
Newtown,  
Eadestown,  
Naas,  
Co. Kildare. W91 PWF1  
Tel. [+353 87 1335995](tel:+353871335995)

----- Forwarded message -----

From: **Walsh, Jason** <[jason.walsh@atkinglobal.com](mailto:jason.walsh@atkinglobal.com)>  
Date: 3 April 2018 at 14:16  
Subject: 5160886-21-CO-00032 - Adamstown Boulevard Cycle Lane Width  
To: Brendan Jackson <[bjackson@goodrock.ie](mailto:bjackson@goodrock.ie)>  
Cc: "Boyle, Kieran" <[kieran.boyle@atkinglobal.com](mailto:kieran.boyle@atkinglobal.com)>

Our Ref: 5160886-21-CO-00032

Brendan

Details below on the width calculation for the cycle lane on the boulevard.














As the cycle lane is adjacent to the footpath dimension A will be 0m.

For Single File + Overtaking dimensions B is 1.25m as circled below.

For adjacent to vegetation (verge) dimension C is 0.25m as circled below.

This gives a total width of 1.5m.



A Inside Edge	B Cycling Regime	C Outside Edge	D Additional Features
 Kerb <b>0.25m</b>	 Single File <b>0.75m</b>	 30kph, 3.0m wide lane <b>0.50m</b>	Uphill <b>0.25m</b> Sharp bends <b>0.25m</b>
 Channel Gully <b>0.25m</b>	 Single File + Overtaking, Partially using next lane <b>1.25m</b>	 50kph, 3.0m wide lane <b>0.75m</b>	Cyclist stacking, Stopping and starting <b>0.50m</b>
 Wall, Fence or Crash Barrier <b>0.65m</b>	 Basic Two-Way <b>1.75m</b>	 Raised kerb, dropped Kerb or physical barrier <b>0.50m</b>	Around primary schools, Interchanges, or for larger tourist bikes <b>0.25m</b>
 Poles or Bollards <b>0.50m</b>	 Single File + Overtaking, Partially using next lane <b>2.00m</b>	 Kerb to vegetation etc. (ie. cycleway) <b>0.25m</b>	Taxi ranks, loading, line of parked cars <b>1.00m</b> (min 0.8m)
	 2 Abreast + overtaking (tracks and cycleways) <b>2.50m</b>		Turning pocket cyclists <b>0.50m</b>

Regards

**Jason Walsh CEng MIEI**

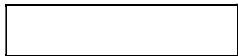
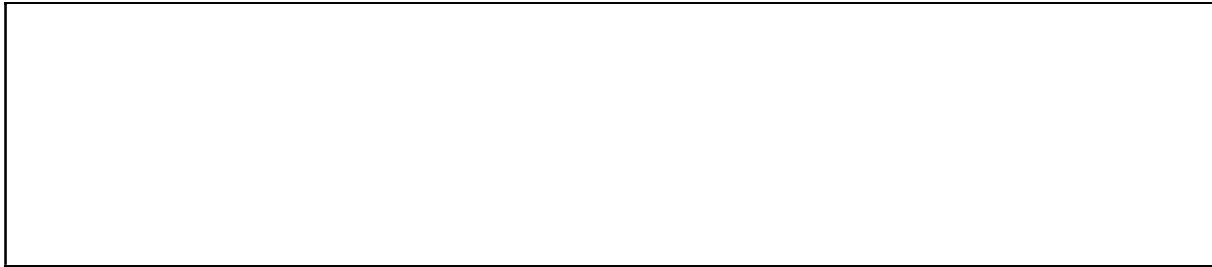
Senior Engineer

**ATKINS**

Atkins House, 150 Lakeside Drive, Airside Business Park, Swords, Co. Dublin, Ireland. K67V3P4

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COMPANY



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[www.dublinsoutdoors.ie](http://www.dublinsoutdoors.ie)

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Senior Administrative Officer,  
South Dublin County Council,  
County Hall,  
Tallaght,  
Dublin 24,  
D24 YNN5

Our Ref. 21044

10 June 2021

**RE: PLANNING PERMISSION REG. REF. SDZ20A/0017  
DEVELOPMENT CONSISTING OF 235 DWELLINGS IN A MIXTURE OF HOUSES AND APARTMENTS**

**COMPLIANCE SUBMISSION - CONDITION NO. 3(A) – TRANSPORTATION**  
**SUPPLEMENTARY SUBMISSION**

Dear Sir/Madam,

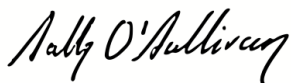
We are instructed by our client, (the Developer), Quintain Developments Ireland Limited, 6<sup>th</sup> Floor, Fitzwilliam Court, Leeson Close, Dublin 2, D02 YW24 to lodge this compliance submission in relation to the development outlined above.

This compliance submission refers to Condition 3(a) of Planning Reg. Ref. SDZ20A/0017.

We would be grateful for written confirmation of the Planning Authority's acceptance of the content of this submission as soon as possible.

Should you have any queries in relation to this compliance submission, please do not hesitate to contact this office. We would be happy to discuss same or meet with you to clarify any issues arising.

Yours sincerely,



**STEPHEN LITTLE & ASSOCIATES**

## **COMPLIANCE - PLANNING REG REF. SDZ20A/0017- CONDITION 3(A) - TRANSPORTATION**

For the convenience of the Planning Authority, this compliance submission sets out below the text of Condition 3(a) followed by the Applicant's compliance response.

### ***CONDITION 3(A): TRANSPORTATION***

***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 or as otherwise agreed:***

- a) Revised cycling and pedestrian facilities along the North South Link Road and Adamstown Way consistent with a Major Pedestrian and Cycling Route as defined in the Adamstown SDZ Planning scheme and consistent with a two-way cycle track and separate footpath as illustrated in the National Cycling Manual.***

***Reason: In the interest of traffic safety and residential amenity***

### **Applicant's Response:**

This supplementary compliance submission is in relation to buffer width in which there has been a slight increase from 1.3m to 1.5m, as noted in the Atkins Compliance note previously submitted for this condition. We refer the Planning Authority to the following materials:

- Correspondence with the Land Use, Planning and Transportation department of South Dublin County Council, dated April 2018.
- Drawing No. '162067-9112 - Adamstown Road Typologies' prepared by DBFL Consulting Engineers.
- Drawing No. '162067-9113 - Adamstown Road Typologies, Key Plan' prepared by DBFL Consulting Engineers.
- Drawing No. 'A554-OCSC-XX-XX-DR-C-1209-S8-P01 - Off-Street Cycle Track' prepared O Connor Sutton Cronin Consulting Engineers.

This submission is a supplementary submission for Condition 3(a) and should be read in conjunction with the material previously submitted.

## **CONCLUSION**

We would be grateful for written acknowledgement by the Planning Authority of compliance material submitted at its earliest possible convenience.

**STEPHEN LITTLE & ASSOCIATES**

10 June 2021

**ENCLOSURES**

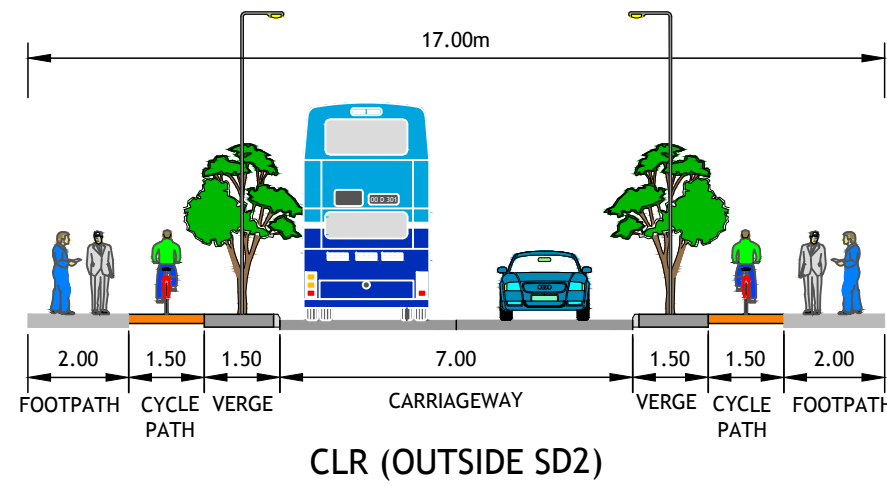
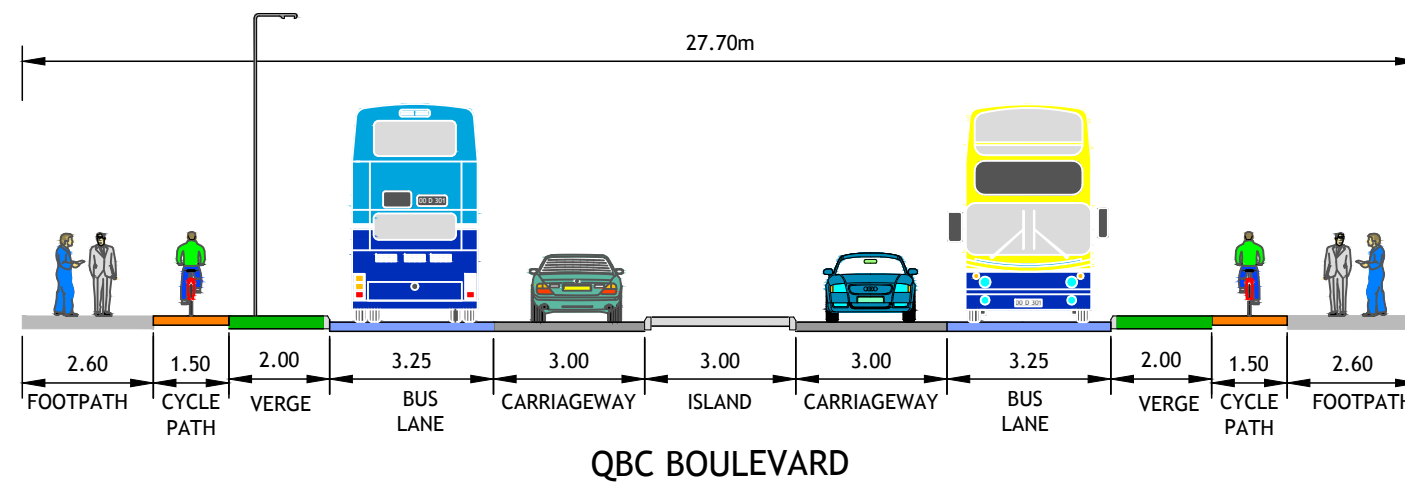
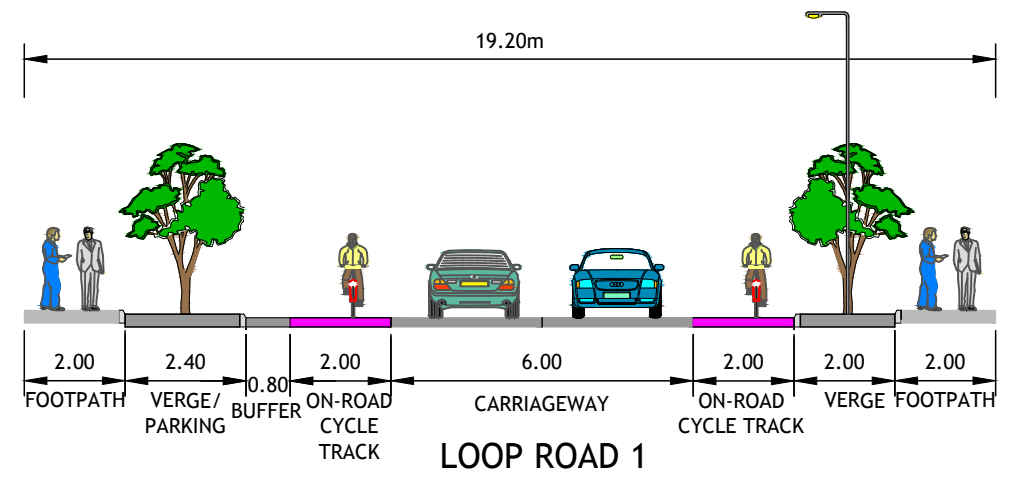
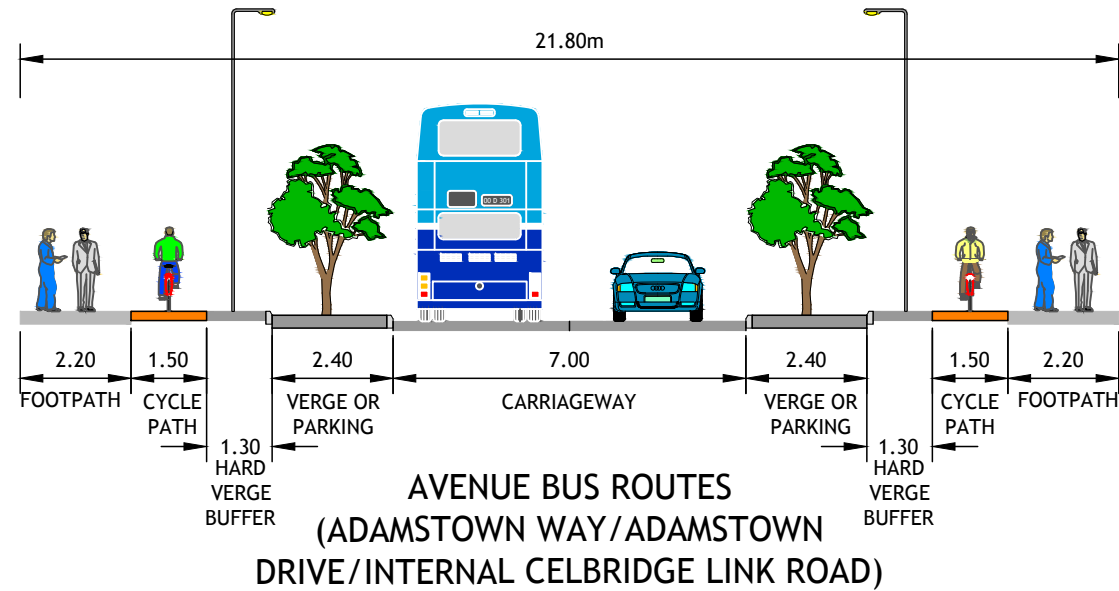
The following documentation is enclosed with this submission, in compliance with Condition 3(a):

1. Correspondence with the Land Use, Planning and Transportation department of South Dublin County Council, dated April 2018.
2. Drawing No. '162067-9112 - Adamstown Road Typologies' prepared by DBFL Consulting Engineers.
3. Drawing No. '162067-9113 - Adamstown Road Typologies, Key Plan' prepared by DBFL Consulting Engineers.
4. Drawing No. 'A554-OCSC-XX-XX-DR-C-1209-S8-P01 - Off-Street Cycle Track' prepared O Connor Sutton Cronin Consulting Engineers.

**Document Control:**

Author	Checked by	Purpose	Date
CO	SOS	Draft	10.06.2021
CO	SOS	Final for Submission	10.06.2021





	Materials
Footpath	Concrete
Footpath (Boulevard)	Concrete Bays with Edging
Cycle-Path	SMA-10 (Black)
Cariageway + On-Street Cycle Track	SMA-10 (Black)
Bus Lane	SMA-10 (Black)
Kerbs	In-Situ Concrete
Hard Verge/Buffer	Exposed Concrete
Parking (Allocated)	Conc. Block Paving
Parking (Non-Allocated)	SMA-10 (Black)
Verges + Trees	TBC

PROJECT	DEVELOPMENT AT SHACKLETON, ADAMSTOWN
DRG. TITLE	ADAMSTOWN ROAD TYPOLOGIES

NOTES				
1. 0.5m CLEAR DISTANCE FROM CYCLIST TO STREET LIGHTING COLUMN.				
2. BOULEVARD, CLR AND AVENUE SPEED LIMIT = 50kmph.				
3. ALL DIMENSIONS IN METRES.				
B	03-11-17	HARD VERGE AND MEDIAN UPDATES	PJC	KJS
A	14-07-17	SECTION AMENDMENTS	PJC	KJS



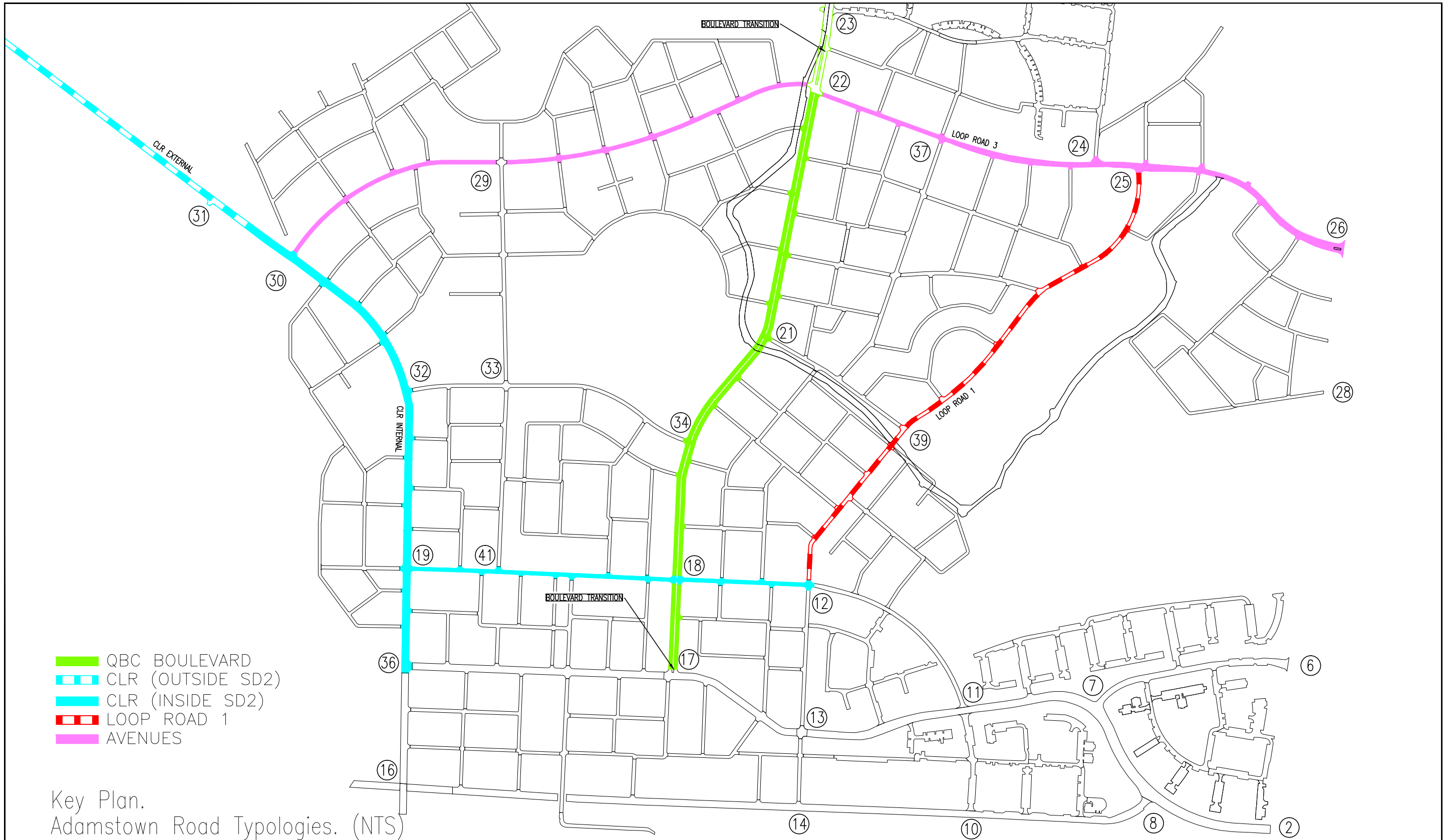
**DBFL**

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DBFL Consulting Engineers EMAIL info@dbfl.ie SITE www.dbfl.ie

DESIGNED	DOS	PREPARED	PJC
DATE	NOV 2016	CHECKED	KJS
CLIENT			
CAIRN HOMES			
SCALE	1:150	DRG. NO.	
FILE REF.	162067-9112	162067-9112	



- █ QBC BOULEVARD
- ▬▬▬ CLR (OUTSIDE SD2)
- ▬▬▬ CLR (INSIDE SD2)
- ▬▬▬ LOOP ROAD 1
- ▬▬▬ AVENUES

Key Plan.  
Adamstown Road Typologies. (NTS)

PROJECT	DEVELOPMENT AT SHACKLETON, ADAMSTOWN
DRG. TITLE	ADAMSTOWN ROAD TYPOLOGIES - KEY PLAN

- NOTES
- 0.5m CLEAR DISTANCE FROM CYCLIST TO STREET LIGHTING COLUMN (AS NTA CYCLE MANUAL).
  - 0.4m CLEAR DISTANCE FROM LIGHTING COLUMN TO FACE OF KERB.
  - BOULEVARD, CLR AND AVENUE SPEED LIMIT = 50kmph.
  - ALL DIMENSIONS IN METRES.



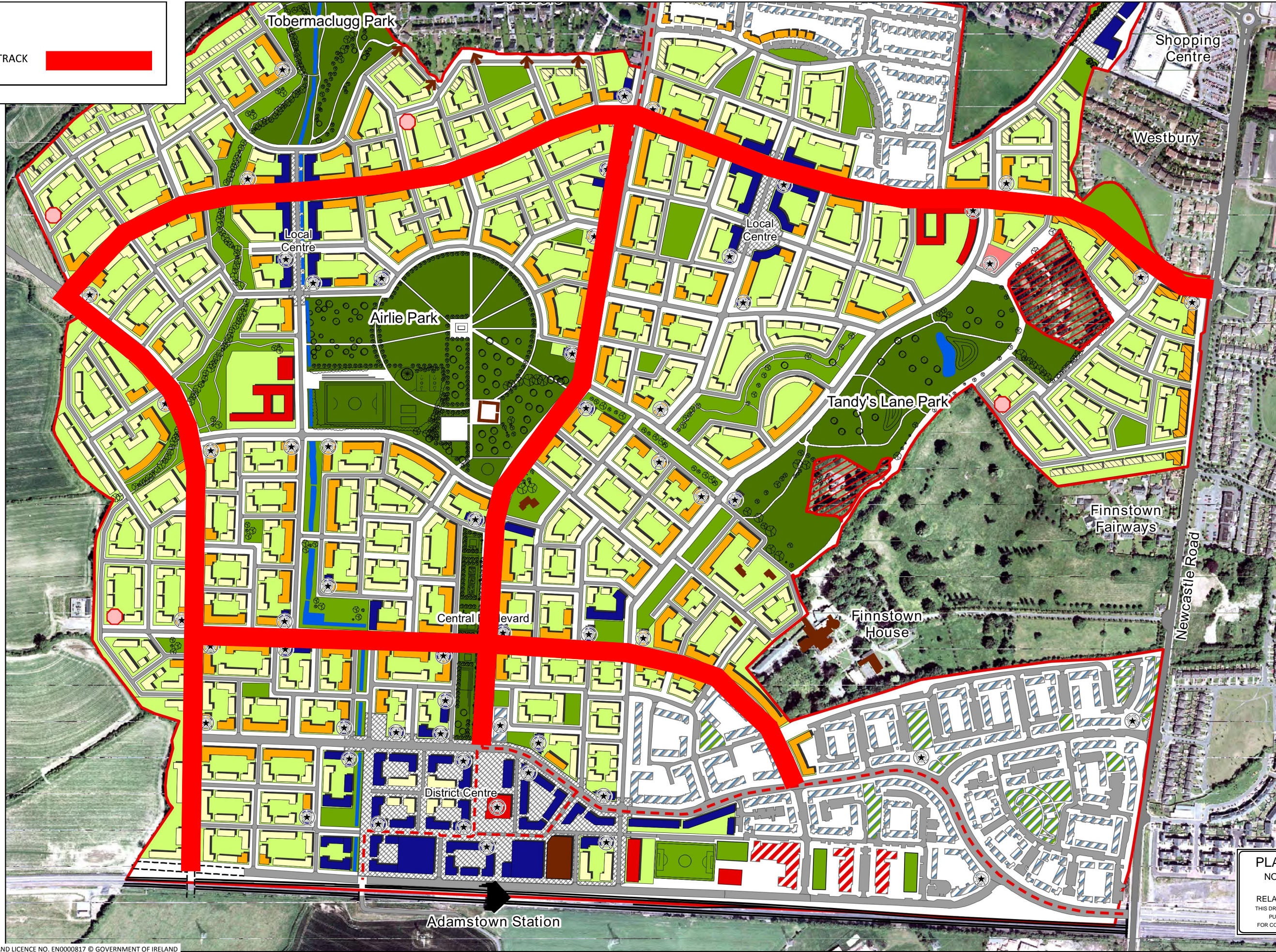
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**LEGEND:**

OFF-STREET CYCLE TRACK



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Client:	ADAMSTOWN INFRASTRUCTURE DAC								
Project:	ADAMSTOWN LOOP ROAD 1								
Title:	OFF-STREET CYCLE TRACK								
Code	Originator	Zone	Level	Type	Role	Number	Status	Revision	
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