

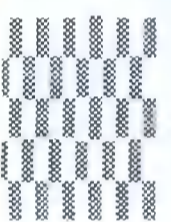
Henry J Lyons

Adamstown Station District Centre, Co Dublin
Masterplan - Phase II - Block G

Application for Amendments to Block G
DESIGN STATEMENT | OCTOBER 2021



ADAMSTOWN
BLOCK G



Client



QUINTAIN

ADAMSTOWN STATION BLOCK G
Design Team

P03	ISSUED FOR PLANNING APPROVAL	11.10.2021
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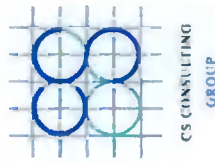
Architects

Henry J Lyons

Planning Consultant

SLA | Stephen Little & Associates

Civil and Structural Engineers



Services Consultant



Landscape Architect

Camlins

Traffic Consultant

ATKINS

Quantity Surveyor

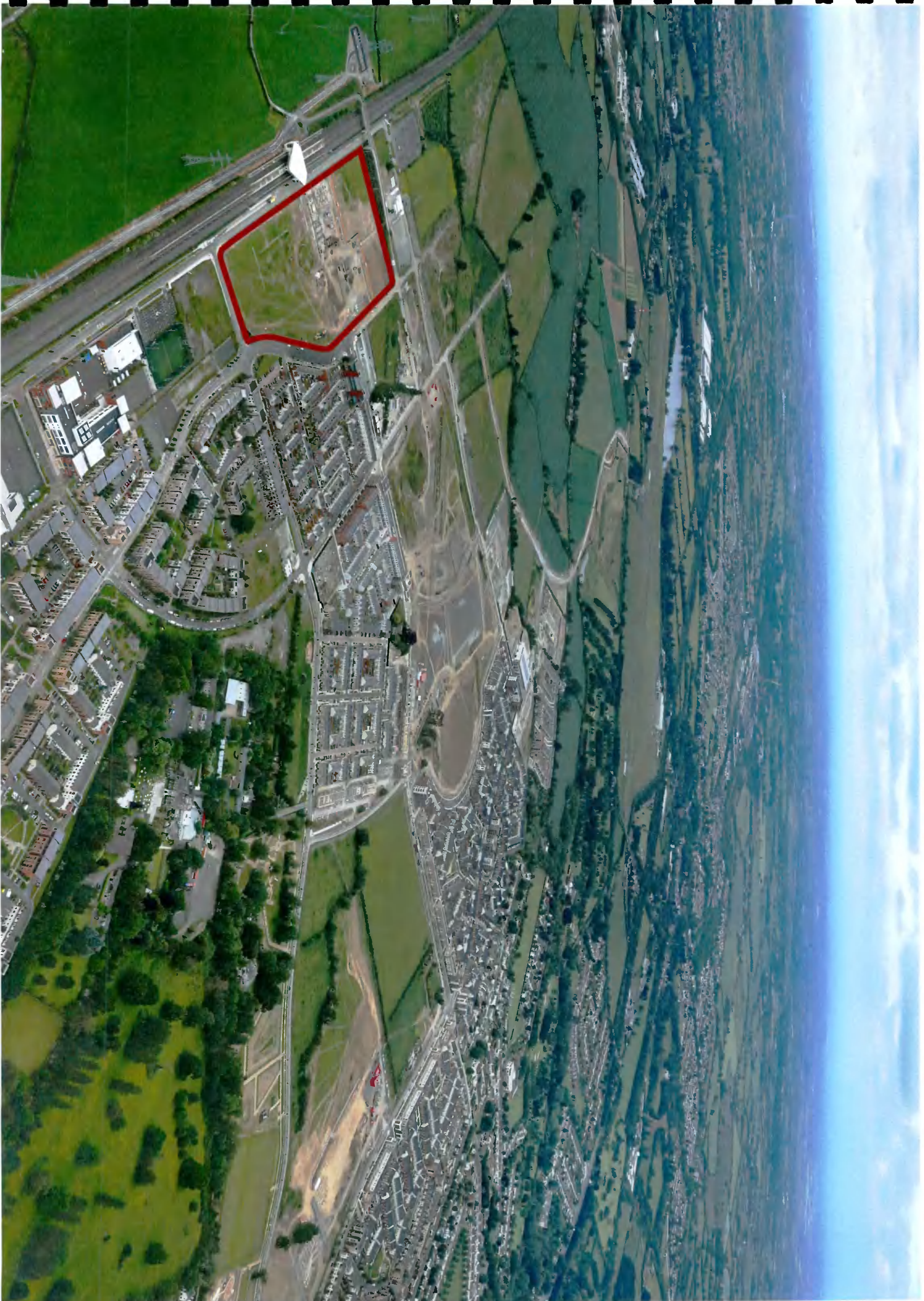
Linesight

Fire Consultant



Access Consultant





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INTRODUCTION

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01 INTRODUCTION

1.1 Introduction

1.2 Context of Proposal

01 INTRODUCTION

INTRODUCTION

This Pre-planning Consultation document has been prepared to support an upcoming planning application in respect of Block C within the overall Adamstown Towncentre development.

Regarding the towncentre, a separate planning application for an additional floor of car parking on Block F of the Adamstown Towncentre development was lodged on 10/09/2021, and this development, if granted permission will provide an additional 225 car spaces and will align with the original planning permission for Phase 1 Reg Ref SDZ20A/0008 in terms of the number of floors of car parking to be provided.

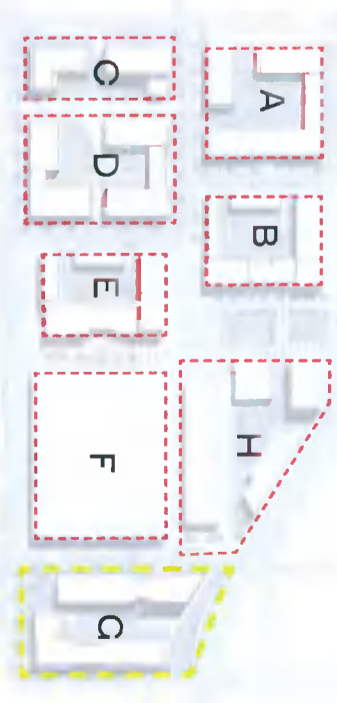
Block C is located immediately to the east of Block F and will benefit directly from the additional car parking spaces provided should the current application (lodged on 10/09/2021) be granted, to the extent that the podium car parking provided under the current Block C planning permission can be transferred to the multi-storey car park in Block F.

Therefore the application which this Design Statement supports is for the removal of the podium car parking and the relocation of the previously raised, podium level, landscaped communal openspace at the centre of the block, to ground level, along with some other consequent amendments described later in this document.

The 1.05ha 'Block C' site sits within the context of an area designated as the 'Station Tile' under the 2014 Adamstown Strategic Development Zone Scheme. The SDZ and the subsequent Masterplan proposal for Adamstown (Reg Ref SDZ20A/0008) set out a vision for Adamstown as a vibrant, mixed-use community, attractive to residents and visitors alike.

Block C is envisaged as a kind of 'gateway' building, a visual marker of this new community as approached along Adamstown Avenue moving east-west. In recognition of this, a 'landmark' nine-storey element is created to the north west of the site. The design of Block C sets out architectural principles for the design of subsequent blocks: ideas around the creation of attractive threshold spaces, clearly legible shared entrances, layers of open space from public, to semi-public, to private and so on. These principles are set out later in this document.

BLOCKS:



CCI, Landmark Building, Block C

01 INTRODUCTION

CONTEXT OF PROPOSAL

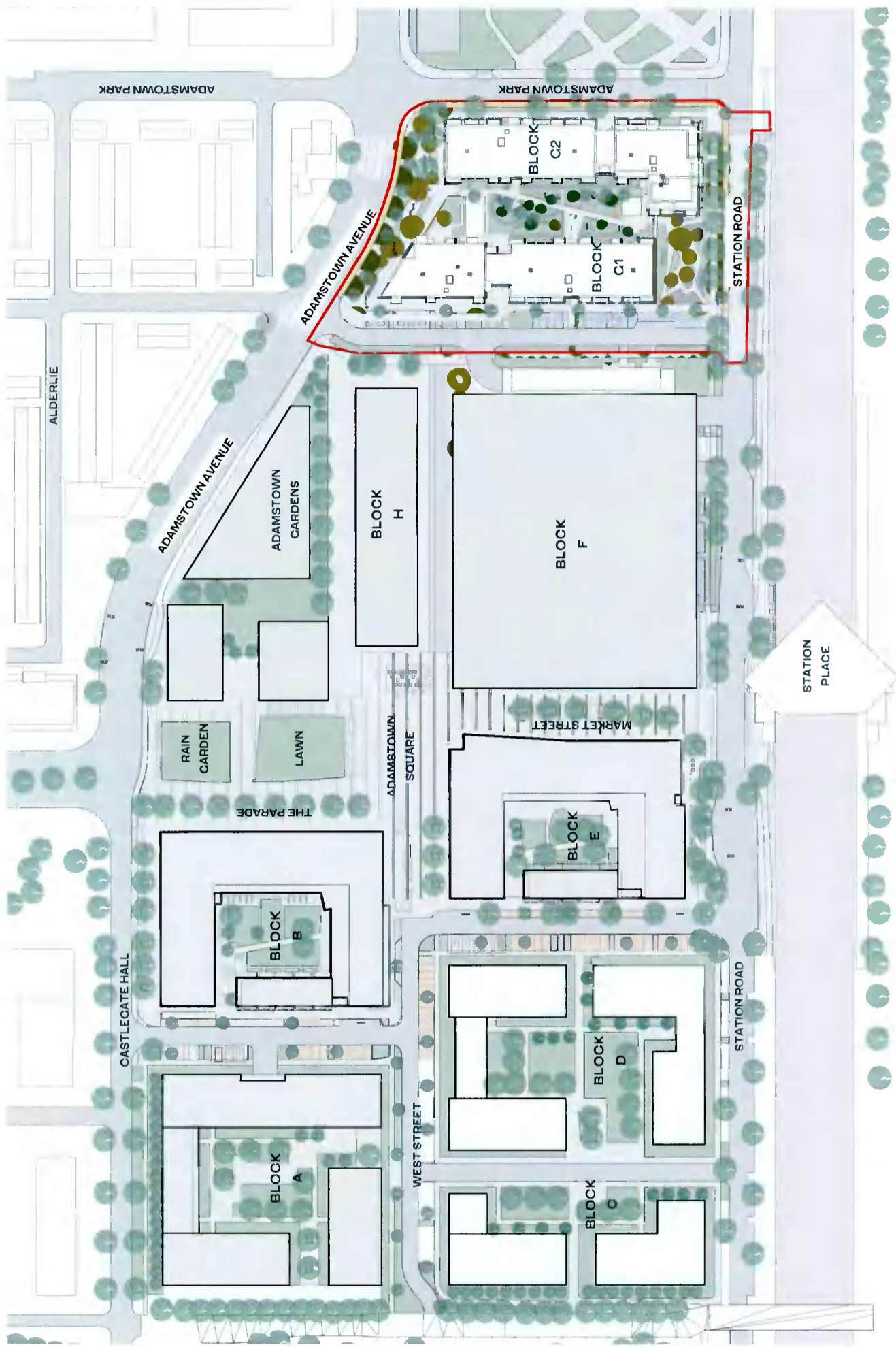
The Adamstown Planning Application Reg Ref SDZ20A/0008 represented the first phase of the Adamstown Station District Centre masterplan, which has been subject to discussions with South Dublin County Council since the beginning of 2019.

This Masterplan, developed by architects Allies and Morrison, built upon the vision set out in the Adamstown Strategic Development Zone Scheme, for an attractive, well-integrated, vibrant town centre at Adamstown Station, providing a mix of building uses, an inviting landscape and high-quality homes.

In October 2020, An Bord Pleanála approved an application by South Dublin County Council to vary the SDZ Planning Scheme 2014 to include an increase in the residential density of the District Centre to a maximum of 975 Residential Units. Prior to this, the SDZ had specified a minimum of 490 and a maximum of 585 residential units.

Henry J Lyons is now working with Quintain and the design team to realise and further develop the objectives of both the Phase 1 Masterplan and the SDZ Vision, taking into account the approval by An Bord Pleanála for added density on the site.

The subject of this document is Block C, which sits at the easternmost point of the Adamstown Station Tile. It is proposed to develop Block C prior to Blocks A, C, D and H.



Plan of Block C in Context of Station Tile

SITE STRATEGY

02

02 SITE STRATEGY

- 2.1 Proposed Amendments
- 2.2 Heights
- 2.3 Block G Site Layout
- 2.4 Open Space
- 2.5 Ground Floor Activation
- 2.6 Car Parking
- 2.7 Bicycle Parking
- 2.8 Waste

O2 SITE STRATEGY

PROPOSED AMENDMENTS

The proposed subject Planning Application will be for permission to remove the podium level and podium parking as permitted by Reg. Ref. SDZ21A/OO07, and to replace this with 9no. ground floor residential units while relocating the Block C parking spaces to the top floor of Block F. Additionally, the application seeks permission for adjustments to Block C2 including - the removal of the setback floor on the northern half of the block as well as adjusting the overall length of the block arising from structural grid flexibility brought about through omission of the podium parking grid. A total provision of 184 units is now proposed across the two previous blocks; C1 and C2, currently under consideration by SDCC.

These blocks share a landscaped, semi-private communal garden on ground level. Car parking is provided at a ratio of 0.5 spaces per unit. 184 residential bicycle spaces are provided, in line with the SDZ requirement, and a further 40 visitor bicycle spaces sit within the public spaces to the north and south of the site.

The removal of the podium parking from Block C is a direct result of the Block F Additional Floor application recently lodged in conjunction with Reg. Ref. SDZ20A/OO18.



O2 SITE STRATEGY

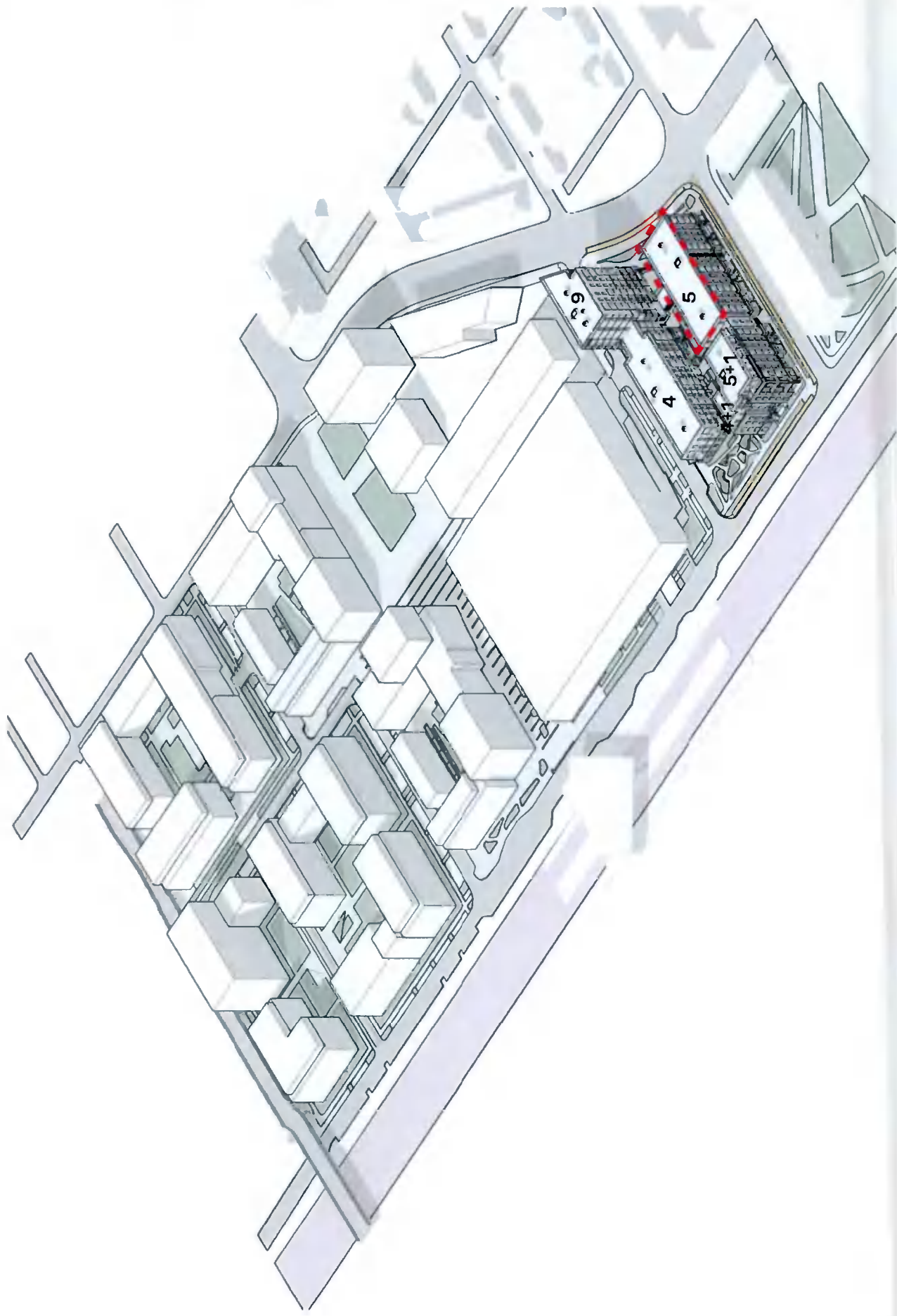
HEIGHTS

The proposed height strategy for Block C complies with the requirements of the SDZ.

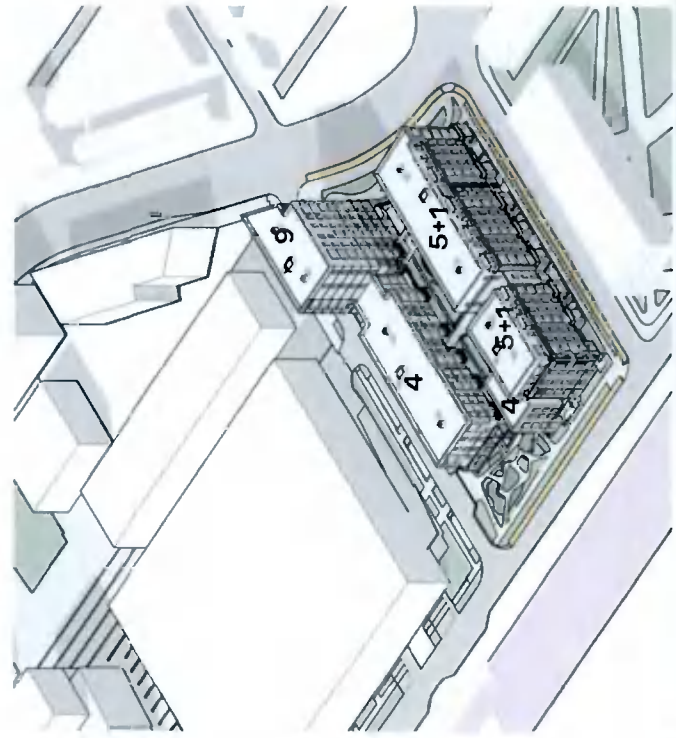
The approach taken to height and building massing also ensures that the open spaces relating to Block C achieve excellent levels of sunlight.

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 C. The setback previously located on the northern half of Block C2 is now removed. All other heights remain as initially proposed. Block G1 and G2 are now bookended by taller masses, providing a universal logic to Block C as a whole.

BLOCKS:



Current Proposal Height Diagram



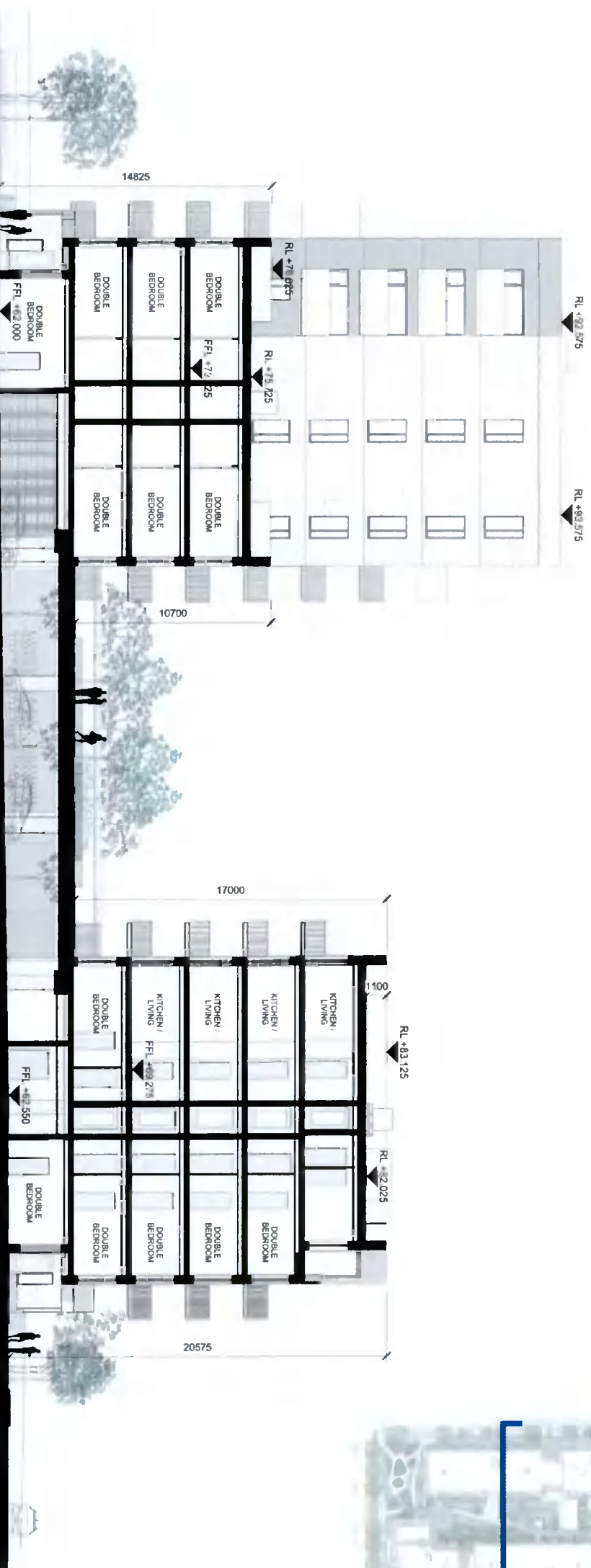
Previous Permitted Height Diagram

02 SITE STRATEGY

HEIGHTS



Previous Cross Section



Current Cross Section

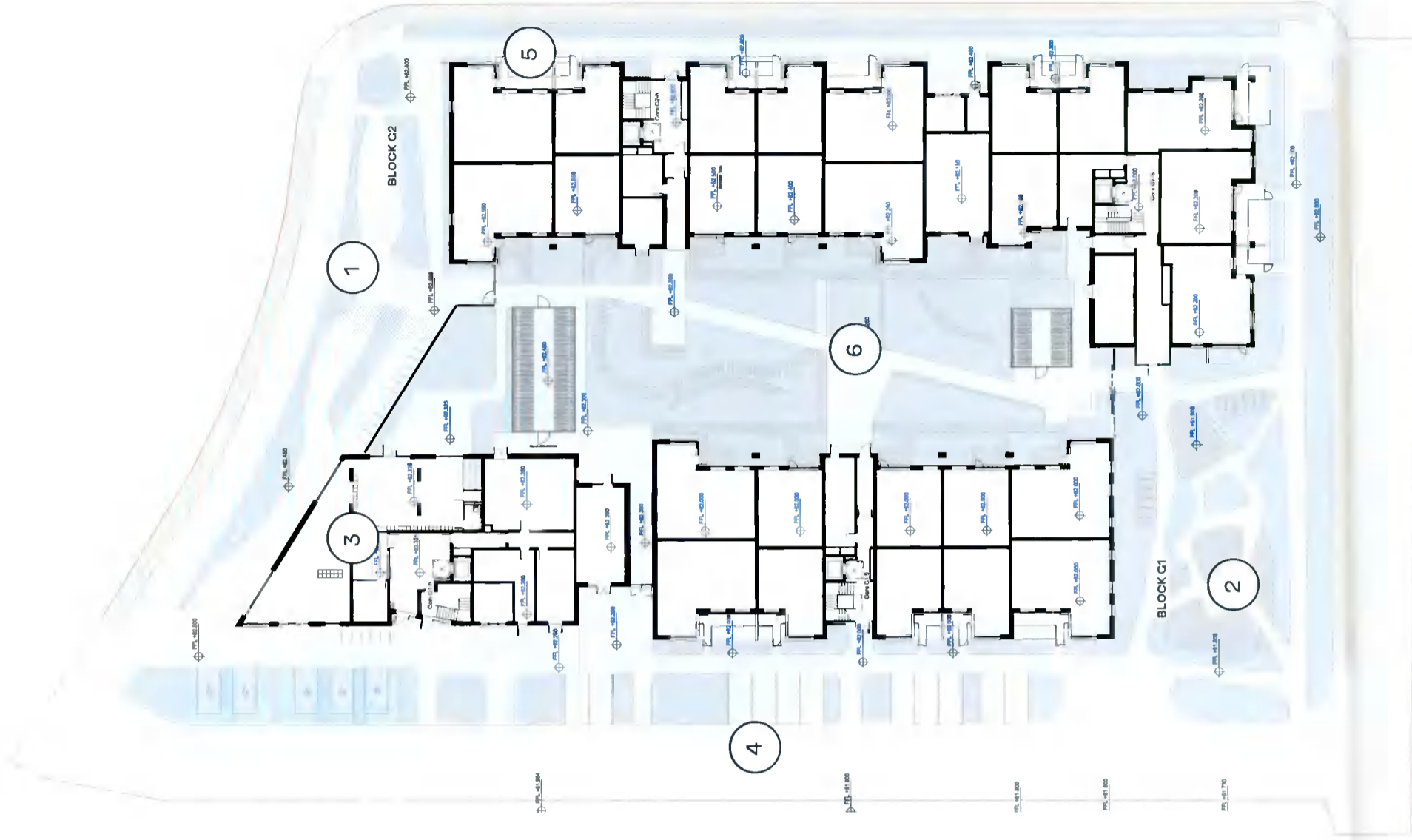


O2 SITE STRATEGY

BLOCK G SITE LAYOUT

The Site Layout has been established through SDZ21A/0007. As outlined on previous pages, the Block G site sits at a prominent location within the Adamstown Station Masterplan and has three highly-visible facades; to the north, east and south. The southern portion of Block C1, facing Block F, is less prominent than these facades, but requires particular consideration due to its relationship with the multi-storey car park. Each of these conditions and street relationships has been carefully considered.

1. A generous planted zone is created to the north of the site where it meets Adamstown Avenue. This offers a public pedestrian route with some separation from the busy road, as well as helping to buffer the northern part of the development from this traffic.
2. Similarly, a public park is created to the south west of the site as a positive civic gesture, and in order to provide a buffer between the service activity of Block F (the multistorey car park) and the residential elements of Block C. This park benefits from excellent daylight.
3. An amenity space for Block C residents is located at the northern end of the western block (C1). This location is optimal for amenity use due to its high visibility, its position under the 'landmark' element, and its relationship to the primary east-west axis on Adamstown Avenue.
4. The N-S road that runs between Blocks F and C has increased in width relative to the Masterplan scheme, to provide generous separation between the commercial and parking activity at Block F and the residential character of Block C.
5. Careful consideration has been given to the creation of privacy and positive threshold spaces for Ground Floor residences through projection, overhang and recess.
6. A communal garden replaces podium parking on ground level



O2 SITE STRATEGY

BLOCK G OPEN SPACE

1,366

sqm Semi-Private Communal Open Space

1,263

sqm (approx) Public Open Space

Communal/Semi-Private Open Space

	required* (sqm)	provided (sqm)
Block G:	1,115	1,366

A shared, semi-private open space is created at ground level to serve Block G residents. This is paired with a ground level semi-private space to the north, which relates to the residential amenity space. The communal garden is accessed from the residential cores and via pedestrian links provided at north, south and west locations. Through these two areas, the requirement for communal open space is exceeded by 20%.

In addition to this, a public open space is created at each end of the site, to the south-west and the north.

**Sustainable Urban Housing - Design Standards for New Apartments sets out requirements for communal/semi-private open space provision within new developments:*

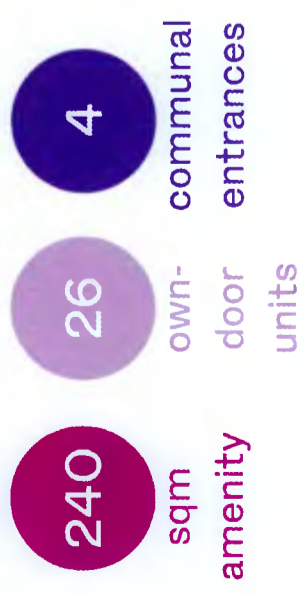
5sqm per 1 Bed; 7sqm per 2 Bed; 9sqm per 3 Bed



Open Space Diagram

O2 SITE STRATEGY

GROUND FLOOR ACTIVATION



- Active frontages are provided at Ground Floor Level wherever possible, to positively contribute to the street environment.

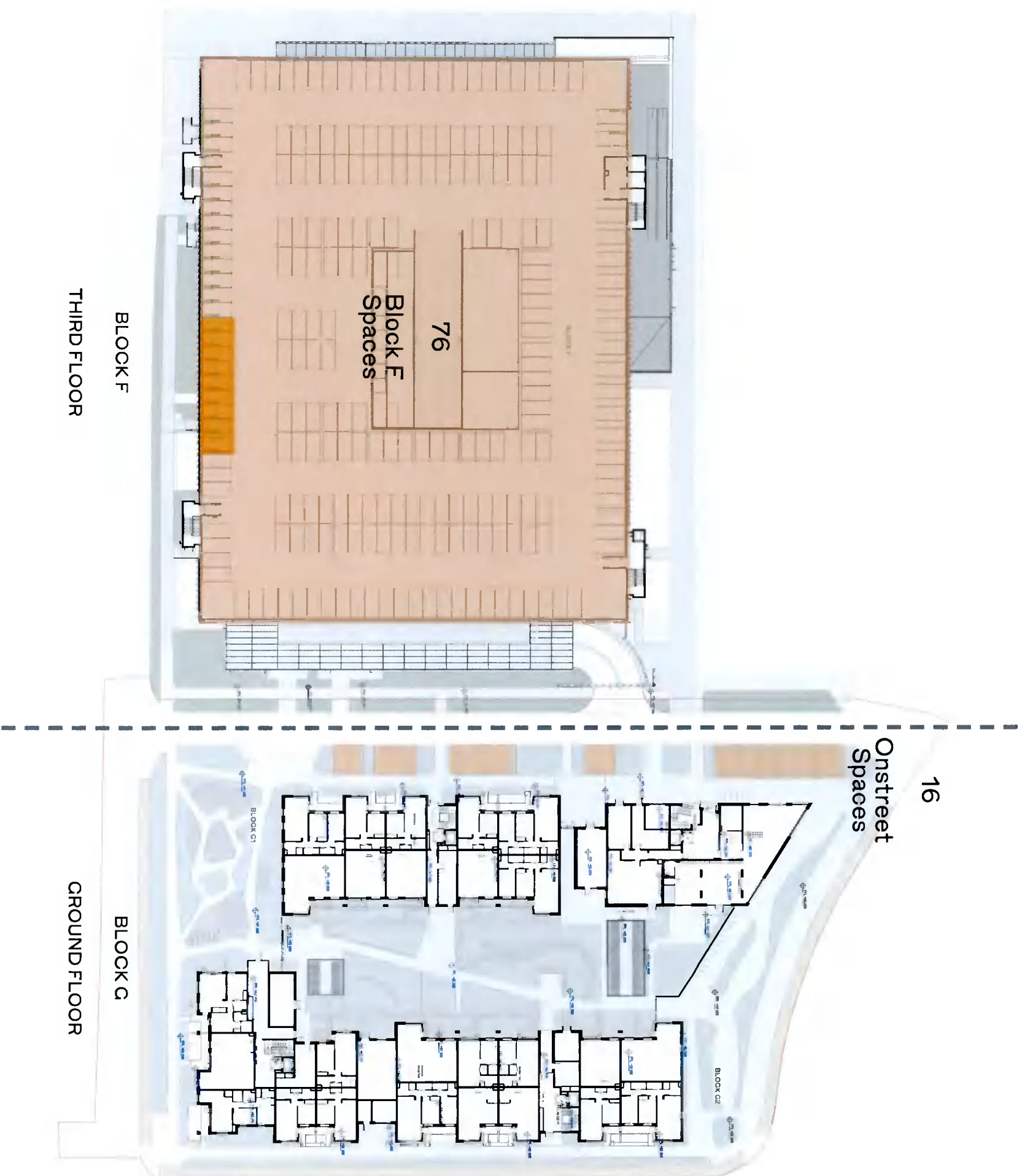


O2 SITE STRATEGY

CAR PARKING



- It's proposed to provide residential parking at a ratio of 0.5 spaces per unit, in line with transport policy objectives of encouraging a modal shift away from private car use and towards public transport.
- The development site benefits from proximity to Adamstown railway station.
- The current scheme provides 184 apartments, resulting in a requirement for 92 residential spaces, 5 of which will be accessible spaces. 9 spaces within the Block F allocation will be equipped for EV charging.
- 76 spaces will be provided within the Block F car park.
- The remaining spaces will be on-street, to the west of the residential blocks. The other spaces on the street between Blocks F and G will serve future phases of development (Block H).



O2 SITE STRATEGY

BICYCLE PARKING



184

resident
spaces

1

space per
apartment

40

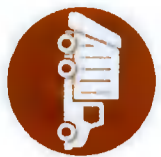
visitor
spaces

- It's proposed to provide cycle parking at a rate of 1 spaces per unit, in line with the targets set out in the Adamstown SDZ.
- A further 40 visitor spaces are provided in the form of Sheffield Stands in the open spaces to the north and to the south.



O2 SITE STRATEGY

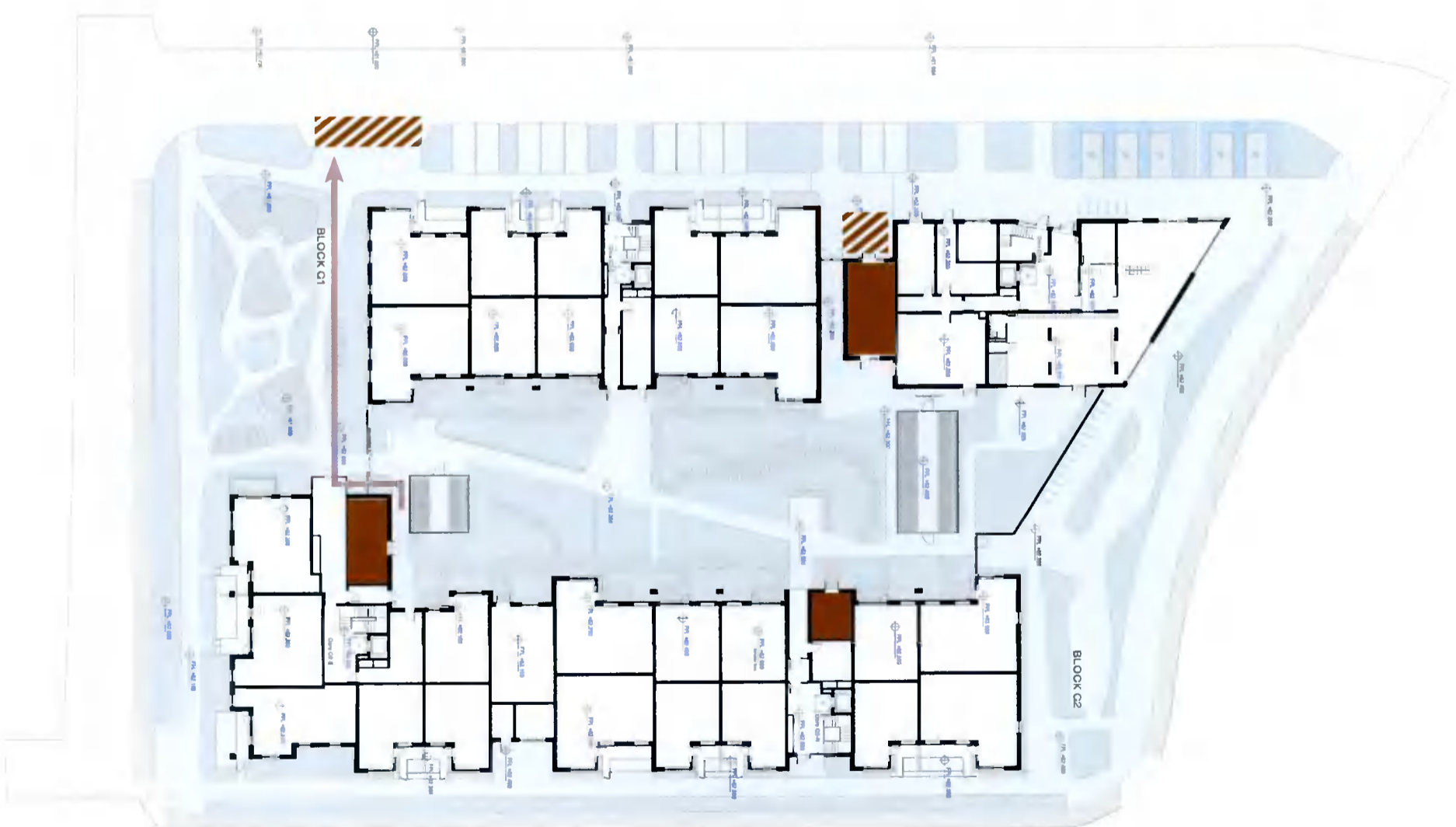
WASTE



Bin store

Bin staging area

- All residents will deposit their waste in one of two bin stores, allocated within ground level of Block C1 and C2.
- Prior to waste collection, the management company will remove bins from the store rooms and bring them out to the staging area at the west of the site. These staging areas has been chosen because it is remote from ground floor residences. In all cases a 2m clear footway will be maintained to allow pedestrians to pass.



**DRAWINGS / ACCOMMODATION
SCHEDULES**

03

04 DRAWINGS / ACCOMMODATION SCHEDULES

BLOCKS:

APARTMENT BREAKDOWN BY BLOCK

Block	Apts	Type	Count	Mix
C1	85	Studio	-	0%
		1B	38	45%
		2B (3P)	5	6%
		2B (4P)	40	47%
	3B	2	2%	
	Total		85	100%

Block	Apts	Type	Count	Mix
C1	89	Studio	-	0%
		1B	38	43%
		2B (3P)	6	7%
		2B (4P)	43	48%
	3B	2	2%	
	Total		89	100%

Block	Apts	Type	Count	Mix
C2	100	Studio	-	0%
		1B	47	47%
		2B (3P)	8	8%
		2B (4P)	45	45%
	3B	-	0%	
	Total		100	100%

Block	Apts	Type	Count	Mix
C2	95	Studio	-	0%
		1B	45	47%
		2B (3P)	5	5%
		2B (4P)	45	47%
	3B	-	0%	
	Total		95	100%

ALL BLOCKS				
Type	Count	Mix		
Studio	-	0%		
1B	85	46%		
2B (3P)	13	7%		
2B (4P)	85	46%		
3B	2	1%		
Total	185	100%		

ALL BLOCKS				
Type	Count	Mix		
Studio	-	0%		
1B	83	45%		
2B (3P)	11	6%		
2B (4P)	88	48%		
3B	2	1%		
Total	184	100%		

- 1 BED
- 2 BED
- 3 BED



Permitted Unit Breakdown

Current Unit Breakdown

CURRENT UNIT PLAN
SECOND FLOOR

O4 DRAWINGS / ACCOMMODATION SCHEDULES

GROUND FLOOR

- 1 BED
- 2 BED
- 3 BED



Proposed Ground Floor Plan



Permitted Ground Floor Plan

FIRST FLOOR



Permitted First Floor Plan

- 1 BED
- 2 BED
- 3 BED



Proposed First Floor Plan

O4 DRAWINGS / ACCOMMODATION SCHEDULES

SECOND FLOOR

- 1 BED
- 2 BED
- 3 BED



Permitted Second Floor Plan



Proposed Second Floor Plan

04 DRAWINGS / ACCOMMODATION SCHEDULES

THIRD FLOOR



Permitted Third Floor Plan

- 1 BED
- 2 BED
- 3 BED



Proposed Third Floor Plan

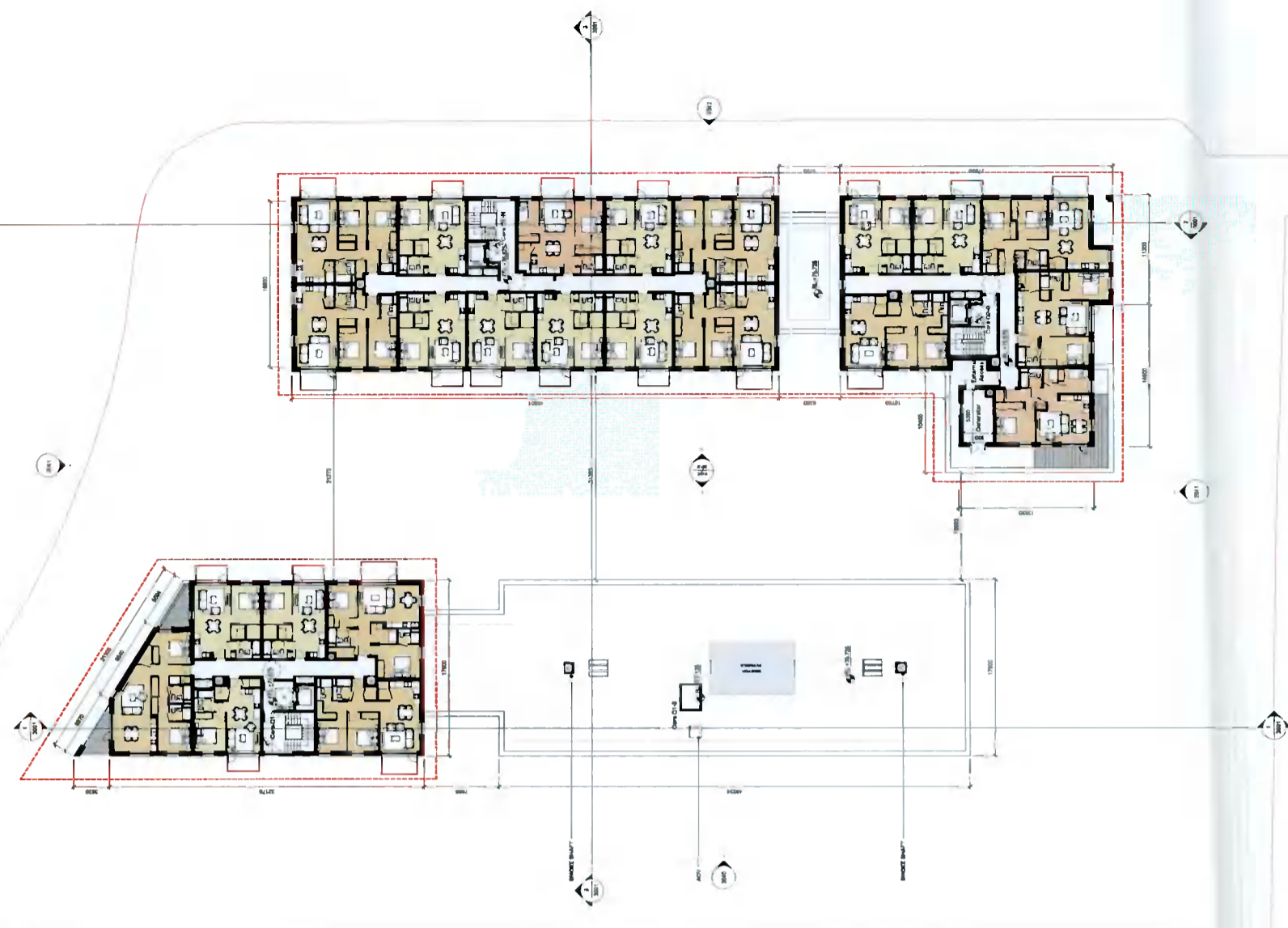
O4 DRAWINGS / ACCOMMODATION SCHEDULES

FOURTH FLOOR

- 1 BED
- 2 BED
- 3 BED



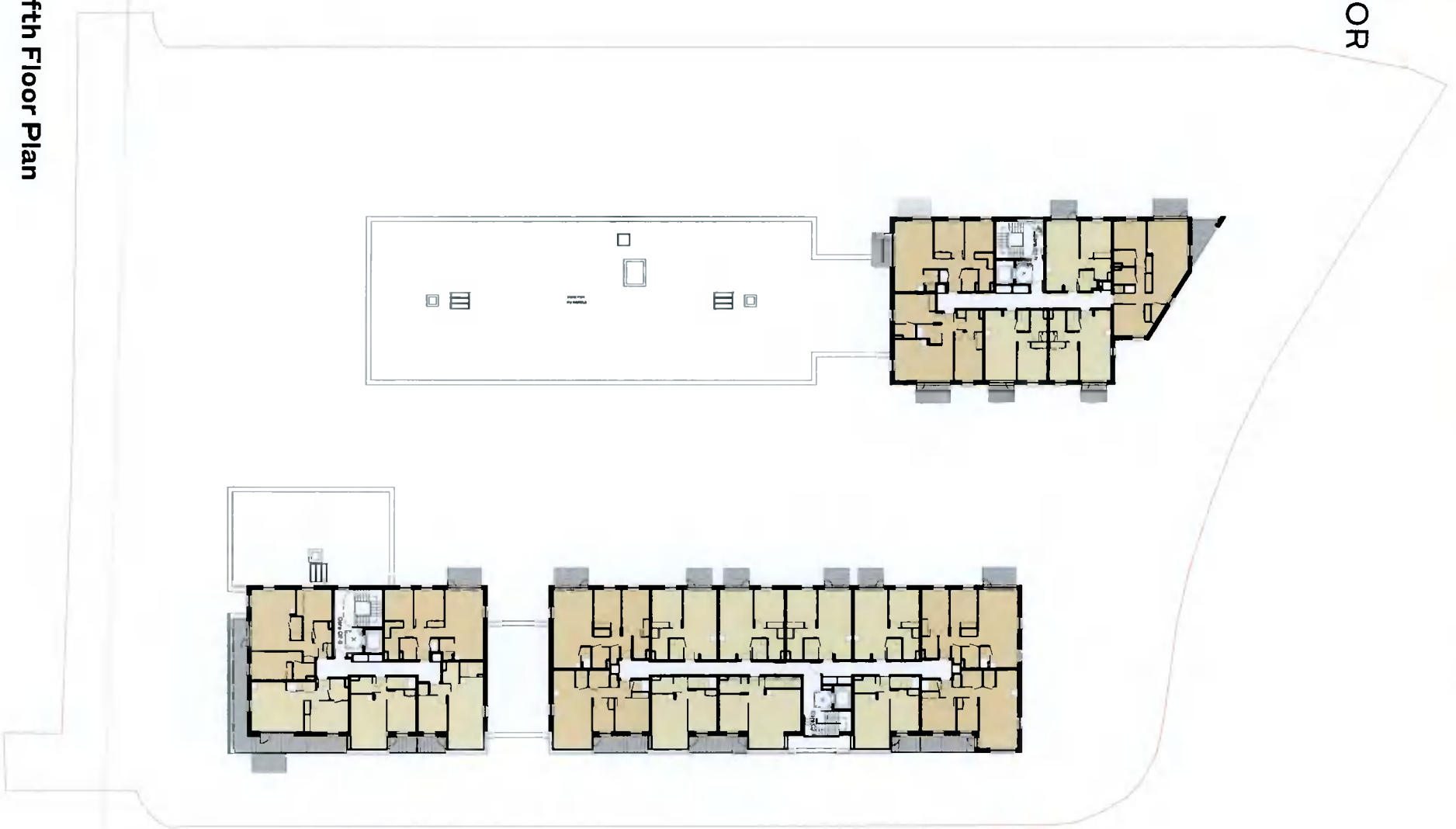
Permitted Fourth Floor Plan



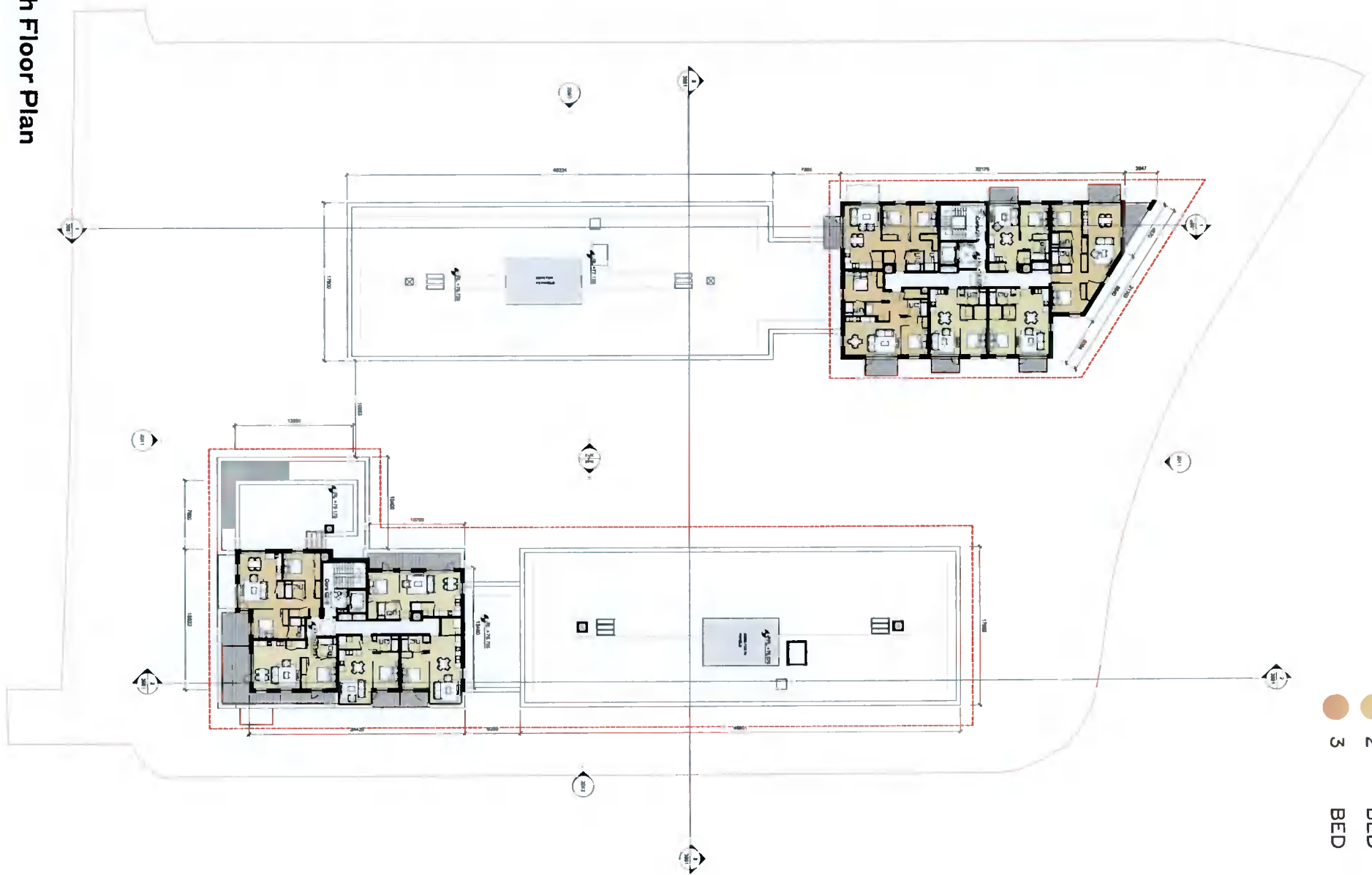
Current Fourth Floor Plan

04 DRAWINGS / ACCOMMODATION SCHEDULES

FIFTH FLOOR



Permitted Fifth Floor Plan



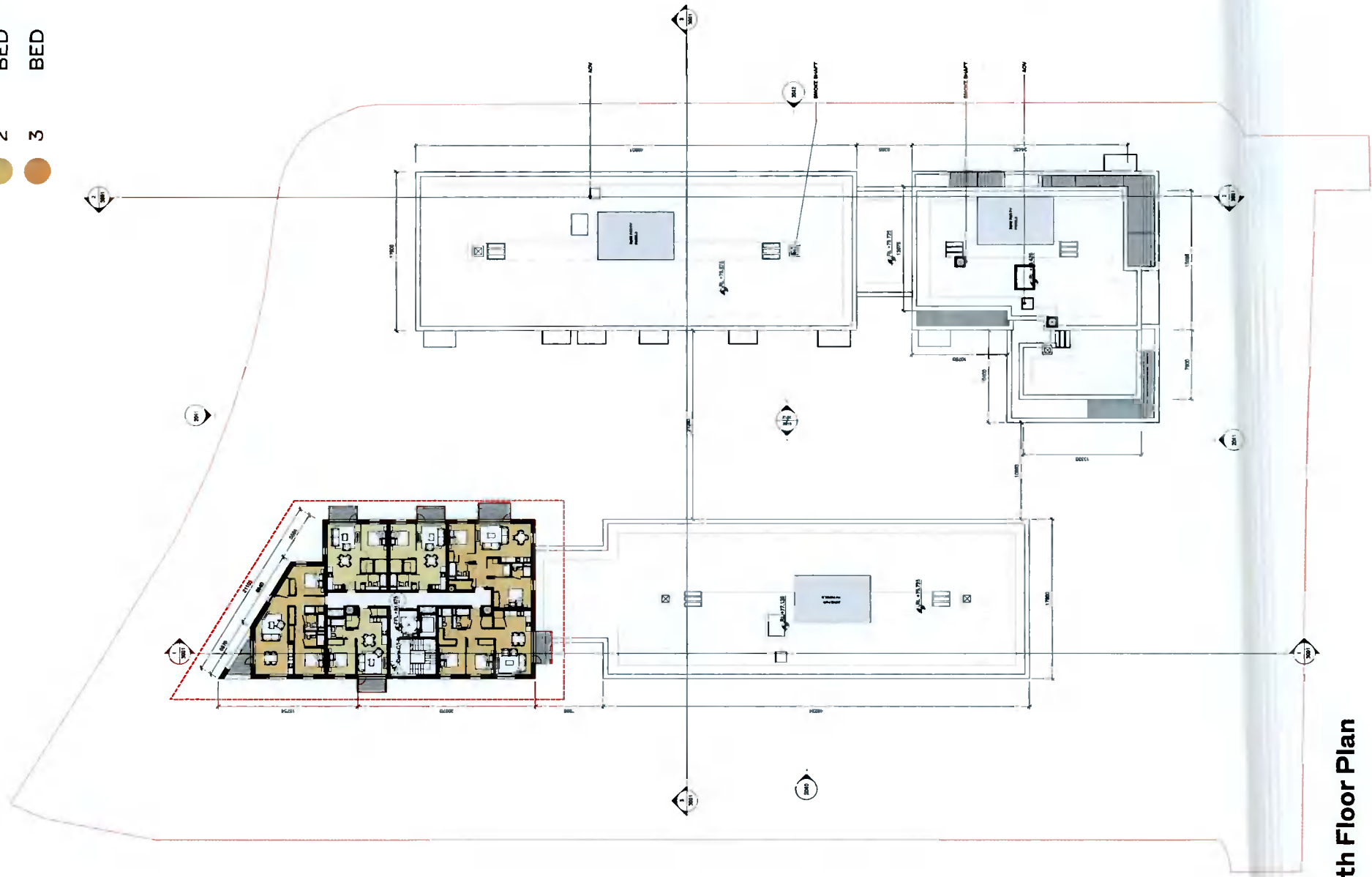
Current Fifth Floor Plan

- 1 BED
- 2 BED
- 3 BED

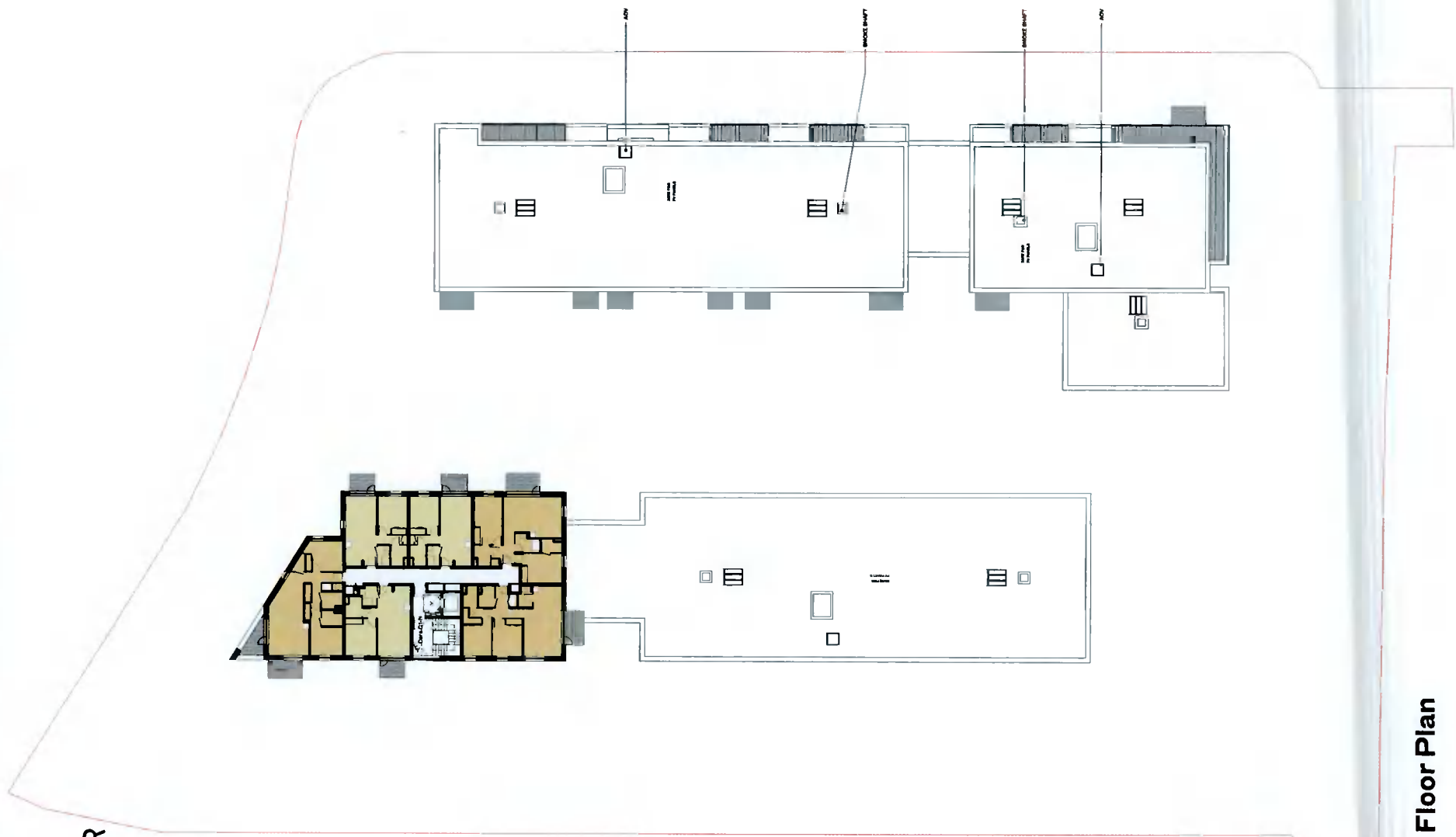
04 DRAWINGS / ACCOMMODATION SCHEDULES

- 1 BED
- 2 BED
- 3 BED

SIXTH FLOOR



Proposed Sixth Floor Plan



Permitted Sixth Floor Plan