

Planning
Application
Report

Amendments to the
development
permitted under
South Dublin County
Council Reg. Ref.
SDZ21A/0007
comprising changes to
Block G

At Adamstown Station
(Phase 2), Adamstown
SDZ

For Quintain
Developments Ireland
Ltd

October 2021

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1 INTRODUCTION

We, Stephen Little & Associates have been instructed by our client, Quintain Developments Ireland Ltd, 6th Floor Fitzwilliam Court, Leeson Close, Dublin 2, to lodge this planning application for the development outlined above and described in the plans and particulars that accompany this planning application.

The proposed development seeks permission for amendments to Block G, as permitted previously under South Dublin County Council Reg. Ref. SDZ21A/0007.

The proposed development comprises the following:

- Repositioning of landscaped communal courtyard of Block G from first floor podium level to ground floor level due to removal of podium parking at level 0, and the consequential relocation of 83no. car parking spaces to within the Block F multi-storey car park (as permitted under Reg. Ref SDZ20A/0008, amended by SDZ20A/0018 and as further amended under a concurrent application under Reg. Ref SDZ21A/0017) and to on-street locations immediately adjacent to Block G, including ancillary site development and landscape works.
- Modification of 174no. apartments (74no. 1-bedroom units, 98no. 2-bedroom units and 2no. 3-bedroom units) arising from adjustments to structural grids in Block G consequent to repositioning of the car parking and the landscaped courtyard.
- Adjustments to Block G2 consisting of a minor reduction to the footprint of the Block by 0.6m and the removal of the setback floor on the northern half of the block (level 5).
- The reduction in height (1 floor) to the northern half of Block G2 (now 5 storey)
- A minor reduction to the overall provision of residential units from 185 to 184no. apartment units.
- A minor reduction to the overall provision of car parking spaces from 93 to 92no. spaces.
- A minor reduction to the overall provision of bicycle parking spaces from 225 to 224no. spaces.
- The introduction of 9no. ground floor units, facilitated by the removal of the podium from the core.
- The introduction of an additional apartment unit on Level 1.
- Adjustments to the location of the bicycle, plant, and waste stores serving Block G, including the provision of bicycle storage structures in the courtyard.

Each proposed block now comprises the following:

Block G1 ranges in height from 4-9 storeys, and consist of:

- 38no. 1-bed apartments
- 6no. 2-bed 3-person apartments
- 43no. 2-bed 4-person apartments
- 2no. 3-bed apartments

Block G2 ranges in height from 4-5 storeys with 1no. setback storey and consist of:

- 45no. 1-bed apartments
- 5no. 2-bed 3-person apartments
- 45no. 2-bed 4-person apartments

All other works permitted under SDCC Reg. Ref. SDZ21A/0007 will be carried out in accordance with that permission.

Further details of the amendments associated with Block G are set out in greater detail in Section 2.1 of the Design Statement and accompanying drawings, prepared by Henry J Lyons Architects.

The proposed amendments have been subject to pre-planning consultations with SDCC Planning Department, Drainage Division and Transportation Department. Details of these pre-planning consultations are provided in Section 4 below.

This Planning Application Report sets out how, in our opinion, the scheme complies with the proper planning and development of this area in the context of relevant strategic and local statutory planning policy as expressed primarily in the South Dublin County Development Plan 2016 – 2022 and the Adamstown Planning Scheme 2014 (as extended). We can confirm from the outset that the amended scheme remains compliant in the same manner as the extant permission. The amended scheme is further assessed against the relevant provisions of the Apartment Design Guidelines 2020.

This report, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants, should be read in conjunction with all the Planning Application plans and particulars submitted with this application. A list of the application enclosures is provided at the end of this report.

2 SITE DESCRIPTION & CONTEXT

The development lands are located within the Adamstown SDZ and comprise amendments to the second phase of development at Adamstown Station (Development Area 11). The site is generally bounded by the existing 'Stratton' development and Adamstown Avenue to the north, to the west by undeveloped lands which benefit from planning permission Reg. Ref. SDZ20A/0008 (as amended by SDZ20A/0016 and SDZ20A/0018), to the south by Station Road, the railway line and train station and to the east by Adamstown Park.

The overall Adamstown Station Development Area is the key district centre in the Adamstown SDZ Planning Scheme and is bounded by primary roads, including Station Road Adamstown Park, Adamstown Avenue and Adamstown Boulevard, which are complete.

The proposed development consists of amendments to Blocks G1 and G2, (site outlined in red in Figure 1), a development permitted under SDCC Reg. Ref. SDZ21A/0007 which was on an overall site of 1.05ha. The overall permitted development under that permission consisted of a residential development comprising of the provision of a total of 185no. residential units, consisting of 82no. 1-bedroom units, 102 no. 2-bedroom units and 1no. 3-bedroom units. We refer the Planning Authority to section 3.1.1 below for details of this 'parent permission'.

The development now proposed works with the permitted building envelopes and heights, but with some modest modifications to the fenestration and modulation of the expression of the buildings which occur due to internal reconfiguration of apartments within the building. Therefore whilst technically much of building are changing and are highlighted as such, these changes are very modest and do not move away from the basic design principles proposed and accepted by the Planning Authority under Reg. Ref. SDZ21A/0007.

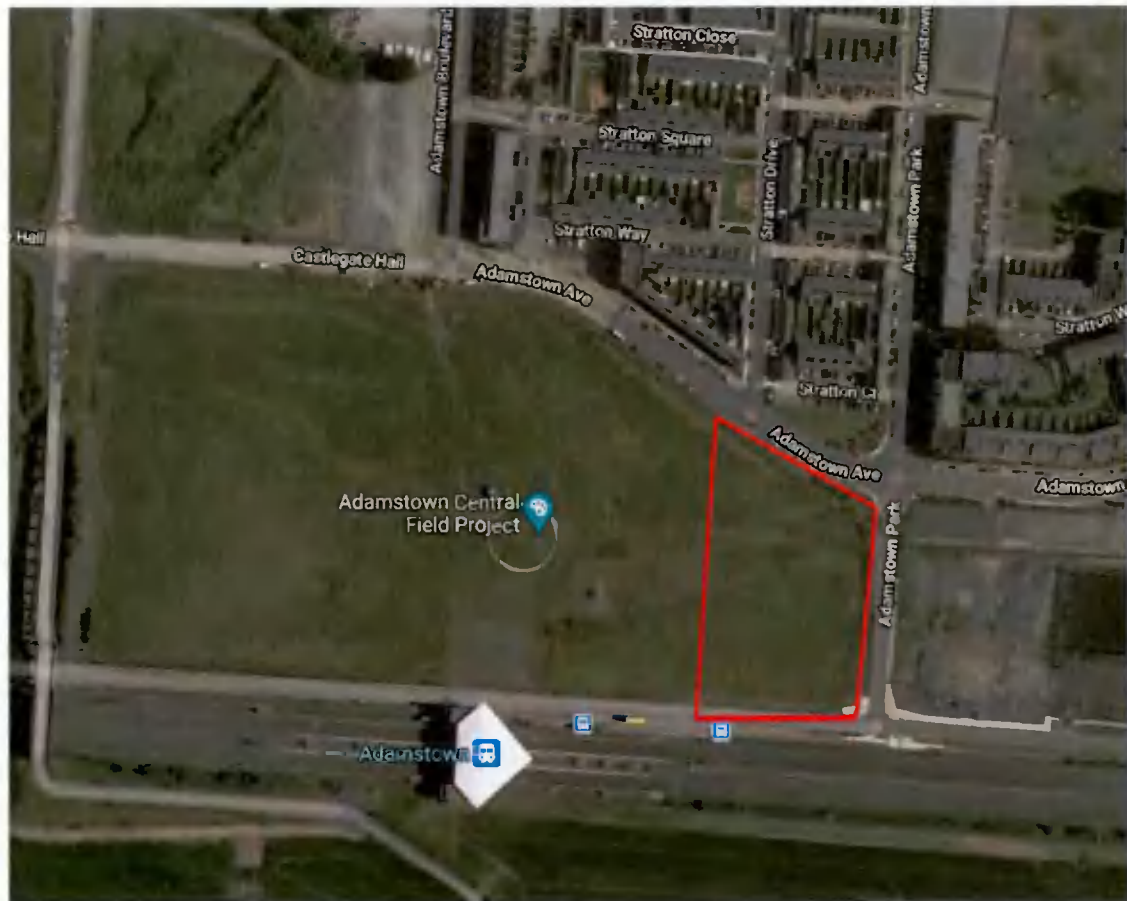


Figure 1: Subject site at Adamstown Station (Phase 2), Adamstown, Co. Lucan, with approximate site boundary for development outlined in red (Googlemaps with SLA overlay). Please refer to the enclosed Site Location Map prepared by Henry J Lyons Architects for definitive red line boundary.

3 RECENT PLANNING HISTORY

3.1 Subject Site

3.1.1 SDCC Ref. SDZ21A/0007 (Adamstown Station Phase 2 – the ‘Parent Permission’)

A planning application was submitted to South Dublin County Council for the second phase of development in the Adamstown Station Development Area of the Adamstown SDZ. The permission comprised a residential development with associated site development works to be constructed in 2no. apartment blocks (Block G1 and G2) ranging in height from 4 - 9 storeys on a site area of c.1.05ha in total. The development consists of 185no. residential units in a mix of apartments (82.no 1 bed units, 102no. 2 bed units and 1no. 3 bed units). Ancillary resident’s amenity rooms and facilities are also provided at the ground floor level of Block G1. All apartments are provided with private open space in the form of balconies or gardens.

93no. car parking spaces are provided for this development, with 10no. at street level and 83no. beneath the podium between Blocks G1 and G2. A further 10no. car parking spaces are to be provided at street level but are reserved for use by a future phase of development.

A total of 225no. bicycle parking spaces are provided, including 185no. covered, stacked bicycle parking spaces and 40no. Sheffield Stands in the public realm.

Further information was requested by the Planning Authority on 15th July 2021. A grant of permission was made by South Dublin County Council on 13 September 2021, subject to Conditions.

3.1.2 SDZ21A/0017 (Block F Amendment)

A planning application for revisions to SDZ20A/0008 (as amended by SDZ20A/0016 and SDZ20A/0018) was lodged with South Dublin County Council on 10 September 2021. The proposed revision includes the provision of an additional level of car parking to be inserted into the recently permitted multi-storey car park (Block F) under Reg. Ref. SDZ20A/0018. With these additions, Block F will be 4 storeys in height, with an additional setback plantroom on the roof.

Car parking is provided at first, second and third floors. A total of 673 car parking spaces to now be provided within Block F, with 230 spaces allocated to residential use and 443 spaces associated with the supermarket units and other non-residential uses in the district centre. A portion of that car parking is serving the Block G development.

A decision is expected from SDCC on 04 November 2021.

3.1.3 SDZ20A/0018 (Block F Amendment)

Quintain Developments Ireland Limited applied for permission on 11 December 2020 for amendments to the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 which comprised of adjustments to the configuration of the footprint of Block F. This also included removal of a level of the multi-storey car park, revised facade treatment, reconfiguration of the ground floor layout to provide 2 supermarket units, relocation of entrance to the multi storey car park and access and egress to ground floor internal vehicular goods delivery area. Permission was granted on 15 February 2021.

Works have commenced on site to deliver this important development for Adamstown.

3.1.4 SDZ20A/0016 (Block B&E Amendment)

A planning application for revisions to SDZ20A/0008 was lodged with South Dublin County Council on 6 October 2020. The proposed revisions included amendments to Blocks B and E, with removal of undercroft car parking areas beneath courtyard podia of Blocks B and E, and reconfiguration of car parking arrangements. Changes to some apartment types were also proposed.

A decision to grant permission was made by South Dublin County Council on 30 November 2020.

3.1.5 SDCC Ref. SDZ20A/0008 (Adamstown District Centre Phase 1)

Quintain Developments Ireland Limited applied for permission on 28 April 2020 for a new Phase 1 of the Adamstown District Centre development, comprising a mixed use commercial and residential development of c.36,621sq.m (gross floor area) in total (excluding the multi-storey car park) to be constructed in buildings ranging in height from 4-9 storeys. The non-residential element of the development consists of a total of c.9,653sq.m (net sales floor space), as follows: 16 retail units comprising c.8,693sq.m including 1 supermarket (c.6,880sq.m in total) and 2 retail service units (c.290sq.m); 5 retail/restaurant/café units comprising a total of c.959sq.m; projecting signage and awnings on retail and retail/café/restaurant units. The residential element consists of a total of 278 residential units. Permission was granted on 17 September 2020.

Works have commenced on site to deliver this important development for Adamstown. The development, called The Crossings, marks a significant milestone for the development of the new town in Adamstown. This instant application for Block G forms an important element of the town centre as it will ensure greater numbers of residents will reside here thereby further enlivening this area both during the day and at night.

3.2 Adjacent Developments

3.2.1 SDZ07A/0002 (Adamstown Community College and Community Centre)

The Council granted permission on 12 December 2007 for a Post Primary School with capacity for c.1000 pupils, and a community centre, together with ancillary works and an ESB substation, which abuts the current application site. The College was constructed but the community centre was not at this time. This permission has since withered.

3.2.2 SDZ07A/0006 (Office Building)

On 9th July 2007, Castlethorn Construction applied for permission for 4 storey Office building of c.3020m² to be used initially as a marketing suite and information centre for the Adamstown District Centre along with a temporary car park facility to cater for 100 cars to serve the information centre / information centre. South Dublin County Council granted permission for the above development on 31st August 2007.

3.2.3 SDZ08A/0001 (Sports & Leisure Building)

The Council granted permission on 14 March 2008 for the construction of a Community Centre and All-Weather Pitch (c.6,240sq.m.). The All-Weather pitch was to be delivered pending the delivery of car parking at Adamstown District Centre. A smaller temporary All-Weather Pitch was also applied for until such time as the permanent pitch could be delivered. This application has since withered and due to the economic downturn at the time of its permission, the community centre development was not delivered. The permitted development would have been served by vehicular parking in Adamstown District Centre and along Station Road.

3.2.4 SDZ07A/0011 (Adamstown Square)

The Council granted permission on 9 November 2007 for 319 no. dwellings – consisting of 17 no. 1-bedroom units, 106 no. 2-bedroom units, 183 no. 3-bedroom units and 13 no. 4-bedroom units in a mix of apartments and townhouses, plus 9 live/work units. The application site was the Adamstown Square 3 site, located to the south of the current application site. The permission was not acted upon and has since withered.

3.2.5 SDZ10A/0001 - SDZ10A/0001/EP (Adamstown Square)

This was an application on the same site as above, for 177 no. residential dwellings, comprising of 150 no. houses and 27 no. apartments, and associated public open space. The Council granted permission on 15 February 2011. The permission was extended by a decision of South Dublin County Council on 30 March 2013, for a period of 5 years. This is known as Alderlie and is located immediately to the south of Adamstown Way.

3.2.6 SDZ13A/0005 (Adamstown Square)

This was an application for revisions to permission SDZ10A/0001 by Castlethorn Construction and concerned changes to certain house types. The Council granted the permission on 23 January 2014. This forms part of Alderlie and is located immediately to the south of Adamstown Way. Construction of this development is ongoing and well advanced.

The Council granted permission on 21 November 2011 to Castlethorn Construction, for additional optional ground level floor layouts for certain house types in Adamstown Square 3, as revisions to permission SDZ10A/0001.

3.2.7 SDZ16A/0006 (Adamstown Square)

The Council granted permission on 27 February 2016 to Castlethorn Construction for revisions to permission SDZ10A/0001, consisting of various changes to house types contained within the scheme. The scheme is currently under construction.

3.2.8 Reg. Ref. SDZ16A/0001 (Community Centre with Sports Hall)

The Council granted permission on 25 November 2016 to Adamstown Infrastructure DAC for a Community Building with Sports Hall on Station Road, Adamstown, Lucan, Co. Dublin. The delivery of a community centre is a key requirement for Phase 2 of the Adamstown Planning Scheme. The proposed development fulfils the requirements in terms of size and function for the community centre.

3.2.9 SDZ17A/0007 (Loop Road 1)

The Council granted permission on 5 September 2017 to Adamstown Infrastructure DAC for the construction of Loop Road 1, realignment of a section of Tandy's Lane, and works to a portion of Adamstown Drive.

3.2.10 SDZ18A/0009 (Adamstown Boulevard Road)

Adamstown Infrastructure DAC applied for permission on 3 August 2018 for c.480m of road known as the Adamstown Boulevard connecting the permitted section of the Boulevard to the north (Reg. Ref. SDZ18A/0002) to its junction at Adamstown Way. The relocation and realignment of 280m of Tandy's Lane was also proposed within the application. Permission for this road was granted on the 25 September 2018.

3.3 Infrastructure in Adamstown

The proposed development will benefit from close proximity to a wide range of amenities, including primary and secondary schools, a community building, local parks, the train station and a Quality Bus Corridor. The following table is a record of all grants of permission for Adamstown that involve infrastructure to benefit development in the SDZ.

Reg Ref	Description of Infrastructure	Date of Grant
SDZ04A/2	Adamstown Station	25-Feb-2005
SD04A/0964	Adamstown Link Road and R120 Upgrades	29-Jul-2005
SDZ05A/3	Adamstown Castle Park	13-Dec-2005
SDZ06A/1	Adamstown Castle Bus Shelters	10-Mar-2006
SDZ06A/2	Adamstown Castle Primary Schools	2-Jun-2006
SDZ06A/4	Tobermaclugg Pumping Station	18-Jul-2006
SD06A/0497	ESB Substation Western SDZ Boundary	4-Aug-2006
SDZ06A/5	Adamstown SDZ Strategic Roads	15-Aug-2006
SDZ06A/8	Temporary Park and Ride Relocation	22-Sep-2006
SDZ06A/9	Crowley Overbridge	17-Oct-2006
SDZ06A/11	District Centre Strategic Roads	22-Nov-2006
SDZ07A/0002	Adamstown Post Primary School	12-Dec-2007
SDZ07A/0003	District Centre Enabling Works	5-Jun-2007
SDZ10A/0335	Adamstown Primary School No.2	5-Jun-2007
SDZ11A/0001	Adamstown Primary School (Temporary)	28-Jul-2011
SDZ14A/0001	Adamstown Secondary School (Retention)	4-Jul-2014

SDZ16A/0001	Community Building with Sports Hall	25-Nov-2016
SDZ16A/0003	Northern part of Loop Road 2	23-Jan-2017
SDZ17A/0004	All Weather Pitch	18-Jul-2017
SDZ17A/0007	Loop Road 1	05-Sep-2017
SDZ17A/0009	Celbridge Link Road	26-Feb-2018
SDZ18A/0002	Tobermaclugg 2 (including Northern section of Adamstown Boulevard)	15-Mar-2018
SDZ18A/0003	Tandy's Lane Park	4-Apr-2018
SDZ18A/0009	Adamstown Boulevard Road (southern section) and Realigned Tandy's Lane	25-Sept-2018
SDZ18A/0014	Airlie Park	12-Feb-2019
SDZ18A/0015	Tobermaclugg Village Centre	25-Feb-2019
SDZ20A/0005	Tobermaclugg Park	17-Apr-2020
SDZ20A/0008	Adamstown District Centre Phase 1	17-Sep-2020
SDZ21A/0001	Adamstown Primary School at Tandy's Lane	8-June-2021
SDZ21A/0007	Adamstown District Centre Phase 2	13-September-2021

Table 1: Infrastructure Permissions in Adamstown

4 PRE-PLANNING CONSULTATION

4.1 South Dublin County Council

Pre-Planning Consultation was held with South Dublin Council on 17 September 2021 outlining broadly to the Planning Authority the design elements of the proposed development.

Broadly, the following main issues were discussed: -

- Omission of podium parking.
- Dropping of the internal courtyard garden to ground level.
- Relocating podium parking to the Block F multi-storey car park and adjoining streets.
- Changes to a number of apartments.
- The provision of more own door units.
- The removal of setback to the North of Block G (level 5).

Following the meeting, a written pre application response from the Planning Authority was also provided. The design and layout of the proposed development subject to this amendment's application, and the associated studies that accompany the planning application hereby submitted, has had regard to the Pre-Planning consultation with South Dublin County Council. It is considered that the scheme has improved following this pre-planning engagement.

5 PROPOSED DEVELOPMENT

The development proposed seeks permission for amendments to Block G of the development permitted under SDCC Reg. Ref SDZ21A/0007.

A Design Statement has been prepared by Henry J Lyons Architects and provides a detailed site analysis and urban design rationale. The Design Statement provides a succinct description of the revised design and layout proposed, together with the architectural rationale for same. We refer the Planning Authority

to this document and to the Site Layout Plan and related drawings – prepared by Henry J Lyons Architects.

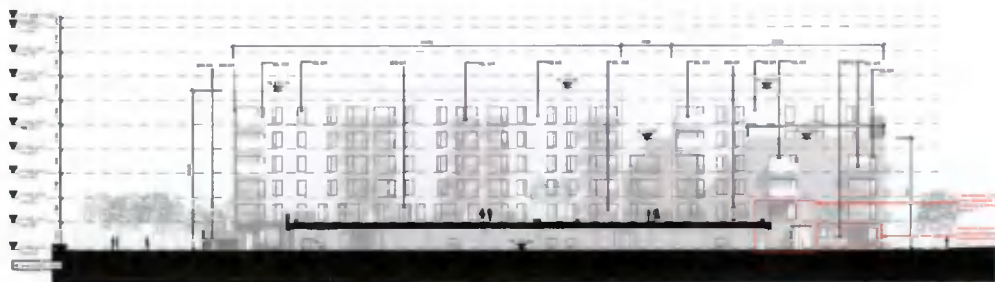
As required by the Planning & Development Regulations 2001, as amended, the Architects drawings have been marked so as to clearly identify the extent of where amendments are now being proposed. This has been done by using a red dashed line around those areas which are changing. For ease of comparison, a set of Permitted drawings are also included with the application.



Figure 2: Block G1 East & West Elevations as Permitted under Reg. Ref SDZ21A/0007.

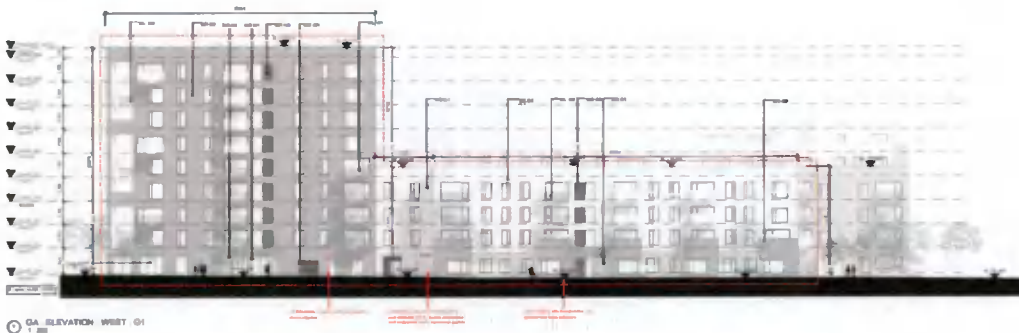


GA ELEVATION - EAST - G2
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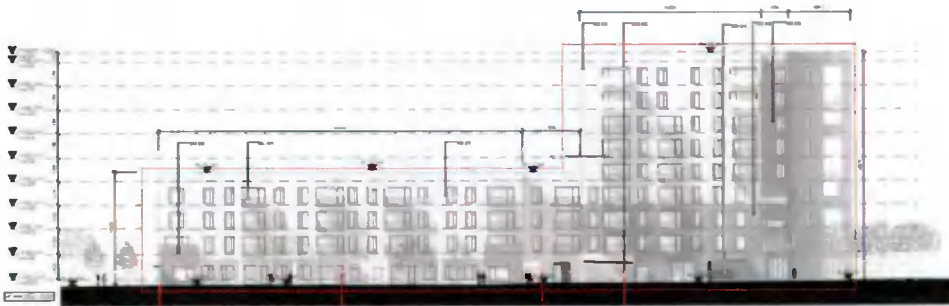


GA ELEVATION - WEST - G2
1:200

Figure 3: Proposed Block G2 East & West Elevations as Permitted under Reg. Ref SDZ21A/0007.



GA ELEVATION - WEST - G1
1:200



GA ELEVATION - EAST - G1
1:200

Figure 4: Proposed Block G1 East & West Elevations, prepared by Henry J Lyons Architects.



Figure 5: Proposed Block East & West Elevations, prepared by Henry J Lyons Architects.

We refer the Planning Authority in the first instance to the Design Statement, prepared by Henry J Lyons Architects which details the key changes proposed to the permitted residential scheme SDZ21A/0007.

The location of the proposed changes inserted into the permitted scheme are outlined by dashed (Red) line and labelled accordingly on the planning application drawings (proposed plans, elevations, and sections), prepared by Henry J Lyons Architects. A set of the original planning drawings for the permitted Block G are also included for comparison purposes (SDCC Reg. Ref. SDZ21A/0007 refers).

The following sections provide a broad overview of the changes proposed to the otherwise permitted residential scheme (SDCC Reg. Ref. SDZ21A/0007 refers).

The Amendments to Block G are relatively minor in nature and essentially comprise the following:

- Repositioning of landscaped communal courtyard of Block G from first floor podium level to ground floor level due to removal of podium parking at level 0, and the consequential relocation of 83no. car parking spaces to within the Block F multi-storey car park (as permitted under Reg. Ref SDZ20A/0008, amended by SDZ20A/0018 and as further amended under a concurrent application under Reg. Ref SDZ21A/0017) and to on-street locations immediately adjacent to Block G, including ancillary site development and landscape works.
- Modification of 174no. apartments (74no. 1-bedroom units, 98no. 2-bedroom units and 2no. 3-bedroom units) arising from adjustments to structural grids in Block G consequent to repositioning of the car parking and the landscaped courtyard.
- Adjustments to Block G2 consisting of a minor reduction to the footprint of the Block by 0.6m and the removal of the setback floor on the northern half of the block (level 5).
- The reduction in height (1 floor) to the northern half of Block G2 (now 5 storey)

- A minor reduction to the overall provision of residential units from 185 to 184no. apartment units.
- A minor reduction to the overall provision of car parking spaces from 93 to 92no. spaces.
- A minor reduction to the overall provision of bicycle parking spaces from 225 to 224no. spaces.
- The introduction of 9no. ground floor units, facilitated by the removal of the podium from the core.
- The introduction of an additional apartment unit on Level 1.
- Adjustments to the location of the bicycle, plant, and waste stores serving Block G, including the provision of bicycle storage structures in the courtyard.

The proposed development has been subject to pre-planning consultations with the Planning Authority. Details of these pre-planning consultations are provided in Section 4 above.

5.1 AMENDMENTS TO APARTMENT UNITS - BLOCK G

174no. apartments are proposed to be modified (86no. units in Block G1 and 88no. units in Block G2) arising from adjustments to the structural grid which is consequent to the removal of podium slabs, car parking and repositioning of the landscaped courtyard. The apartments to be modified now comprise:

- 74no. 1 Bed
- 98no. 2 Bed
- 2 no. 3 Bed

The revised proposal facilitates the provision of 9no. additional ground floor units accessed from the communal open garden, and changes to the unit mix in both Block G1 and Block G2, facilitated by the removal of the podium from the core. The omission of the podium will facilitate the provision of superior residential units with living spaces connected and accessible directly onto the courtyard. This is considered an enhancement to the residential amenity of these units. The HQA accompanying this application prepared by Henry J Lyons Architects highlights those apartments that have changed as a result of this proposal.

We refer the Planning Authority to the Design Statement, proposed drawings and permitted drawings (for comparison), prepared by Henry J Lyons Architects for further detail in relation to amendment to the apartment units.

5.1.1 Additional Units

With the introduction of residential ground floor units where podium parking was previously allocated, a reduction in overall unit numbers is now possible elsewhere in Block G. The overall number of units has now decreased from 185 to 184 units. The removal of the podium from the core has resulted in the introduction of 9no. ground floor units. The provision of an additional apartment unit at Level 1 is also provided.

The principal residential entrances on both blocks, as presented in the Block G application, remain unchanged. Provision has also been made for the addition of 3no. pedestrian links provided at north, south and west locations on Block G providing access to the communal garden and bicycle stores.

With the relocation of the central landscaped courtyards to ground level, strong visual and physical relationships between and through the pedestrian links and the central gardens have been developed.

We refer the Planning Authority to the Design Statement, proposed drawings and permitted drawings (for comparison), prepared by Henry J Lyons Architects for further detail in relation to additional units proposed.

5.1.2 Building Height

The application seeks permission for adjustments to Block G2 including the removal of the setback floor on the northern half (Level 5) of this building as well as adjusting the overall length of the block (minor reduction to the footprint of the Block by 0.6m) arising from changes to the structural grid of the building brought about through the omission of the podium parking and the ability to install a more efficient structural grid in to the buildings. All other overall heights remain as already permitted.

5.1.3 Amendments to Car Parking

The proposed amendment relocates 83no. car parking spaces from the undercroft courtyard level of Blocks G1 and G2 to the Block F multi-storey car park (as permitted under SDZ20A/0008 and amended by SDZ20A/0018) and to street locations immediately adjacent to Block G. This arises as a result of the omission of the podium at the centre of each block.

A total of 92no. car parking spaces are required to accommodate this development. 76no. spaces will be provided within the Block F car park, while the remaining 16 no. spaces will be on-street, to the west of the residential blocks. The other spaces on the street between Blocks F and G which are over and above the 16 no. required for Block G will serve future phases of development in the Station Development Area (e.g. Block H).

As set out in the enclosed Transport Statement prepared by Atkins Consulting Engineers there is currently a live Block F Amendment Planning Application (SDCC Ref: SDZ21A/0017) which proposes to provide an additional floor on the Multi-Storey Car Park (MSCP), Level 3, to serve the car parking demand associated with the land uses of the Adamstown District Centre Tile.

The Planning Permission granted under Reg Ref SDZ20A/0008 provided a 4 storey Block F comprising a multi-storey car park on first and second floors above ground floor retail, with use of car parking on the Level 3 (fourth level) to be the subject of a subsequent Phase 2 planning application. The multi-storey car park included residential car parking spaces, as well as spaces associated with the supermarket unit and other non-residential uses in the district centre. The third/top floor of the multi-storey car park was not to be made available for car parking under that planning application as it was designed to cater for a subsequent phase(s) of development, subject to a future planning application. In that regard, the Planning Application Report prepared by Stephen Little & Associates in that case where it states on page 12 that:-

Block F is 4 storeys in height, and consists of:

- Retail (6,880 sqm gfa), 1 no. supermarket
- Multi-storey car park on first and second floors, with use of car parking on the third floor to be prohibited and reserved for use in subsequent Phase 2 planning application.

Permission was subsequently granted under Reg. Ref. SDZ20A/0018 not to construct Level 3 (fourth level) of the Multi Storey Car Park, on the basis that a subsequent application would be made a later date to reinstate the additional level of car parking to facilitate future phases of development. This was to allow a phased delivery of car parking spaces in line with District Centre requirements for car parking. The application under Reg. Ref. SDZ20A/0018 also reconfigured and altered the footprint of Block F so as to accommodate two no. retail anchors, whilst providing two levels of car parking above this.

The purpose of the current planning application in respect of Block F under Reg. Ref. DZ21A/0017 is to seek permission to reinstate this top level of the building (ie Level 3/the fourth floor) and to seek permission for car parking at that level and to make those car parking spaces available for use by residential developments proposed by Quintain Developments Ireland Ltd in the Adamstown Station tile, including Block G. Some alterations to the car parking layout are also proposed. A decision on that planning application is due on the 4 November 2021 and as such a permission should be in place for the final 4 storey Block F, including 3 floors of car parking, prior to this instance application being determined by the Planning Authority. Car parking arrangements will be managed directly through agreements in place with the respective management companies of Block F and G.

A detailed rationale for the provision of the additional 3rd floor from a car parking perspective (which was previously proposed as part of the Phase 1 Masterplan Scheme) is provided within the Block F Amendment Application and the enclosed Transport Statement (Section 6.2).

We refer the Planning Authority to the enclosed Addendum to Transport Statement, prepared by Atkins Consulting Engineers and accompanying drawings for further details relating to this.

6 STRATEGIC PLANNING CONTEXT

The application site lies within the boundaries of the area covered by the Adamstown Planning Scheme 2014, as amended (Planning Scheme). The Planning Scheme has been prepared by South Dublin County Council, in accordance with the following strategic planning guidance:

- *Regional Planning Guidelines for the Greater Dublin Area, 2010 – 2022*
- *Retail Strategy for the Greater Dublin Area, 2008 – 2016*
- *Greater Dublin Area Transport Strategy, 2011 – 2020*
- *Design Manual for Urban Roads and Streets, March 2013*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) 2009*
- *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2007*
- *Planning and Development of Large Scale, Rail Focused Areas in Dublin, 2013*
- *School Travel Toolkit Smarter Travel Workplaces: A Guide for Implementers*
- *National Cycle Manual Greater Dublin Area Cycle Network Plan 2013*

The Planning Scheme as adopted is in accordance with these strategic planning documents, and therefore any planning application, which is in compliance with the Planning Scheme, can also be said to be in compliance with those documents.

The Design Standards for New Apartments (2020) came into effect after the adoption of the current Planning Scheme. Under the Planning and Development Act 2000, as amended, these Guidelines identify *specific planning policy requirements* and having regard to Sections 28 (1C) and Section 169 (8A)(a) of that Act, these provide a Planning Authority in performance of its functions the requirement that it shall comply with any *specific planning policy requirements* even where these may differ from a Planning Scheme.

Section 8 of this report details the compliance of the proposed development with regard to the Adamstown Planning Scheme (as amended May 2017). Section 9 of this report details the compliance of the proposed apartment and duplex units with the Design Standards for New Apartments Guidelines (March 2018).

7 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN, 2016 – 2022

The application site is designated to be part of the Adamstown SDZ. Section 169(9) of the Planning and Development Act 2000 (as amended) reads as follows:

“(9) A Planning scheme made under this section shall be deemed to form part of any development plan in force in the area of the scheme until the scheme is revoked, and any contrary provisions of the development plan shall be superseded.”

As such, the Adamstown Planning Scheme 2014 is the principal planning document in relation to this site and should be deemed to form part of the Development Plan. This report thus examines the proposed development's compliance with the Adamstown Planning Scheme primarily. In accordance with the above section of the Act, the Planning Scheme is deemed to form part of the Development

Plan. Any complementary measures in the Development Plan will still apply within the SDZ, and these are also discussed in this section.

7.1 Land Use Zoning

The application site is zoned 'SDZ' in the South Dublin County Development Plan 2016 – 2022 and is designated to be part of the Adamstown Strategic Development Zone. The land-use objective for the SDZ zoning reads,

"To provide for strategic development in accordance with approved planning schemes."

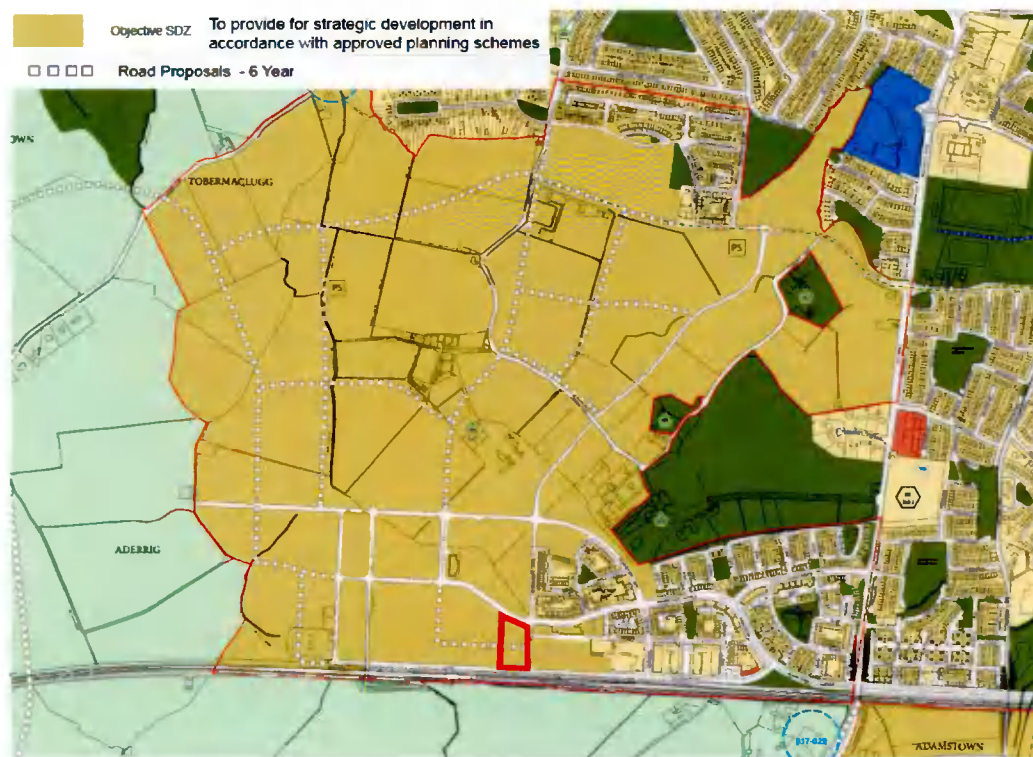


Figure 6: Extract SDCC Development Plan 2016-2022 showing zoning of development area with approximate site boundary for development outlined in red. NB. See Site Location Map Prepared by Allies & Morrison Architects for definitive red line boundary.

The proposed development is in accordance with the zoning objective of the site.

8 COMPLIANCE WITH THE ADAMSTOWN PLANNING SCHEME, 2014

8.1 Density

Adamstown Station Development Area is identified in the Planning Scheme as a high-density character area in the context of Adamstown. Table 2.7 of the Adamstown Planning Scheme identifies the permissible range of dwelling density allowed within each net Development Area in Adamstown. The relevant standards for the proposed development as are follows (as per Table 2.7):

- Adamstown Station net Development Area: 75 – 90 Dwellings per Hectare

The 2020 Amendment to the Planning Scheme however amended the allowable density range to 75 – 150 dwellings per hectare in the Adamstown Station Development Area.

Section 2.3.17 of the Planning Scheme reads:

“Development on any individual development site may fall above or below the specified density ranges for that Development Area by a maximum of 20% subject to the specified min-max density ranges being achieved for the area as a whole. The applicant will be required to demonstrate at planning application stage that the provisions of the Scheme with respect to density can feasibly be met through future development proposals within the applicant’s landholding or on adjoining landholdings within that Development Area subject to the written agreement of adjoining landowner(s).”

This allows for the residential density within an individual planning application in this Development Area to be as low as 60 dwellings per hectare, or as high as 180 dwellings per hectare. The number of dwellings proposed is only decreasing by one under this amendment’s application. The net density of the proposed development in Adamstown Station Phase 2 Development Area therefore remains c. 175 dwellings per hectare, which is within this $\pm 20\%$ range and therefore complies with the Planning Scheme.

As stated in the planning report submitted under Reg. Ref SDZ21A/0007 a masterplan for the entire Development Area was submitted with application Reg. Ref SDZ20A/0008, which was first phase of development at the Adamstown District Centre and has been subject to refinements. Consideration has therefore already been given to the layout of the future stages of development within the subject Development Area. This has taken account of the anticipated densities across the Development Area as a whole to ensure compliance with the Planning Scheme.

Quintain Developments Ireland Ltd intends to develop the remaining areas of the Adamstown Station Development Area and submit a separate application(s) in this regard in the near future. This future planning application(s) will also comply with the SDZ Planning Scheme, and our client and project architect confirm that the development proposals for Adamstown Station as a whole are compliant with the provisions of the Planning Scheme.

Planning permission was recently granted for Block G comprising 185 dwellings as being compliant with the density provisions of the Planning Scheme. The current proposals are for 184 units (ie just 1 unit less) and will therefore remain consistent with the density provisions of the Planning Scheme.

8.2 Building Height

The number of storeys proposed does not exceed that of the permitted scheme (SDCC Reg. Ref. SDZ21A/0007). Building height was considered acceptable to the Local Authority in its assessment of the extant permission.

Minor adjustments to the building height in Block G2 permitted under (SDCC Reg. Ref. SDZ21A/0007) have been proposed.

The setback previously located on the northern half of Block G2 (Level 5) is has been removed. All other heights remain as permitted under (SDCC Reg. Ref. SDZ21A/0007).

8.3 Development Standards for Residential Units

8.4 Unit Size

Section 2.3.47 of the Planning Scheme specifies that required house unit sizes in Adamstown shall be consistent with the standards set out in the 2007 Ministerial Guidelines, *"Quality Housing for Sustainable Communities"* as set out in Table 2.10 of the SDZ Planning Scheme. The amendment to the Planning Scheme which was adopted in 2017 altered this paragraph to include a requirement to comply with Design Standards for New Apartments (2015) *or any superseding standards*. The updated Design Standards for New Apartments published in 2018 can be understood to be 'superseding standards.'

The Design Statement prepared by Henry J Lyons Architects provides further details to reconfiguration of apartment units and confirm that all proposed dwellings still meet and exceed standards set out in the 2018 Ministerial Guidelines and therefore fully comply with the Planning Scheme. The overall masterplan has also been designed having regard to these standards as granted under SDCC Reg. Ref SDZ21A/0007.

8.4.1 Private Amenity Space

The minimum size required for private amenity spaces in houses are defined in Table 2.11 of the Planning Scheme. As highlighted above, an amendment to the Planning Scheme was adopted in 2017 to bring the Planning Scheme into alignment with Ministerial Guidelines, namely the 2015 Apartment Guidelines, or any superseding document. As outlined above, the Design Standards for New Apartments (2018) have superseded the 2015 document and therefore compliance with these standards for private amenity space equates to compliance with the Planning Scheme.

The Schedule of Accommodation prepared by Henry J Lyons Architects confirms that all proposed dwellings still meet or exceed these standards as granted under SDCC Reg. Ref SDZ21A/0007.

8.4.2 Car Parking

The proposed amendments to the permitted scheme involve a minor reduction to the number of car parking spaces provided now delivering 92no. car parking spaces. The amendments simply consist of the relocation of 83no. parking spaces from beneath podia at Blocks G1 and G2 into the Block F multi-storey car park and to street locations immediately adjacent to Block G. It also has the benefit of improving the residential amenity of the apartment units by improving access to the units.

The Addendum to the Transport Statement, prepared by Atkins Consulting Engineers and enclosed herewith, confirms that the proposed development remains compliant with the standards for car parking spaces required in both the Planning Scheme and with the Design Standards for New Apartments 2018. As already stated in Section 5.1.3, there is currently a live Block F Amendment Planning Application (SDCC Ref: SDZ21A/0017) which proposes to provide an additional floor on the Multi-Storey Car Park (MSCP), Level 3, to serve the car parking demand associated with the land uses of the Adamstown District Centre Tile.

A detailed rationale for the provision of the additional 3rd floor (which was previously proposed as part of the Phase 1 Masterplan Scheme) is provided within the Block F Amendment Application and the enclosed Transport Statement (Section 6.2). The car parking ratio of 0.5 remains the same. As previously stated, car parking arrangements will be managed directly through agreements in place with the respective management companies of Block F and G.

The amended site layout involves the removal of the podium car parking from Block G1 & G2. The 83no. podium parking spaces provided in Block G1 and G2 have been relocated to within the Block F multi-storey car park and to street locations immediately adjacent to Block G. Details of this car parking allocation can be seen in the Table below.

Table 6-7 - Adamstown District Centre Block G Residential Car Parking Allocation

Parking Type	Adamstown District Centre	
	Block G	
On street parking		16
Block F 3 rd Floor MSCP		76
Total Allocation		92

Table 2: Total Car Parking Allocation**8.4.3 Cycle Parking**

Slight adjustments to the location of the bicycle and waste stores serving Block G are included as part of these proposed amendments. A minor reduction to the number of bicycle spaces permitted under extant permission Reg. Ref SDZ21A/0007 are also proposed. A minimum standard of 1 cycle parking space per apartment dwelling applies, as per Table 2.13 of the Planning Scheme. For apartment residents, there are 224no cycle parking spaces proposed including 40no. external visitor bicycle parking spaces. Provision has been made for secure covered bike parking buildings within the landscaped courtyard within easy reach of the residential cores so as to make the use of more sustainable modes of transport more accessible for residents.

We refer the Planning Authority the accompanying drawings, prepared by Henry J Lyons Architects for further details of these in addition the enclosed Transport Statement prepared by Atkins Consulting Engineers.

8.5 Landscaping: Public Open Spaces, Major Parks and Play Areas

The redesign of the landscaped courtyards is required due to the removal of the podia car parking. Furthermore, landscaping around the on street car parking has also been provided.

We refer the Planning Authority in the first instance to the enclosed Landscape Design Rationale, prepared by Camlins Landscape Architects.

8.6 Communal Open Space

Communal open space, for use by residents, is provided within the courtyards of Block G, as already permitted under the parent permission. The arrangement of these spaces is slightly altered as a result of the proposed removal of the podium. This is provided in line with the quantitative requirements of the Design Standards for New Apartments: Guidelines for Planning Authorities (2018). According to these guidelines, a minimum of 1,115 sqm of communal open space is required for the number of residential units proposed. A total of 1,366sqm of communal open space is provided across both courtyards, exceeding the minimum requirements.

8.7 Overall Design of Development

In addition to those other aspects that are detailed above, the following guiding principles – set down in section 2.3.2 of the Planning Scheme – have been followed in the design of the proposed development.

8.7.1 Road and Street Layout and Design

The impact of the amended site layout with respect to the Roads Engineering Report (document reference: 5150924DG0093), submitted as part of the Adamstown District Centre Phase 2 planning application, is purely in terms of road layout.

The amendments proposed involves the removal of the podium car parking from Block G1 & G2, and the layout of the adjacent street between Block F and G revised to provide generous separation between the commercial and parking activity at Block F and the residential character of Block G.

For more information on the design of streets, please see enclosed drawing and Addendum to the Roads Engineering Report prepared by Atkins Consulting Engineers, which illustrate the proposed upgrades and the sections of roads, and also the Urban Design Statement prepared by Henry J Lyons Architects.

8.7.2 Building Language and Finishes

The Design Statement prepared by Henry J Lyons Architects sets out the proposed materials and finishes for Block G. The materials proposed on Block G are as approved under application Reg. Ref. SDZ21A/0007, with minor adjustments to fenestration details taking account of amendments to the internal configuration of apartments inside the blocks. We refer the Planning Authority to the enclosed Design Statement and architectural drawings prepared by Henry J Lyons for further information.

8.8 Compliance with Phasing Requirements

We refer the planning authority to the 'compliance with Phasing Requirements' section in the planning documentation submitted with parent application (Reg. Ref SDZ21A/0007). The proposed amendments will have no effect on this.

9 OUTLINE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

We refer the Planning Authority to the enclosed Outline Construction Environmental Management Plan prepared by AWN Consulting.

This document sets the overall management strategy for excavation and construction works for the proposed development. It aims to ensure that the management of excavation and construction activity is carried out in a planned, structured, and considerate manner which minimises impacts on the local community and environment.

10 CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT PLAN

We refer the Planning Authority to the enclosed Technical Note, prepared by AWN Consulting.

This document sets out the updated information needed to ensure the management of construction and demolition waste at the application site is undertaken in accordance with relevant standards.

11 OPERATIONAL WASTE MANAGEMENT PLAN

We refer the Planning Authority to the enclosed updated Operational Waste Management Plan prepared by AWN Consulting. This provides an updated waste strategy that complies with all legal requirements, waste policies and best practice guidelines. It also demonstrates that the required storage areas have been incorporated into the design of the development.

12 DAYLIGHT & SUNLIGHT ASSESSMENT

We refer the Planning Authority to the enclosed Daylight & Sunlight Assessment, prepared by IN2 Consultants, that accompanies this Planning Application.

Sunlight

With regard to the impact of the proposed development on sunlight access to habitable rooms and private amenity areas of adjoining properties, the report generally concludes that: -

"In terms of sunlight access, excellent levels of sunlight are experienced across the proposed development. The communal amenity space provided exceed the BRE guidelines for sunlight on the test day of 21st of March."

Daylight

With regard impact of the proposed development on daylight access to habitable rooms within the proposed development the report generally concludes that: -

"The analysis confirms that across the entire development excellent levels of internal daylight are achieved. The majority of apartments not only meet but greatly exceed the recommendations outlined within the BRE Guidelines and British Standard BS8206, achieving a 98.7% compliance rate across the proposed apartments."

The analysis also shows that the proposed building has imperceptible daylight, sunlight or overshadowing impact to neighbouring properties.

13 PUBLIC LIGHTING

We refer the Planning Authority to the Public Lighting Report and Lighting Layout Plan prepared by OCSC Consultants that accompany this application, which sets out the lighting layout of the proposed development.

14 FLOOD RISK

We refer the Planning Authority to the updated Engineering Assessment Report from CS Consulting. This confirms that no changes are proposed that would affect the drainage and watermains arrangements, including the flood risk assessment that were addressed under the SDCC Planning Permission Reg. Ref SDZ21A/0007.

15 PART V

The development in question is an amendment to a development already permitted from which a minor adjustment to the number of residential apartments proposed has been made, decreasing the total number of units proposed from 185 to 184no. units.

For the Planning Authority's convenience, we have re-attached the Part V proposal submitted under SDCC Reg. Ref. SDZ21A/0007 as part of this submission and confirm that this remains our client's proposal to comply with Part V in this case; being an equivalent monetary value of the purchase of 10% of the lands being provided in the form of dwelling units on site.

16 CONCLUSION

We do not consider that there will be any significant adverse planning impacts arising from the proposed development. The development provides for 184 residential units.

The proposed amendments will necessitate the modification of the 174no. units in Block G. The omission of the podia will facilitate the provision of a superior residential units with living spaces connected and accessible directly onto the courtyard.

It is considered that relocation of 83no. spaces to the Block F multi-storey car park and to street locations immediately adjacent to Block G will facilitate a superior community living environment and better align the car parking strategy with the guiding planning principles set down in DMURS and other relevant documents.

The proposal amounts to amendments to an already accepted scheme and the overall layout, roads and drainage (and open spaces) have already been granted under permission Reg. Ref SDZ21A/0007 at the Adamstown Station Site. These will remain unchanged. As such, all of the key structuring principles have already been established and the high-quality development standards of the parent permission will be maintained.

It is our considered professional planning opinion that the existing development which is the subject of this planning application should be supported by the Planning Authority on the grounds that: -

- The proposed development will provide a significant residential component of the lands, making efficient and sustainable use of an otherwise underutilised urban regeneration site.
- The provision of high-quality residential development at a highly accessible location adjacent to high-capacity public transport is fully in accordance with National, Regional and County Council policy. It will help to combat urban sprawl and provide housing and other facilities required to support the existing and aspiring resident and working population in South Dublin County Council, at a time of critical housing shortage.
- The completion this residential scheme will help to add critical mass at this strategic location ensuring it becomes a sustainable and active neighbourhood.
- The proposed development is compliant with the relevant policies and objectives of the current South Dublin County Development Plan, and thus the proper planning and development of the area.

Having regard to all of the above, we can fully commend the proposed development to the Planning Authority.

We trust that everything is in order, and we look forward to receiving a favourable decision from the Planning Authority in due course.

We confirm that we act for the Applicant in this case and would ask that all future correspondence in relation to this planning application be directed to this office.

STEPHEN LITTLE & ASSOCIATES

14 October 2021

17 ENCLOSURES

The following items are included with this application:

1. Completed Application Form, signed and dated.
2. Proof of payment for planning application fee of €3,582.50
3. Newspaper Notice published in The Irish Daily Star on the 21 October 2021 (1 no. original copy of the relevant page).
4. Site Notice erected at 3no. locations on 21 October 2021 (1 no. copy enclosed).
5. Letter of Consent from Adamstown Infrastructure Designated Activity Company
6. Letter of Consent from Adamstown Station 1 Limited
7. Letter of Consent from Adamstown Station & Boulevard Limited.
8. Copy of Part V Proposals as submitted under Reg. Ref. SDZ21A/0007.

6no. copies of the following documents and drawings:

1. Planning Application Report, prepared by Stephen Little & Associates.
2. Planning Drawings, prepared by Henry J Lyons Architects (Please refer to enclosed drawing schedule)
3. Urban Design Statement (including Schedule of Accommodation), prepared by Henry J Lyons Architects
4. Housing Quality Assessment prepared by Henry J Lyons Architects.
5. Engineering Drawings, prepared by CS Consulting Engineers (Please refer to enclosed drawing schedule).
6. Engineering Service Report, prepared by CS Consulting Engineers.
7. Specific Flood Risk Assessment, prepared by CS Consulting Engineers.
8. Roads Engineering Drawings, prepared by Atkins Consulting Engineers (please refer to enclosed drawing schedule).
9. Roads Engineering Report, prepared by Atkins Consulting Engineers
10. Design Stage Traffic Management Plan, prepared by Atkins Consulting Engineers
11. Transport Statement, prepared by Atkins Consulting Engineers
12. Mobility Management Plan, prepared by Atkins Consulting Engineers
13. Road Safety Audit, prepared by Atkins Consulting Engineers
14. Landscape Design Statement, prepared by Camlins Landscape Architects
15. Landscape, Boundary treatment and Planting Schedule Drawings, prepared by Camlins Landscape Architects (please refer to enclosed drawing schedule)
16. Lighting Layout Drawing No: H618-OCSC-XX-XX-SK-E-001, prepared by OCSC Consulting Engineers
17. Public Lighting Report, prepared by OCSC Consulting Engineers
18. Daylight Sunlight Report, prepared by OCSC Consulting Engineers
19. Energy & Sustainability Report, prepared by OCSC Consulting Engineers
20. Construction & Demolition Waste Management Plan, prepared by AWN Consultants

21. Operational Waste Management Plan, prepared by AWN Consultants
22. Construction Environmental Management Plan, prepared by AWN Consultants
23. CGI's, prepared by Red Vertex (also included in Henry J Lyons Design Statement)