

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

PR/1428/21

Reg. Reference: SDZ21A/0014

Application Date: 03-Jun-2021

Submission Type: Additional
Information

Registration Date: 06-Oct-2021

Correspondence Name and Address:

BMA Planning Taney Hall, Eglinton Terrace,
Dundrum, Dublin 14

Proposed Development:

Development of 227 dwellings (24,513.8sq.m gross floor area); 95 3-bed, 2 storey terraced houses and associated gardens; 28 4-bed, 3 storey terraced houses and associated gardens; 48 3-bed, 2 storey duplex apartments over 48 2-bed apartments (3 storey buildings with 2 storey duplex over single level ground floor unit) and associated communal and private open space; 4 3-bed, 2 storey duplex apartments over 4 3-bed, 2 storey duplex apartments (4 storey buildings with 2 storey duplex over 2 storey duplex) and associated communal and private open space; all associated site and development works including roads, central public open space (0.12ha), car parking (361 spaces), bicycle parking (168 spaces), bin storage areas, 2 ESB substations (22sq.m), associated pedestrian footpaths and cycle paths, hard and soft landscaping and boundary treatment. A section of the East - West Avenue Road (referred to as Airlie Park Road) along the northern boundary of the site is included in the current application and 2 access points are proposed to this road; development is accessed from roads already approved or under construction. The road to the south (referred to as Adamstown Way) was permitted under SDZ06A/0005 and bounds the site to the south and 1 access point is proposed to this road. 4 access points are proposed to the east and west (2 each). The Celbridge Link Road permitted under SDZ17A/0009 bounds the site to the west and the north-south road to the eastern boundary (referred to as Linear Park Road) was permitted under SDZ20A/0017. 17 spaces were permitted under SDZ17A/0009 providing a total of 378 spaces for this development.

Location:

Development Area 8, Adderig, Adamstown, Lucan,
Co. Dublin

Applicant Name:

Quintain Developments Ireland Ltd.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Application Type: Permission

(SW)

Description of Site and Surroundings:

Site Description:

The subject site is situated in the central western area of Adamstown SDZ, within Development Area 8- 'Aderrig' under the Adamstown SDZ Planning Scheme Area. The overall Aderrig lands are bounded by agricultural lands to the west which are not included as part of the SDZ Planning Scheme. The subject site forms Phase 2 and is bound to the north by a proposed school site (within Aderrig), to the south by vacant lands within Development Area 10- Adamstown Boulevard. Phase 1 is situated to the east and future undeveloped lands of Aderrig lies to the west. The site comprises disturbed land, which was formally in agricultural use and is now covered with a mix of scrub and bare ground.

Site Area:

Stated as 4.9ha

Proposal:

The proposed development comprises:

- 227 dwellings (24,513.8sq.m gross floor area);
 - 95 3-bed, 2 storey terraced houses and associated gardens;
 - 28 4-bed, 3 storey terraced houses and associated gardens;
 - 48 3-bed, 2 storey duplex apartments over 48 2-bed apartments (3 storey buildings with 2 storey duplex over single level ground floor unit) and associated communal and private open space;
 - 4 3-bed, 2 storey duplex apartments over 4 3- bed, 2 storey duplex apartments (4 storey buildings with 2 storey duplex over 2 storey duplex) and associated communal and private open space;
- all associated site and development works including
 - roads,
 - central public open space (0.12ha),
 - car parking (361 spaces),
 - bicycle parking (168 spaces),
 - bin storage areas,
 - 2 ESB substations (22sq.m),
 - associated pedestrian footpaths and cycle paths,
 - hard and soft landscaping and boundary treatment.
- A section of the East - West Avenue Road (referred to as Airlie Park Road) along the northern boundary of the site is included in the current application and 2 access points are proposed to this road; development is accessed from roads already approved or under construction.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

- The road to the south (referred to as Adamstown Way) was permitted under SDZ06A/0005 and bounds the site to the south and 1 access point is proposed to this road.
- 4 access points are proposed to the east and west (2 each).
- The Celbridge Link Road permitted under SDZ17A/0009 bounds the site to the west and the north-south road to the eastern boundary (referred to as Linear Park Road) was permitted under SDZ20A/0017.
- 17 spaces were permitted under SDZ17A/0009 providing a total of 378 spaces for this development.

The Planning Application is made in accordance with the Adamstown Planning Scheme 2014 within the Adamstown SDZ Planning Scheme Area as defined by Statutory Instrument No. 272 of 2001.

SEA Sensitivity:

No overlap identified with relevant environmental layers.

Zoning:

This site is situated within Adamstown SDZ and is subject to zoning objective '*SDZ*' '*To provide for Strategic Development in accordance with approved planning schemes*' under the South Dublin County Council Development Plan 2016-2022.

The subject site is located within **Development Area 8- 'Aderrig'** within the Adamstown SDZ Planning Scheme 2003 (as amended).

Consultations:

- *TII* – No objection, subject to conditions.
- *EMRA* – No report received at time of writing.
- *NTA* – No report received at time of writing.
- *Irish Water* – No objection, subject to conditions.
- *IAA* – No report received at time of writing.
- *Waste Management* – No report received at time of writing.
- *Water Services* – No objection, subject to conditions.
- *Roads* – Additional information requested.
- *Parks* – Additional information requested.
- *Heritage* – No report received at time of writing.
- *Part V* – No report received at time of writing.
- *Forward Planning* – No report received at time of writing.
- *EHO* – No report received at time of writing.
- *Water Pollution* – No report received at time of writing.

Submissions/Observations /Representations

None Received.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Recent Relevant Planning History

The site is located within the Adamstown Strategic Development Zone for which a Planning Scheme was prepared by South Dublin County Council and approved by An Bord Pleanála in September 2003; the Planning Scheme was then amended by South Dublin County Council and approved by An Bord Pleanála in December 2014, with further non-material amendments made in 2017 and more recently in October 2020. The planning history associated with Adamstown SDZ is extensive and it is not proposed to provide such an exhaustive list but rather capture the relevant and pertinent applications.

Subject site

No applications recorded.

Adjacent Sites

SDZ20A/0017: Aderrig Phase 1 – Planning Permission Granted

235 dwellings (up to a maximum of approximately 23,858.7sq.m GFA) in a mixture of terraced houses and apartments as follows: 159 houses shall consist of 109 2 storey, 3-bedroom houses; 7 3 storey, 3-bedroom houses and 43 3 storey, 4 bedroom houses; 76 apartment units shall be accommodated in 2 4 storey blocks; to consist of 38 1-bed apartments and 38 2-bed apartments; approximately 0.89ha of public open space in the form of a linear open space located to the west of the residential development proposed; communal open space associated with the apartment buildings of approximately 6.50sqm; provision of 322 car parking spaces, including visitor spaces, provided as a mix of on-curtilage and on-street spaces; 2 ESB substations; new north - south avenue located to the west of the proposed linear open space and also part of Airlie Park linking Adamstown Way with the road to the north linking with Shackleton Drive already permitted under Reg. Ref. SDZ18A/0015, including a junction with the proposed east-west avenue immediately south of Airlie Park; new east-west avenue located immediately south of Airlie Park linking Adamstown Boulevard and the north--south avenue also proposed; vehicular access to serve the development is provided from the existing Adamstown Way to the south and the new proposed east-west avenue linking with Adamstown Boulevard from the north; all ancillary and associated site development and landscape works, including works to and new crossings over an existing water feature.

SDZ20A/0008: Adamstown Station Phase 1.- Planning Permission Granted

Proposal: Construction of Phase One of the Adamstown District Centre; proposed development is a mixed use commercial and residential development of approximately 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 approximately 9,653sq.m (net sales floor space), as follows: 16 retail units comprising approximately 8,693sq.m including 1 supermarket (approximately 6,880sq.m in total) and 2 retail service units (approximately 290sq.m); 5 retail/restaurant/café units comprising a total of approximately 959sq.m; projecting signage and awnings on retail and retail/café/restaurant units. The residential element consists of a total of 278 residential units comprising 16 studio units, 66 one bedroom units, 151 two bedroom units and 45 three bedroom units in a mix of apartments and duplexes; ancillary residents amenity rooms and facilities also provided and all residential units are provided with private open space in the form of balconies or gardens. The proposed block

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

description as follows: Block B (c.14,506sq.m gross floor area) 4-7 storeys with setbacks at 4th and 5th floors arranged around an internal courtyard accommodating 6 retail units and 3 retail/restaurant/café units at ground floor level; residents amenity area at first floor and 135 residential units including 15 two bedroom own door duplexes and 120 apartments (1 studio, 46 one bedroom, 50 two bedroom and 23 three bedroom units); private front gardens are provided at ground floor level on the west and south elevations and balconies are provided on all outward facing elevations of the building and on courtyard elevations; car parking is provided at ground floor within the interior of the courtyard along with bicycle parking and ancillary management, waste, plant and service areas; a residents communal open space is provided at first floor level on a podium above the car parking area; Block E (approximately 15,235sq.m gross floor area) 4-9 storeys with setback at 5th floor arranged around an internal courtyard accommodating 9 retail units and 2 retail/restaurant/café units at ground floor level and 143 residential units including 10 two bedroom own door duplexes and 133 apartments (15 studios, 20 one bedroom, 76 two bedroom and 22 three bedroom units); private front gardens are provided at ground floor level on the west elevation and balconies are provided on all outward facing elevations of the building and on courtyard elevations; car parking is provided at ground floor level within the interior of the courtyard along with bicycle parking and ancillary management, waste, plant and services areas; a residents communal open space is provided at first floor level on a podium above the car parking area; Block F (c.30,647sq.m gross floor area including car parking levels) 4 storeys, a supermarket is provided at ground floor level including sales area, retail back of house and service areas as well as internal vehicular goods and delivery area accessed from Station Road and existing onto the proposed back street which runs perpendicular to Station Road and Adamstown Avenue; a multi-storey car park accessed from Station Road by ramp at ground floor level is at first, second and third floor levels; the multi-storey car park includes 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 will not be made available for car parking under this planning application as it is designed to cater for a subsequent phase of development, subject to a future planning application. The development provides a total of approximately 16,000sq.m of public realm including the creation of a new public square, internal streets and landscaping works; alterations to Station Road to include landscaping; reconfiguration of existing on street parking; insertion of raised table at station entrance; taxi set-down spaces and creation of 2 bus bays to the north and south of Station Road; creation of vehicular and pedestrian accesses to the site from Adamstown Avenue, Station Road and Adamstown Park; removal of 2 public/visitor car parking spaces along Adamstown Avenue proximate to Stratton Way to accommodate provision of a bus bay, together with provision of a bus bay on south side of Adamstown Avenue opposite; photovoltaic panels on the roofs of Block B and E; lift overruns and plant at roof levels; 534 car parking spaces to be provided through a mixture of on-street parking; podium parking under Blocks B and E in the proposed multi-storey car park in the upper levels of Block F; the first and second floor levels of the multi-storey car park accommodate 448 car parking spaces in this phase; a total of 702 cycle parking spaces (271 stands/542 spaces within Blocks B and E and 80 stands/160 spaces in the public space) are provided throughout the development to cater for both residential and commercial uses; the 50 bike stands at Adamstown Station are to be maintained. The proposal also includes temporary landscaping and construction of temporary site hoarding and fencing in or around areas for future phases of development immediately adjacent to the development; all ancillary site development and landscape works

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

SDZ20A/0005- Tobermaclugg Park- Planning Permission Granted

Provision of a new public park, called 'Tobermaclugg Park' of approximately 3.4 Ha comprising of site development and landscape works. The proposed park will incorporate pedestrian pathways, maintenance access and routes, seating zones, areas for play and planting and all ancillary boundary treatments and entrances (to Tubber Lane Road, to Hallwell Residential Development, to the Airlie Heights public open space, to the Shackleton Residential Development and to Shackleton Drive), planting, necessary regrading works and realignment of portion of existing Tobermaclugg Stream; a total of six visitor car parking spaces are also proposed, located to the eastern boundary of the site along Shackleton Park

SDZ19A/0006- Tobermaclugg Village Centre (Amendment)- Planning Permission Granted

Proposal: Alterations to the supermarket scheme approved under Reg. Ref. SDZ18A/0015 comprising: Ground floor - internal reconfigurations to the coffee shop (125.4sq.m), lobby area and reconfiguration of undercroft parking area to provide a covered ramped loading bay area (281.77sq.m) resulting in the reduction of 8 car parking spaces in the undercroft (bringing the total number of permitted undercroft car parking spaces from 92 to 84); First floor - provision of 2 retail units (Unit No. 1 - 212sq.m. & Unit No. 2 - 141.7sq.m.) along with internal reconfigurations to ancillary accommodation, staff welfare facilities, plant and the relocation of the retail stair core & lift resulting in an increase in the total gross floor area of the building from 3,530sq.m. to 3,577sq.m.; External changes to the finishes on: north elevation (changes to large opes), east elevation (louvers to be removed and opes re-sized), south elevation (opes removed & entrance to new ramped loading bay), west elevation (provision of a covered ramped loading bay area (281.77sq.m) with access from the southern elevation of the building, opes removed & louvre panels added to plant area); Permission is also sought for revised signage areas and all associated site development works on a site (approximately 0.3891ha) relating to lands within Adamstown SDZ Planning Scheme (2014) known as Tobermaclugg Village (Development Area 4) approved under Reg. Ref. SDZ18A/0015, which is bounded to the north by approved east-west distributor road (Shackleton Drive) approved under Reg. Ref. SDZ17A/0006 and modified by Reg. Ref. SDZ18A/0002, to the south and west by undeveloped lands and to the east by development under construction approved under Reg. Ref. SDZ18A/0002 (known as Shackleton). **Decision:** Grant Permission

SDZ18A/0015 Tobermaclugg Village Centre- Planning Permission Granted

Proposal: Proposed development (total GFA of 3,753.7sq.m) will consist of a supermarket with ancillary off-licence sales area comprising 3,619.7sq.m GFA (of which 1,693sq.m net retail sales area) with ground floor entrance and circulation area providing access to first floor supermarket and ancillary areas and 1 ground floor retail unit/coffee shop (134sq.m GFA). The development is served by a covered under-croft parking area (98 parking spaces) at ground floor level beneath the supermarket. The building presents as a three storey equivalent building with maximum height of 14.4m fronting the north-south street (east elevation); a new north-south street is proposed (approximately 250m) from the approved east-west distributor road that bounds the site to the north (Shackleton Drive) and will make provision for vehicular traffic, car parking and pedestrian footpath; access to the proposed development is provided via a cul de sac, west of the north-south main street; permission is also sought for 121 parking spaces (including 98 undercroft parking

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

spaces beneath the supermarket and 23 spaces on-street), cycle parking, loading bay, bin storage area, plant area, substation, hard and soft landscaping, boundary treatment and all associated site and development works on lands within the Adamstown SDZ Planning Scheme (2014) known as Tobermaclugg Village (Development Area 4) which is bounded to the north by approved east-west distributor road (Shackleton Drive) approved under ref. SDZ17A/0006 and modified by ref. SDZ18A/0002 to the south and west by undeveloped lands and to the east by development under construction approved under ref. SDZ18A/0002 (known as Shackleton). **Decision:** Grant Permission

SDZ18A/0014 Airlie Park- Planning Permission Granted

Proposal: Provision of new public park, called Airlie Park of approximately 10.95Ha, comprising of a full size all-weather playing pitch (c.135 x 90m), together with 6 18m high columns, each with 4 flood light fittings and 3m high double wire ball-stop sports fencing surrounding the proposed all-weather playing pitch, together with 16m high ball-catch fencing behind the two goal areas; a full size cricket ground (approximately 140 x 158m); 2 cricket practice areas, including 3.6m high netting enclosing the cricket practice areas; 2 basketball courts, together with 6 10m high columns with between 2 and 4 flood light fittings on each column and 3m high double wire ball-stop sports fencing surrounding the proposed basketball courts; a half basketball court; 2 tennis courts, together with 6 10m high columns with between 2 and 4 flood light fittings on each column and 3m high double wire ball-stop sports fencing surrounding the proposed tennis courts; 1 storey building with changing facilities, equipment storage and a coffee dock (approximately 322sq.m.); 2 natural play / neighbourhood play areas (NEAPs); 2 natural play / local play areas (LEAPs); an exercising area; teenager's social area; car park with 56 car parking spaces served by two new vehicular entry / egress points off Adamstown Boulevard (permitted under ref. SDZ18A/0009; 70 bicycle parking spaces; redistribution and re-profiling of approximately 179,000 cubic metres of soil spoil from drainage, services and foundations from within the Adamstown Strategic Development Zone; demolition of existing single storey house called Airlie Lodge (approximately 110sq.m.) and a detached single storey house at the former Airlie Farm (approximately 125sq.m.) and collection of ancillary farm buildings at the former Airlie Farm (3,210sq.m.); all ancillary site development and landscaping works, including public lighting, seating, pathways, planting, surface water drainage and boundaries and location for park maintenance facility including a 2m high feature park entrance detail to the eastern site boundary inside planned car park; part of the subject site is within the curtilage of Airlie House (Protected Structure) at Airlie Lodge and former Airlie Farm, both at Tandy's Lane, Lucan

SDZ18A/0009 (Adamstown Boulevard Road)

Proposal: or strategic road infrastructure comprising: (i) approximately 480m of a new road, known as Central Boulevard, generally consisting of; 6m wide carriageway divided by a 3m wide landscaped median, plus on either side of the carriageway a bus lane (3.25m), a landscaped verge (2m), off-road cycle lanes (1.5m) and footpath (2.6m), including public lighting, trees, and a pedestrian crossing from a new junction with Adamstown Way (to the south) proposed in this application and to the north which connects to a permitted Section of the Central Boulevard (SDCC Reg. Ref. SDZ18A/0002), including a new signalised junction with the realigned Tandy's Lane (to the east) proposed in this application, together with a new signal controlled junction serving the Aderrig Development Area (to the west). The proposed road passes across part of the lands at Airlie House (A Protected Structure - RPS Ref. 109); no works proposed to Airlie House itself. (ii)

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Completion works to an existing 180m section of Central Boulevard roadway, currently constructed to base course under Reg. Ref. SDZ06A/11 to now provide: off road cycle lane (1.5m), together with the planted verge (2.0m), tree planting, public lighting and footpath (2.0m), from the signalised junction with Adamstown Avenue and the signalised junction with Adamstown Way. (iii) The relocation and realignment of Tandy's Lane roadway providing a new 6m carriageway, 280m in length, between a road junction (to the east) permitted under Reg. Ref. SDZ17A/0007, known as Loop Road #1, and to the west by a new junction at a section of the Central Boulevard, proposed in this application. (iv) Completion works to 180m Section of Adamstown Way roadway, currently constructed to base course under Ref. Ref: SDZ06A/05 to now provide: off road cycle lane (1.5m), together with the planted verge, tree planting, public lighting and footpath (2.0m) and 11 no. car parking spaces from the junction with Loop Road #1, permitted under SDCC Reg. Ref. SDZ17A/0007 (to the east) and the junction with the Central Boulevard roadway (to the west) proposed in this application. All ancillary and associated site development and landscape works including public lighting, junction layouts, signals, signs and road markings and minor adjustments to existing drainage and services to serve the roads and future surrounding development areas.

Decision: Grant Permission

SDZ17A/0007 (Loop Road)

Proposal: The development will comprise of the completion of approx. 1,475 metres of roadway - including completion of Loop Road #1, currently constructed to base course under planning reg. ref: SDZ06A/5 - within the boundaries of the Adamstown Strategic Development Zone, as defined by S.I. 272 of 2001, to include: approx. 1,010m of the road known as Loop Road #1, with a c. 6m wide carriageway, to include on-road cycle lanes, together with the planted verge, tree planting, public lighting and footpath on the eastern side of Loop Road #1, and a buffer strip and kerbs on the western side of Loop Road #1, where the layout has been permitted under SDCC Reg. Ref. SDZ17A/0002 (the provision of landscaping, footpaths and parking on the western side of Loop Road #1, will be or has been the subject of other planning applications); the completion of approx. 225m of Adamstown Drive in the vicinity of its junction with Loop Road #1, together with the planted verge, tree planting, public lighting, off-road cycle track and footpath on the southern side of Adamstown Drive (the provision of landscaping, cycle track, footpaths and parking on the northern side of Adamstown Drive will be the subject of other planning applications); new junction layouts (to include signal, sign and road markings layouts) at the junctions of Loop Road #1 with Adamstown Drive (to the north) and Adamstown Way (to the south), and the provision of off-road cycle tracks at those junctions, connecting to on-road cycle lanes along Loop Road #1; the re-alignment of approx. 240m Tandy's Lane at the existing junction of Tandy's Lane and the alignment of Loop Road #1, with the creation of a new staggered junction at the location, in line with the future alignment of this section of Tandy's Lane under the Adamstown Planning Scheme; a new junction layout at the junction of Adamstown Park and Station Road, and a 3m temporary concrete footpath to the north of Station Road between that junction and the proposed site of the Adamstown All-Weather Pitch (SDCC Reg. Ref.: SDZ17A/0004), and a 3m temporary footpath to the east of Adamstown Park between that junction and the temporary footpath north of that junction; and ancillary site development, to include temporary 2.4m high security fencing, public lighting, junction layouts and signals, and footpaths, trees and planting, and minor adjustments of existing drainage and services to serve the road and future surrounding development. **Decision:** Grant Permission

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

SDZ17A/0009 (Cellbridge Link Road)

Proposal: Development of a section of the Celbridge Link Road (forming part of Loop Road 3) comprising the following: (i) 1220m of 7m carriageway with parallel parking bays, planting/grass verges, buffer/lighting strips, off-road cycle tracks and footpaths, linking a section of the proposed Celbridge Link Road (subject to a Part 8 application) to the proposed Adamstown Drive and Adamstown Way; (ii) new signalised junction at the intersections with Adamstown Drive and Adamstown Way and 13 uncontrolled junctions for future access to the Adamstown SDZ development areas; (iii) new public lighting for the length of the road alignment and (iv) all ancillary and associated site development and infrastructural works including surface and foul water drainage, a total of 178 car parking spaces, temporary security fencing, public lighting, junction layouts and signals, footpaths, cycle paths, trees and planting and minor adjustments of existing drainage and services to serve road and future surrounding development all at a site located within the western section of Adamstown SDZ, on lands generally located along the proposed alignment of the Celbridge Link Road and Loop Road 3 within the Tubber Lane, Arderrig and Adamstown Boulevard development areas of the Adamstown SDZ Planning Scheme 2014. The development has a total site area of 3.06ha and is located entirely within the boundary of the Adamstown SDX as defined by S.I. 272 of 2001. **Decision:** Grant Permission

SDZ16A/0001 (Community Centre)- Planning Permission Granted

Proposal: Community centre with sports hall, (gross floor area of approximately 1,381sq.m) in a part single/part two-storey over ground building. The building will contain 4 multi-purpose community meeting rooms with associated kitchenette, toilets and storage areas; a single storey double height sports hall of approximately 33x18 metres, with associated storage areas; a fitness suite of approximately 121sq.m with associated storage areas; 2 changing areas; 2 entrance lobbies and a reception, together with other ancillary accommodation; ancillary site development and landscape works. 8 new cycle parking stands (parking for 16 bicycles) also proposed to serve the development. Access to the building will be provided from the south (Station Road) and from the north. The proposed development includes the relocation of 24 cycle parking stands (parking for 168 bicycles) within Adamstown Community College; all on site of approximately 0.267 ha. bounded by Adamstown Park to the west, Station Road to the south and Adamstown Community College to the north and east. **Decision:** Grant Permission

Relevant Enforcement History

None traced to subject site.

Pre-Planning Consultation

PPSDZ12/20 The proposed development will comprise 257 dwellings providing a density of 58 dwellings per hectare.

PPSDZ02/21 The proposed residential development is referred to as 'Aderrig Phase 2' and involves the construction of 231 dwellings comprising 119 houses (2 and 3 storeys) and 112 duplex type units (3 and 4 storeys) on a site of 4.9 hectares. The development comprises 93 x 3 bed houses, 26 x

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

4 bed houses, 56 x 2 bed duplex units and 56 x 3 bed duplex units. 378 parking spaces are proposed. A central green area (0.1 ha) is also proposed.

Relevant National Policy

The relevant policy documents are detailed below. Those identified as being of key significance include: 'Project Ireland 2040 National Planning Framework' (NPF) and 'Regional, Spatial & Economic Strategy 2019 – 2031' (RSES).

Project Ireland 2040 National Planning Framework, Government of Ireland, 2018.

The vision for Project Ireland 2040 – The National Planning Framework is for balanced growth across the five cities and three regions and the guidance of public and private investment into appropriate locations to properly plan for current and future population growth. The NPF sets out a number of clear and measurable targets in terms of population projections, employment generation, housing delivery, environmental impacts and transport provision. These key considerations are underpinned by objectives identified as 'National Strategic Outcomes' in which the development of Adamstown SDZ will play a major role in achieving. Adamstown SDZ is identified in the NPF as a key future growth enabler for Dublin with transformative potential and the following is stated as a priority:- "progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as **Adamstown**, Cherrywood, Clonburris and Clongriffin.

In order to meet the projected population and economic growth as set out in the NPF, the annual housing output is required to increase to 30-35,000 homes per year (nationally) in the years to 2027, with 50% of all new homes to be delivered in Ireland's five main cities. In terms of population projection, the NPF considers that the Dublin region needs to be planning for at least 235,000 more people in the City and suburbs by 2040 and it is considered that the continued development of the Adamstown SDZ will assist in achieving these national targets. The full delivery of Adamstown SDZ beyond 2027 will provide for approximately 8,905 new homes (2,473 of these delivered to end 2019) including associated community and commercial uses, which would facilitate a new population of approximately 25,000 people in the Dublin region. In this regard, National Strategic Outcome 1 of the NPF refers to and, stresses the importance, of 'Compact Growth'. The NPF states:

'From an urban development perspective, we will need to deliver a greater proportion of residential development within existing built-up areas of our cities, towns and villages and ensuring that, when it comes to choosing a home, there are viable attractive alternatives available to people'

The principle of Compact Growth NSO1 is underpinned by the SDZ Planning Scheme at a macro and micro level. At a macro level, the sustainable development of the area in accordance with the adopted SDZ Planning Scheme presents a transformative opportunity to meet the needs of the wider City and region by accommodating the region's population growth, centred on compact growth with proximity to employment, community facilities and high-quality public transport. The delivery of the SDZ reinforces the principles of the National Planning Framework by delivering smart and compact growth within the built-up envelope of the existing Greater Dublin Area. At a micro level, the Planning Scheme provides a clear framework for Development Areas, which seeks to guide appropriate residential densities into suitable locations, ensuring a critical mass is achieved in order to promote viability and sustainability. The Plan requires higher density development in the

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Adamstown Urban Centre and Station tile, and development transitions outwards from the urban centre to medium and lower density residential developments with local nodes, schools and high-quality open spaces, thereby reinforcing compact growth policy principles.

Regional, Spatial & Economic Strategy 2019 - 2031, Eastern & Midlands Regional Assembly, 2019.

Adamstown SDZ is identified in the Metropolitan Area Strategic Plan (MASP) of the RSES as a key target area for urban expansion and continued development of the SDZ, and 'a strategic residential and employment corridor along a key public transport corridor that contains development opportunities'. The Plan is centred around delivering a new community that is characterised by a design-led approach to integrating compact growth and development with climate resilient sustainable transport options such as rail and bus.

The SDZ is identified in the MASP (Table 5.1 Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing) as a strategic development area with the phased development of Adamstown SDZ.

The timely development of the Adamstown SDZ is wholly compatible with the Growth Strategy for the region, as set out in the RSES/MASP and the development and provision of critical infrastructure required to facilitate the phased development of the Plan lands will support the continued development of a long-term and viable community at Adamstown.

The Adamstown SDZ Planning Scheme is a single clear strategy that accords with the RSES/MASP and contains specific density ranges, a housing strategy and guidance on the types of dwellings needed in each area to support critical mass to drive growth and diversity in population and supporting commercial/retail and amenity development and infrastructure, to support a growing and sustainable new town development at Adamstown.

Additional National Policy Documents of Relevance

Urban Development and Building Heights - Guidelines for Planning Authorities Department of Housing Planning and Local Government (2018)

Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government (2008).

Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020), Department of Housing, Planning and Local Government.

Urban Design Manual: A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2008).

Quality Housing for Sustainable Communities-Best Practice Guidelines, Department of the Environment, Heritage and Local Government, (2007).

Greater Dublin Area Transport Strategy 2016 -2035, National Transport Authority

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Design Manual for Urban Roads and Streets (DMURS) Department of the Environment, Community and Local Government and Department of Transport, Tourism and Sport (2019)

Smarter Travel – A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020, Department of Transport, (2009).

National Cycle Manual – National Transport Authority (June 2011).

Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, (2009).

Waste Management Plan for the Dublin Region 2005-2010, Dublin City Council, Dun Laoghaire-Rathdown County Council, Fingal County Council and South Dublin County Council, (2005).

The Planning System and Flood Risk Management - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government & OPW, (2009).

Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, Building Research Establishment, (1991).

Planning & Development of Large-Scale Rail focused Areas in Dublin- National Transport Authority (May 2013).

Relevant Policy in South Dublin County Council Development Plan 2016 - 2022

Metropolitan Consolidation Towns – Lucan including Adamstown

Strong active urban places within the Metropolitan Area with strong transport links. These towns should be developed at a relatively large scale as part of the consolidation of the Metropolitan Area and to ensure that they support key public transport corridors connecting them to the City, to each other and to Large Growth Towns in the Hinterland. Long term growth could see them expanding to a population of up to 100,000 people in a planned and phased manner.

The Guidance Note on Core Strategies, DECLG (2009) suggest that “*any excess (of lands or housing capacity) will not normally include lands identified for strategic long-term development as part of Strategic Development Zones or major regeneration sites within key areas*”. There are Strategic Development Zones (SDZ) in South Dublin County at Adamstown and Clonburris. The full capacity of the Adamstown SDZ is included, as this area is deemed to be capable of delivery in its entirety by 2022.

Lands at Adamstown were designated as a Strategic Development Zone (SDZ) by Government Order in 2001, for the purpose of delivering residential development and associated infrastructure and facilities. Adamstown represents a major expansion of the footprint of Lucan to the west along the Dublin - Cork rail corridor and development in Adamstown is subject to an approved SDZ Planning Scheme (2014). In order to facilitate sustainable new development, the Council shall actively promote the delivery of sufficient public transport and road capacity, in tandem with future development of the SDZs.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

CS2 Objective 1:

To promote and facilitate urban expansion on designated Strategic Development Zone sites at Adamstown and Clonburris, in tandem with the delivery of high capacity public transport services and subject to an approved Planning Scheme.

Strategic growth nodes at Adamstown and Clonburris (SDZs) offer significant potential for housing and commercial activity and are priority development areas. The SDZs are serviced by strategic water, drainage and transport infrastructure. The delivery of sufficient public transport and road capacity shall be actively supported in tandem with future development of the SDZs so as to facilitate sustainable new development in these areas. Internal physical and social infrastructure is required to be delivered in tandem with housing. The future development of these areas is/will be subject to approved Planning Schemes and is dependent on a sustainable delivery model.

The Government designated 223.5 hectares of land at Adamstown as a Strategic Development Zone in 2001. The Adamstown SDZ Planning Scheme (amended) 2014 sets out a planning framework to support the delivery of up to 8,908 dwelling units and supporting infrastructure and facilities.

CS Policy 7 Strategic Development Zones

It is the policy of the Council to continue to implement the approved Planning Schemes for Adamstown SDZ and to secure the implementation of an approved Planning Scheme for the Clonburris SDZ.

H7 Objective 1:

To ensure that residential development contributes to the creation of sustainable communities in accordance with the requirements of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) (or any superseding document) including the urban design criteria as illustrated under the companion Urban Design Manual – A Best Practice Guide, DEHLG (2009).

H7 Objective 2:

To ensure that residential development provides an integrated and balanced approach to movement, place-making, and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2013).

H11 Objective 1:

To promote a high quality of design and layout in new residential development and to ensure a high quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development in accordance with the standards set out in Chapter 11 Implementation.

H14 Objective 1:

To ensure that all residential units and residential buildings are designed in accordance with the relevant quantitative standards, qualitative standards and recommendations contained in Sustainable Urban Housing: Design Standards for New Apartments (2018), the Guidelines for Planning

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Authorities on Sustainable Residential Development in Urban Areas (2009), the companion Urban Design Manual and have regard to the standards and targets contained in Quality Housing for Sustainable Communities (2007), particularly the standards and recommendations that relate to internal amenity/layout, overall unit size, internal room sizes, room dimensions, aspect, sound insulation, communal facilities, storage, sustainability and energy efficiency.

G2 Objective 3:

Restrict development that would fragment or prejudice the green infrastructure network.

G2 Objective 6:

To protect and enhance the county's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries, and increase hedgerow coverage using local native species.

Adamstown SDZ Planning Scheme 2014

2.5 (ii) Surface Water Drainage

2.5.4 Adamstown is subdivided into three surface water drainage sub-catchment as follows: -

Tobermaclugg

2.5.5 Most of the SDZ (65%) is drained to a large surface water outfall and attenuation pond at Tobermaclugg Stream. The Tobermaclugg Stream is joined by the Backstown Stream on leaving the SDZ and continues along Tubber Lane and under the N4 via a culvert before discharging to the River Liffey in the vicinity of Lucan Village.

2.5.6 In order to cater for up to a 100 year storm, the stream capacity of Tobermaclugg was supplemented by the construction of a 2400mm diameter surface water pipeline and attenuation pond. Dry weather and normal flows will continue to discharge into Tobermaclugg Stream.

2.6 Proposals for the Provision of Amenities, Facilities and Services for the Community

2.6 (ii) Green Infrastructure

2.6.6 The green infrastructure strategy for Adamstown is to achieve a rich and varied biodiversity through the protection and enhancement of key landscape and ecological assets.

2.6.7 The public open space network shall provide the basis for a green infrastructure network. Key landscape and ecological features within this network shall be retained and enhanced, as far as is practical. Public open spaces shall be linked by a network of 'green' routes that retain and enhance existing landscape and ecological features such as trees, hedgerows and watercourses and incorporate new elements such as street planting and sustainable urban drainage systems.

2.6.7 The public open space network shall provide the basis for a green infrastructure network. Key landscape and ecological features within this network shall be retained and enhanced, as far as is practical. Public open spaces shall be linked by a network of 'green' routes that retain and enhance existing landscape and ecological features such as trees, hedgerows and watercourses and incorporate new elements such as street planting and sustainable urban drainage systems.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

2.6.8 *The proposed public open space and walking/cycling network has been designed to preserve existing historic features including protected structures and good quality landscape features such as mature trees and hedgerows.*

2.6 (iii) *Historic Buildings and Landscape Features*

2.6 (iv) *Education/Schools*

2.6.12 *There are three sites identified for the provision of five schools in Adamstown - two 1.2 hectare primary school sites and one large 4 hectare combined school site, capable of accommodating both a secondary school and a primary school/schools.*

2.6.13 *Each of the primary school sites can accommodate a school with up to 32 classrooms. The sites are each situated adjoining one of the two proposed local centres as well as a major park and are therefore at the focus of local walking and cycling networks.*

Review of Adamstown SDZ Planning Scheme 2014

SDCC carried out a review of the Adamstown SDZ Planning Scheme 2014 following publication of national and regional planning policy guidance (including the National Planning Framework, the Regional Spatial and Economic Strategy, the Building Heights Guidelines, and the Apartment Guidelines). This review led to a Proposed Amendment to the Planning Scheme, which SDCC considered to be non-material and satisfied criteria outlined in legislation against which proposed amendments to SDZ Planning Schemes are assessed:

- (i) *'would not constitute a change in the overall objectives of the Planning Scheme concerned'.*
- (ii) *'would not relate to already developed land in the planning scheme'.*
- (iii) *'would not significantly increase or decrease the overall floor area or density of proposed development'.*
- (iv) *'would not adversely affect or diminish the amenity of the area that is the subject of the proposed amendment'.*

(Reference: Section 170A (3)(b) of the Planning and Development Act, 2000 (as amended))

An Bord Pleanála issued a Decision dated 21-October-2020, approving the proposed amendment to the Planning Scheme and considered the amendment to be non-material.

The non-material Amendment, as determined by An Bord Pleanála contains the following changes to the SDZ Planning Scheme:

- An increase in unit numbers, density, and residential floor area within the Adamstown Station Development Area. The proposed upper level of the density range is 150dph giving a new range of 75-150dph.
- **An increase in unit numbers, density and residential floor area and a location-specific increase in building height within the Aderrig Development Area.**

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

- Relocation of a proposed enterprise centre from the Tobermaclugg Village/Tandy's Lane Village local centre to the Adamstown Station district centre.
- Other minor amendments including updated references to and summaries of national and regional policy and guidance and updating of other references within the planning scheme document including text, tables, and maps.

The amendment to the Adamstown SDZ Planning Scheme applies forthwith and will be incorporated by South Dublin County Council into the Planning Scheme in due course.

Assessment

As set out previously in this report, the Adamstown Strategic Development Zone (SDZ) Planning Scheme is the principal Planning document for the Adamstown area. The Planning Scheme is the approved framework for the guidance of development in Adamstown, against which all planning applications must be assessed. The 2003 Planning Scheme was amended by South Dublin County Council and approved by An Bord Pleanála in December 2014, with further non-material amendments made in 2017 and more recently in October 2020.

The main issues for assessment relate to: Zoning and Council policy; consistency with the SDZ Planning Scheme: phasing, density, amenity, design and layout; roads, access and parking provision; services and drainage; landscaping and public realm; heritage and biodiversity; archaeological heritage; waste management; environmental health; Irish Aviation; energy; public lighting; Part V social housing provision; Appropriate Assessment Screening; and Environment Impact Assessment.

Zoning and Council Policy

The site is situated in an area which is zoned 'SDZ' *'To provide for Strategic Development in accordance with the approved Adamstown Planning Scheme'* under the South Dublin County Council Development Plan 2016-2022.

The principle of the construction of residential units on this portion of the SDZ lands is consistent with the Adamstown SDZ Planning Scheme.

Adamstown SDZ Planning Scheme

The subject site comprising 4.9ha gross (approximately 4.24ha net) is located within Development Area 8: Aderrig. The overall Aderrig Development Area extends to 21.7ha and is one of the larger development areas within Adamstown. This scheme represents phase 2 and, taken together, phase 1 and 2 measure 10.6ha. Aderrig bounds two designated parks; Airlie Park to the north, which is under construction and Central Boulevard Park to the east. The Celbridge Link Road, currently under construction is located along the western boundary of the application site.

This application comprises Phase 2 (of 4) of development and provides for 227 residential units comprising 123 houses of two and three-storeys, 52 duplex apartments and 52 apartment units accommodated in two 3 and 4-storey blocks. Central open space, ancillary works, sections of road and access points are also included in this application.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Traveller accommodation will be provided in Phase 3.

Adamstown Planning Scheme- Key Parameters

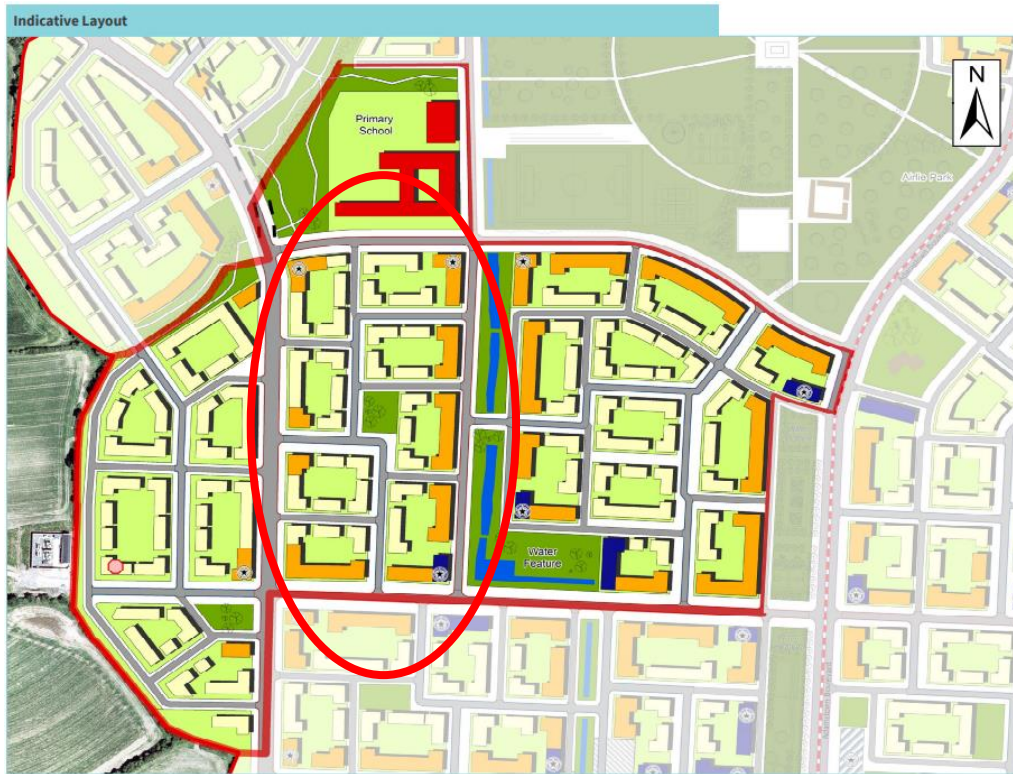
The Adamstown SDZ Planning Scheme (page 71-73) details key parameters governing development in the Development Area No. 8 Aderrig and outlines the following requirements:

Aderrig

Area character type	Medium development density
Gross area	21.7 hectares
Net development area	17.8 hectares
Min-max total residential development	97,125-121,275 sq.m.
Min-max dwellings per Ha.	52 - 65
Min-max total dwelling units	925-1155
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy to include 1 x traveller accommodation facility

Min non-residential development	
Max non-residential development	4% of total development up to 4,750 sq. m.
Max retail development	10% of total non-residential up to 475 sq. m.
Min-max courtyard building height	2 - 3 storeys with up to 4 storeys at corner/feature buildings
Min-max perimeter building height	3 - 5 storeys
Max landmark building height	21 metres (up to 7 storeys approx.)
Min local public open space	0.78 hectares

Record of Executive Business and Chief Executive's Order



Urban Design Characteristics

- > The western boulevard shifts at Aderrig road, closing vistas and generating the local park
- > Landmark buildings edge the Local Park and water feature. These afford opportunities for crèche and flexible use
- > The school buildings are located on a route generated by the stream.
- > On this route the water takes the form of urban canal, park watercourse and stream
- > Permeable pedestrian and cyclist network

As referred to previously in this report, earlier this year SDCC carried out a review of the Adamstown SDZ Planning Scheme 2014 following publication of national and regional planning policy guidance. This review has led to a non-material amendment to the SDZ Planning Scheme, as notified by an Bord Pleanála in its Decision dated 21st October 2020 to provide inter alia an increase in the upper levels of the ranges for density, unit numbers and residential floor area and heights within the Aderrig Development Area. The amendment is applied forthwith.

Table 1 below provides a summary as to whether the proposed development in this application is in compliance with the **revised key parameters** of the SDZ Planning Scheme.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Development Area 8: Aderrig				
Criteria	SDZ criteria relevant to Aderrig	SDZ criteria relevant to Aderrig As amended October 2020	Proposed Development	Comments on whether proposal is in compliance with the Planning Scheme
Min-max total development	97,125-121,275sqm	97,125 - 130,830 sqm	<i>Proposed Development (phase 2) – 24,346sq.m, i.e. 38%-51% of max and min.</i> Phase 1 - 23,858.7m2 GFA	Current application in accordance with criteria.
Min-max dwellings per hectare	52-65	52 - 70	<i>Proposed Development (phase 2) – 53.5dph</i> Phase 1 - 42 dph (within +/- 20% variation)	Current application in accordance with criteria. Noted that density for Phase 1 was low and it was stated that it would be revised upwards as part of future phases in accordance with amended parameters. Current density within parameters. Subsequent application should ensure compliance with overall density requirement. Applicant states that overall proposed density for the Aderrig area will be 52.4dph
Min-max total dwelling units	925-1155	925 - 1,246	<i>Proposed Development (phase 2) – 227 units</i> Phase 1 - 235 units	Current application in accordance with criteria. 37%-50% of dwellings provided in phases 1 and 2.
Min affordable /	To be negotiated in	No change	<i>Proposed Development (phase</i>	In accordance with Planning Scheme

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

social dwellings	accordance with relevant legislation and SDCC Housing Policy 1x Traveller Accommodation Facility		2) – 23 units Phase 1 - 25 units are proposed for Part V. Traveller accommodation to be provided within future Phase 3 (of 4) of development.	criteria
Max non-residential development	4% of total development up to 4,750sqm	No change	<i>Proposed Development (phase 2) – none proposed</i> Phase 1 - None proposed. No minimum requirement	In accordance with criteria
Max retail development	10% of total non-residential up to 475sqm	No change	<i>Proposed Development (phase 2) – none proposed</i> Phase 1 - None proposed. No minimum requirement	In accordance with criteria
Min-max courtyard building height	2-3 storeys with up to 4 storeys at the corner/feature buildings	3 to 5 storeys (i.e. 1 storey increase) (<u>adjoining Central Boulevard Park only</u>)	<i>Proposed Development (phase 2) – 2-3 storey buildings proposed</i>	In accordance with criteria
Min-max perimeter building height	3- 5 storeys	3 + 1 setback – 5 + 1 setback (i.e. 1 storey increase) (<u>adjoining Central</u>	<i>Proposed Development (phase 2) – Majority are 3-4 storey buildings at perimeter locations. It is noted that there are 2 storey</i>	In accordance with criteria

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

		<u>Boulevard Park only)</u>	<i>perimeter proposed in 2 locations. It is not considered this renders the proposal inconsistent with the scheme.</i>	
Max landmark building height	21 metres (up to 7 storeys approx.)	No change	<i>Proposed Development (phase 2) – nw, ne and se corner. 4 storey at ne and se. 3 storey at nw.</i>	In accordance with criteria
Min local public open space	0.78 hectares	No change	<i>Proposed Development (phase 2) – 0.12ha</i> <i>Phase 1 - 0.89ha</i>	In accordance with criteria Total of 1.01ha provided to date.

Urban Design Manual – A Best Practice Guide 2009

Urban Design Criteria	Assessment
<i>1. Context: How does the development respond to its surroundings?</i>	Road and pedestrian linkages proposed to link in with existing infrastructure. Taller buildings fronting park with landmark features at key locations.
<i>2. Connections: How well is the new neighbourhood / site connected?</i>	Proposed internal route network would link with the surrounding road network. Provision of pedestrian links & permeable routes. Network of roads, paths and cycle routes ensure full permeability throughout the scheme.
<i>3. Inclusivity: How easily can people use and access the development?</i>	High quality road, rail, cycle and bus network provided across over SDZ area.
<i>4. Variety: How does the development promote a good mix of activities?</i>	Residential development comprising a mix of houses, and duplex. Variety of uses within overall SDZ area.
<i>5. Efficiency: How does the development make appropriate use of resources, including land?</i>	Residential development with public realm space and car and bicycle parking. Density at required level

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Urban Design Criteria	Assessment
6. <i>Distinctiveness: How do the proposals create a sense of place?</i>	Good quality urban design: roads and junctions designed having regard to the <i>Design Manual for Urban Roads & Streets DMURS and the Adamstown Street Design Guide</i> .
7. <i>Layout: How does the proposal create people-friendly streets and spaces?</i>	Homezones and side streets with traffic calming measures proposed.
8. <i>Public realm: How safe, secure, and enjoyable are the public areas?</i>	Passive surveillance of public open space areas and side streets.
9. <i>Adaptability: How will the buildings cope with change?</i>	Internal layouts can be easily adapted in the future.
10. <i>Privacy / amenity: How do the buildings provide a decent standard of amenity?</i>	Obscure glazing, adequate separation distances, internal layouts and private amenity space meet the relevant standards.
11. <i>Parking: How will the parking be secure and attractive?</i>	On-street surface and on-curtilage car parking provided
12. <i>Detailed design: How well thought through is the building and landscape design?</i>	Significant discussion at preplanning stage. Design presented at planning stage well developed and thought out.

A Design Statement prepared by BKD Architects has been submitted with the Planning Application which addresses the development strategy with regard to compliance with the SDZ Planning Scheme built form and provides illustrations and proposed CGI views of the development. The layout, design and built form are assessed in full below.

Phasing

The Phasing and Implementation Plan that forms part of the Adamstown SDZ Planning Scheme 2014 sets out specific items of infrastructure that need to be delivered in tandem with residential development. Details have been submitted in the applicant's planning application report in relation to the phasing arrangements/delivery of units as agreed with the other landowners of the SDZ lands. The planning application report submitted states:

'It is likely that Phase 2 of Aderrig will require the Phase 5 infrastructure or later to be complete before these units can be occupied, considering the number of dwellings that are permitted and proposed within other development areas of the Adamstown Scheme area'.

The applicant outlines the progress of infrastructure throughout Adamstown associated with Phases 4 (2,601-3,400 dwellings) to Phase 6 (4,201-5,000 dwellings) and provides a status update on each item of infrastructure. In order to ensure that development occurs at a pace whereby it is supported by the necessary infrastructure in accordance with the requirements of the Adamstown SDZ Planning Scheme, the applicant should be requested to provide, by way of condition prior to

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

commencement of development a detailed phasing schedule for the lands in their ownership, in the context of the overall SDZ development. In particular having regard to the revised development parameters under the approved non-material amendment to the SDZ Planning Scheme.

Supporting letters from the remaining landowners within the SDZ lands should also be provided where necessary, regarding the agreed delivery of units across the plan lands. This matter can be addressed by **condition** in the event of a grant of permission.

Density

The subject site is located in a **medium-density character area** as identified in the Planning Scheme. As referred to previously in this report, earlier this year SDCC carried out a review of the Adamstown SDZ Planning Scheme 2014 following publication of national and regional planning policy guidance. This review led to a non-material amendment to the SDZ Planning Scheme, as notified by an Bord Pleanála in its Decision dated 21st October 2020 to provide *inter alia* an **increase in the upper levels of the ranges for density, unit numbers and residential floor area and heights within the Aderrig Development Area**. The amendment is applied forthwith.

In this regard the revised required density within Aderrig Development Area is **52 – 70** dwelling per hectare (formerly 52-65dph). The proposed development would be the second housing development, the first being below the required density for the Development Area.

235 dwellings were permitted under Phase 1 and 227 are proposed in this application. The net density of the development proposed is 53.5 dwellings per hectare (dph). Section 2.3.17 of the Planning Scheme states that any individual development site may fall above or below the specified min-max density ranges for the development area by 20%, once the applicant **demonstrates that the required density for the overall development area can be met through future development proposals**. The current application is within the required density range. However, Phase 1 had a density of 42 units per hectare. Taken together, the overall density of phases 1 and 2 is 46 dph, which is within -20% of 52dph.

The planning statement sets out that 216 units will be provided in phase 3 and 311 units in phase 4, giving an overall density of 53.5dph, in accordance with the scheme. This is noted and acceptable to the Planning Authority. Further consideration in later phases of Aderrig will be required.

House Types, Mix and Floor Areas

Section 2.3.49 of the Planning Scheme states that individual dwelling units should be capable of adaptation to meet the changing needs of the residents during the course of their lifetime.

The proposed development of houses and apartments has been designed to provide a variety of options for prospective residents.

The proposed development contains **227 dwelling units** (up to a maximum of approximately 24,346m² GFA) in a mixture of **houses and duplex** as follows:

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Summary of Accommodation:

Unit Type	Apartment	Duplex	House
1 bedroom	-	-	-
2 bedroom	48	-	-
3 bedroom	-	56	95
4 bedroom	-	-	28
TOTAL	48	56	123

Summary of Dwelling Mix:

Number of Dwellings:	1 Bed	2 Bed	3 Bed	4 Bed
In Units	0	48	151	28
By Percentage	0	24.7	66.6	12.3

Section 2.3.47 of the Planning Scheme as amended, specifies the required residential unit size in Adamstown in accordance with the updated Design Standards for New Apartments. There are a range of house types provided within the proposed development. The proposed development has been designed to provide a variety of options for prospective residents.

All of the proposed apartments in Blocks 01 and 02 would meet or exceed the minimum size requirements as set out in the Guidelines. In addition, all duplex / apartments on upper levels are provided with individual balconies and those at ground floor level are provided with patio/terraces, all of which would meet the private amenity space standards.

Dual Aspect

Under SPPR4 of the Apartment Guidelines (2020), the minimum number of dual aspect apartments that may be provided in any single scheme in suburban or intermediate locations shall be 50% and 33% in more central accessible urban locations. All properties are houses or duplex in this instance and are therefore dual aspect.

Amenity, Design and Layout

Section 2.3.1 of the Planning Scheme outlines the Design Statement for the lands and details the guiding principles to which all development within Adamstown should adhere. A masterplan was submitted as part of Phase 1 and a phasing plans has been submitted as part of this application indicating later phases, demonstrating how the SDZ Planning Scheme parameters would be achieved for the overall Aderrig Development Area, including the previously approved Phase 1 and the currently proposed Phase 2 and future phase(s) of development. A Design Statement prepared has also been submitted with the application which provides a detailed site analysis and urban design rational for the proposed development and details the proposed materials finishes.

The proposed layout overall would broadly align with the indicative layout contained in the SDZ Planning Scheme with respect to block and street layout and the proposal is considered to be generally acceptable in its design and scale.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Layout

The proposed layout indicates a mix of courtyard and perimeter buildings of 2-3 storeys in height, with two 4-storey landmark buildings located in the north east and south east corners and a 3 storey landmark building in the north west corner. Two storey houses are arranged internally within the site with rear gardens backing onto each other and on-curtilage parking to the front. The 3-storey dwellings are generally arranged along the street edge fronting Adamstown Way to the south and the linear park to the east, with some also to the north and west. There are also 3 storey properties facing the central green.

It is noted that the design has evolved significantly since the first preplanning. The blocks are generally closed and there is significant supervision of the side streets. It is noted that the duplex fronting the central green are dual frontage and that passive surveillance has been maximised throughout the scheme.

The proposed landmark building on the southeast corner has been designed to incorporate increased ground floor floor-to-ceiling heights to allow for future flexibility subject to a future planning application. This is acceptable to the planning authority and conforms with the Flexible Use Building identified in the scheme.

A 4 storey landmark building is also proposed in the north east corner. Both of these buildings are double fronted gable buildings. They are own door duplex buildings and are intended to be local landmarks.

A third landmark building of 3-storeys is proposed in the northwest corner. This is a double gabled duplex and is 3 storeys and is generally considered to be acceptable.

All the landmark buildings correlate with locations in the Planning Scheme, as does the location of the flexible use building.

It is noted that there are two instances where a small element of perimeter buildings fall to 2 storey, this is in the interests of urban design and extenuating the gable corner 3-storey units; whilst not meeting the minimum 3 storey requirement for perimeter buildings, given the scale of the deviation, and its design impact, it is not considered it would render the proposal inconsistent with the scheme.

In accordance with Section 170 of the Planning and Development Act:

“a planning authority shall grant permission in respect of an application for a development in a strategic development zone where it is satisfied that the development, where carried out in accordance with the application or subject to any conditions which the planning authority may attach to a permission, would be consistent with any planning scheme in force for the land in question, and no permission shall be granted for any development which would not be consistent with such a planning scheme”.

The perimeter and courtyard style block layouts, as well as the location of the landmark buildings within the proposed development are considered acceptable in their design and scale and are in general accordance with the SDZ Planning Scheme.

Notwithstanding the above, the following anomalies in the layout and design should be addressed by way of Additional Information:

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

1. Slivers of land to the side of a number of dwellings, which ideally should act as privacy strips for the respective dwellings are proposed to be taken in charge. The Planning Authority is of the opinion that the following strips should be rationalised within the design of each of the respective dwellings and demonstrate a clear separation between the public and the private realm. Please note that public realm should not terminate at the gable end of a dwelling unit.

- a. Part of the strip of land located directly:

- i. to the west of dwelling number 017 (house type C2)
- ii. to the east of dwelling number 021 (house type C2)
- iii. to the west of dwelling number 030 (house type A2Y)
- iv. to the east of dwelling number 037 (house type A2Z)
- v. to the west of dwelling number 044/045 (house type F2.0/F2.1)
- vi. to the south of dwelling number 066 (house type D2)
- vii. to the east of dwelling number 069 (house type A2Y)
- viii. to the west of dwelling number 075 (house type A4)
- ix. to the east of dwelling number 080 (house type A2Z)
- x. to the east of dwelling number 087 (house type A2Z)
- xi. to the west of dwelling number 092 (house type A5)
- xii. to the north of dwelling number 098/099 (house type E2.1/E2.0)
- xiii. to the south of dwelling number 117/116 (house type E2.1/E2.0)
- xiv. to the west of dwelling number 153 (house type A2Z)
- xv. to the east of dwelling number 159 (house type A2Y)
- xvi. to the south of dwelling number 166 (house type C2)
- xvii. to the south of dwelling number 167 (house type B3)
- xviii. to the west of dwelling number 171 (house type A2Y)
- xix. to the south of dwelling number 185 (house type D2 – as requested)
- xx. to the south of dwelling number 198 (house type C3)

to be incorporated into the landownership of each of these dwellings and where appropriate a low wall and railing (maximum height of 1.2m) or similar design measure to be provided to separate the private realm and the public realm and to enclose these required privacy strips along the side elevation of the dwellings. A revised Taking-In-Charge drawing should be submitted.

- b. Dwelling no. 174 (House Type D2) to be changed to a D2+ House Type (handed) and provided with a similar pathway to the north, as the that proposed for dwelling no. 119.
- c. Dwelling no. 185 (House Type D3) to be changed to a D2 House Type (handed).
- d. Dwelling no. 198 (House Type C3) to be changed to a C2+ House Type. To ensure passive surveillance of narrow public walkway
- e. Amend Dwelling no. 205 to provide a significant privacy strip along its eastern side (minimum of 0.9m). This may require a slight realignment of the southern block.
- f. Part of the strip of land located to the west of dwelling number 153 (house type A2A) to be incorporated in the landownership of this dwelling and a low wall and railing (maximum height of 1.2m to be provided to enclose this privacy strip along the side elevation of the dwelling.

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Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

2. Bicycle storage at Home Zone 1 is provided with a sliver of land behind. This sliver of land should be incorporated within the garden of dwelling no. 37 or the storage should be relocated up against the western boundary wall of this dwelling.
3. The ESB station, located at the rear garden entrance to house no. 030 is not of a high standard. An alternative location for the ESB should be investigated or the arrangement to be rationalised.

Bin storage locations are away from the main paths, but still benefit from overlooking and are adjacent to the bike storage areas.

Internal Street Layout

The majority of road surrounding the application site is in place / approved under separate applications. This application proposes a section of 'Airlie Park Road' to the north. Internally, 4 side streets and 3 homezones are proposed.

The access and layout is assessed in detail in the Roads Section of this report.

Materials and Finishes

A Design Statement been submitted with the application which provides details on the proposed materials and finishes.

The proposed choice of materials consists of sand / light brown coloured bricks, white, self-coloured render with contrasting grey brick panels and dark grey coloured windows and doors. Key gables and elevations use brick to denote gateways. There are two locations where rear elevations are more prominent and, in order to address this, the applicant has extended the brick around the back of the dwelling, helping to frame the view of the central green. The end terrace units to the east of the central green have extensions which helps them enliven the street and reduces the impact of garden walls.

The materials and finishes proposed are considered acceptable. Notwithstanding, in the event of a grant of permission, a **condition** should pertain for the agreement of external finishes for prior to the construction of the proposed development.

Public and Communal Open Space

The applicant has indicated that approximately 0.12ha of public open space/public realm is to be provided. This will incorporate a central green. In the event of a grant of permission, in order to ensure appropriate residential amenity for the ground floor apartments opening out into the public/communal space detailed proposals for the boundary treatment of the terraces/balconies and planting of the defensible space should be submitted by **condition**.

Roads, Access and Parking Provision

The proposed development includes:

- A section of the East - West Avenue Road (referred to as Airlie Park Road) at the northern aspect of the subject site, is incorporated within the design of the current application. Two access points are proposed off this road; providing access to both Home Zone 1 and Side

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Street 1. Parallel parking (14 spaces – two of which will be electrical charging points) is proposed along the northern side of this extension to the Adamstown street network.

- Adamstown Way, permitted under SDZ06A/0005, runs along the southern boundary of the site. One access point is proposed off Adamstown Way into the proposed development, providing access to Side Street 4. Two parallel parking spaces are proposed at this location. The Planning authority considers that there is scope to incorporate more parallel car parking along the southern boundary, similar to the two already proposed. **Additional Information.**
- Side Streets 2 and 3, which are aligned east-west, connect both the Celbridge Link Road (west) with the Linear Park Road (east). Both in- and off-curtilage parking has been proposed along each of these streets.

Rationale Required for the following:

1. Location of the proposed Disabled Parking, in particular the two located off Side Street 2 and two located off Side Street 3. If they are to be provided for the centrally situated duplex block, in the interests of accessibility, they should be provided more centrally and off Home Zone 2. Similarly, the proposed two spaces at the north-west corner of site should be located in front of the Duplex units in Home Zone 1.
2. Location of the proposed EV charging parking locations, in particular the four located off Side Street 2 (to the north-east) and four located off Side Street 3 (south-east) all of which are located close to proposed housing units and not close to the Duplex units. Consideration should be given to relocating these spaces to within the Home Zone as most of the off-curtilage parking spaces are provided at these locations.
3. The 'Parking Strategy' Drawing indicates both in- and off- curtilage parking at Side Streets 1 and 4. The applicant should clarify how this will work. This parking is proposed in groups of 3 and 4 bays, where one/two are identified as in curtilage and the others are identified as off-curtilage. Car parking spaces can be only one or the other. It is not clear how the 'off-curtilage' car parking space can be identified once constructed.
4. The proposed 64 perpendicular in-curtilage car parking spaces located off Linear Park Road do not appear to be compliant with the Planning Scheme. 'Linear Park Road' is identified in the planning scheme as an 'Avenue', the Adamstown Street Design Guide defines as Avenue as:

- *"These are the main Link Streets that provide the main means of access and circulation for public transport services, pedestrians, cyclists and motor vehicles within the SDZ area. The character of these streets will be defined by higher levels of activity, particularly around local centres, nodes and places of civic importance."*

Section 6.2 of the Design Guide gives clear guidance on how an Avenue should be designed. The applicant should be requested to demonstrate how the proposed parking complies with the Planning Scheme and the Street Design Guide and submit revised proposals to incorporate parallel parking provision along the eastern boundary of the site. The Planning Authority understands that this will significantly reduce the parking provision at this location but considers that as the proposed parking provision is at the maximum required there is scope to reduce car parking across the Phase 2 lands. Furthermore, there is

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

scope to incorporate more parallel car-parking along the southern boundary at Adamstown Way, similar to the two spaces already proposed.

Cycling

In total, 168 bicycle parking spaces are proposed, this exceeds the minimum requirements of 104. The Planning Authority welcomes this over supply and consider that it will encourage more sustainable modes of active travel within Adamstown.

Pedestrian Movement

The Planning Authority considers that the proposed development is highly permeable, with significant passive surveillance. The Roads Department concurs and considers that the development provides safe access to the school site to the north of the site and welcomes the 3m wide shared footpath on the Airlie Park Road.

TII has recommended that the development be undertaken in strict accordance with the submitted Traffic Impact Assessment.

Additional Information Required:

1. As per points 1-4 of this section of the report.
2. A Road Safety Audit for the entire site.
3. A Traffic and Transport Assessment (TTA).
4. A Mobility Management Plan
5. A revised roads layout to include details plans showing the following (demonstrated to be in compliance with the Adamstown Street Design Guide):
 - a. Junction radii dimensions which are a minimum of 4.5m within the development and a minimum of 6.0m at the junction of Airlie Park Road, Adamstown Way and Celbridge Link Road in accordance with recommended DMURS design.
 - b. Sightlines with shown dimensions of 2.0m x 23m internally within the site and sightlines of 2.4m x 49m at the junctions with Airlie Park Road, Adamstown Way and Celbridge Link Road. Sightlines must be clear and unobstructed, and it must be demonstrated that planting or car parking will not obstruct any part of the visibility splay.
 - c. The transitions between road and homezone at (3, 6, 12 and 13) should be revised to omit the protruding kerb line at the junction which may result in vehicles over-running the corner and will result in a traffic hazard for pedestrians.

Services, Drainage and Flood Risk

Much of the drainage infrastructure has already been installed under the SDZ lands in Adamstown. The proposed development is intended to connect to the existing infrastructure and includes a network of foul, surface water and SuDS measures as well as road and watermains infrastructure. Water Services has stated "*Part in a flood zone on CFAM map but applicant/Waterman Moylan Engineering Consultants said this was caused by temporary berm which was since removed. No objection subject to showing water services on site where berm was and effects of its removal on*

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

flood risk". Conditions are recommended regarding this matter and also generally in relation to flood risk.

Water Services has also stated "*Maintain the integrity of all existing attenuation pond/s and streams and protect riparian strips and riparian corridors. There shall be a minimum of 10m between the top bank of all watercourses and any proposed buildings or development*". The stream is located to the east of the site and formed part of the Aderrig Phase 1 development application. The watercourse is more than 10m from this stream.

There are no objections from Irish Water, subject to conditions.

Landscaping and Public Realm

The applicant has submitted landscape design proposals and associated drawings for the proposed development. The proposal has been assessed by the Parks & Landscape Services/Public Realm Department, stating:

"...no objections in principle to the proposed development however we would have some concerns in relation to the provision of street trees. The current proposal has been reached following a high level of engagement. It should not be taken as a favourable solution for future developments or as an acceptable precedent for tree planting. In the absence of other solutions the proposed tree planting locations may be made more acceptable with the inclusion of constructed tree pits including SuDS tree pits with suitable growing medium, root deflectors, tree protection measures and tree grilles."

The Public Realm Section has assessed the proposed development in accordance with the policies and objectives of the County Development Plan 2016-2022 and with best practice guidelines and recommends the following:

1. Location of Street Trees-Linear Park Road

Public Realm appreciate the high level of engagement on the issue of street trees but remain very concerned with the street tree proposals for this development.

The street tree proposals for the entirety of Linear Park Road are unacceptable. The trees cannot be managed by SDCC from the Public Realm. Our tree crews would require access to privately owned or management company owned land for future pruning or other maintenance work. Also the tree canopy could be pruned back to the trunk at any time without Council permission. This is not sustainable and does not support the long term viability of the street trees in the development.

ADDITIONAL INFORMATION

Street Trees along Linear Park Road to be provided fully in Public Areas and not between private or management company driveways. This could be achieved by removing car parking spaces so that the trees are not directly overhanging parking spaces which are not in charge by SDCC.

All Street Trees planted within the Public Realm shall have suitable tree pits that incorporates SuDS features. They should also incorporate root deflectors to ensure roots do not lift driveways and measures to ensure trees cannot be hit by vehicles entering or exiting parking bays. Suitable tree grilles should also be proposed.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

2. Location of Street Trees-Airlie Park Road

The street tree proposals for Airlie Park Road and Celbridge link Road are acceptable to Public Realm.

3. Location of street trees Home zone 1,2,3.

The street tree proposals for these areas are very problematic for Public Realm. The proposed Public Street trees overhang property not for taking in charge by the Council and this is not considered a long-term viable tree planting solution.

ADDITIONAL INFORMATION

All proposed street trees in these areas to be planted in SuDs Tree pits including sufficient growing medium and suitable root deflectors to ensure roots do not interfere with driveways. Tree pits should also contain measures to protect the trees from damage by vehicles. Suitable tree grilles will also be required.

4. Location of Street Trees Side Street 2 and 3 and 4.

A high quality of Street Tree planting is required in these areas to strengthen Green Infrastructure links. We appreciate that an innovative solution has been proposed with an additional strip for tree planting along the public footpath but this solution remains very problematic. The tree canopies and roots are still up to 50% on property not taken in charge by the Council which threatens the long term viability of the trees. The trees are also at risk from vehicles using the car parking spaces

ADDITIONAL INFORMATION

AI required to show the proposed street trees in their current location incorporating SuDs Tree pits including sufficient growing medium and suitable root deflectors to ensure roots do not interfere with driveways. Tree pits should also contain measures to protect the trees from damage by vehicles. Suitable tree grilles will also be required. The trees proposed for grass margins do not require SuDs tree pits, root deflectors, protection measures or tree grilles.

The recommendation is to seek additional information to request details of constructed tree pits including SuDS tree pits, root deflectors, tree protection measures and tree grilles.

Whilst concerns do remain in relation to the viability and management of street trees, the overall proposal is generally acceptable in this instance, noting the ongoing communication and unique servicing constraints and wayleaves, and the Planning Authority considers that the above detailed design issues, once addressed, will ensure a quality development that is in compliance with the Adamstown Planning Scheme. To ensure that the issues are satisfactorily addressed, it is considered that, in this instance, they should be sought by way of Additional Information.

Heritage and Biodiversity

An Ecological Impact Assessment Report has been provided by Brady Shipman Martin. This includes a hedgerow survey, Bird survey and Bat survey. It is considered that the mitigation measures set out in the survey should be secured via condition.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Archaeological Heritage

No archaeological report has been submitted with the planning application. The development site is large in scale and there is therefore the potential for archaeological features/materials to be found at the proposed site. A condition is recommended pertaining to pre-development assessment, as has been imposed on Phase 1.

Waste Management

A Construction Management Plan (including construction and Demolition Waste Management) prepared by Waterman Moylan Consulting Engineers has been submitted for the proposed development. The submitted material has been reviewed by SDCC Waste Management Section who have not provided a response.

It is noted that for Phase 1 waste management recommended seeking additional information for a revised stand-alone project construction and demolition waste management plan to include figures relating to the quantity of excavated waste in tonnes arising on site including proposals for minimisation/reuse/recycling and the quantity of anticipated hazardous waste arising on site. It is considered such a report should be sought by way of Additional Information in this instance.

Environmental Health

No comments have been provided from Environmental Health. Standard conditions are therefore recommended regarding construction and noise.

Energy

In accordance with the Planning Scheme, para 2.5.25 "*All development proposals shall be accompanied by a sustainability statement to illustrate measures proposed to increase energy efficiency, reduce resource consumption and minimise waste generation*". An energy statement has been submitted, as has a building lifecycle and management report. It is recommended the measures set out in these reports be secured via condition.

Public Lighting

Details of the intended lighting design for the proposal has been submitted by the applicant as prepared by Sabre Electrical Services Limited. A pre-commencement condition to be attached in the event of a grant of permission.

Part V Social Housing

A Part V allocation drawing has been submitted indicating 23 units proposed for social housing on site comprising:

- 1 x 4bed house, 9 x 2bed apartment, 2 x 2bed duplex, 11 x 3bed duplex.

No report has been received from the Housing Section. It is considered that a Part V condition should be attached in the event of a grant of permission; the number of units, unit types and costings in respect of Part V requirements are to be negotiated and agreed with the Housing Department. It is recommended that in the event of a grant of permission, a Part V **condition** should be in place.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Appropriate Assessment

An Appropriate Assessment screening report has been submitted with this application. This has been prepared by Brady Shipman Martin.

Having regard to documentation submitted as part of the planning application, and to the nature and scale of the proposal and the distance from Natura 2000 sites, the Planning Authority considers that a Stage 2 Appropriate Assessment can be ruled out at this stage.

Environmental Impact Assessment

Having regard to the nature and scale of the proposed development and pursuant to Schedule 5 of the Planning and Development Regulations 2001 (as amended), the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. Additionally, having regard to the distance of the site from nearby sensitive receptors, the need for environmental impact assessment can therefore be excluded at preliminary examination and a screening determination is not required.

Other considerations

Development Contributions

- Proposal is for 227 dwelling units (up to a maximum of approximately 23,858.7sq.m GFA) in a mixture of terraced houses and duplex as follows:
 - 95 3-bed, 2 storey terraced houses;
 - 28 4-bed, 3 storey terraced houses;
 - 48 3-bed, 2 storey duplex apartments over 48 2-bed apartments (3 storey buildings);
 - 4 3-bed, 2 storey duplex apartments over 4 3- bed, 2 storey duplex apartments (4 storey buildings)

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Client: Quintain				
Project Number: 6259				
UNIT SCHEDULE OF AREAS				
20/05/2021- Issued for planning				
UNIT TYPES	UNIT TYPE DESCRIPTION	GROSS INTERNAL AREA (m ²) *		NUMBER OF UNITS
	3 Bed - Terrace (2 storey)	105.2	(100)	25
	3 Bed - Terrace (2 storey)	108.0	(100)	8
	3 Bed - Terrace (2 storey)	105.2	(100)	2
	3 Bed - Terrace (2 storey)	124.6	(100)	1
	3 Bed - Terrace (2 storey)	124.4	(100)	1
B1	3 Bed - Terrace (2 storey)	110.9	(92)	19
B3	3 Bed - Terrace (2 storey)	110.9	(92)	7
B3	3 Bed - Terrace (2 storey)	110.9	(92)	1
C1	3 Bed - Terrace (2 storey)	107.0	(92)	19
C2	3 Bed - Terrace (2 storey)	107.0	(92)	3
C3	3 Bed - Terrace (2 storey)	107.0	(92)	7
C2+	3 Bed - Terrace (2 storey) + GF extension	114.4	(92)	2
D1	4 Bed - Terrace (3 storey)	142.3	(120)	22
D2	4 Bed - Terrace (3 storey)	142.3	(120)	2
D3	4 Bed - Terrace (3 storey)	142.3	(120)	2
D2+	4 Bed - Terrace (3 storey) + GF extension	151.0	(120)	2
	TOTAL HOUSES			123
E1.0	2 Bed Apartment (1 storey)	79.2	(73)	30
E1.1	3 Bed Duplex (2 storeys)	105.6	(90)	30
E2.0-E3.0-E4.0	2 Bed Apartment (1 storey)	79.2	(73)	6
E2.1-E3.1-E4.1	3 Bed Duplex (2 storeys)	105.6	(90)	6
F1.0-F4.0	2 Bed Apartment (1 storey)	79.2	(73)	6
F1.1-F4.1	3 Bed Duplex (2 storeys)	116.6	(90)	6
F2.0	2 Bed Apartment (1 storey)	79.0	(73)	2
F2.1	3 Bed Duplex (2 storeys)	116.6	(90)	2
F3.0	2 Bed Apartment (1 storey)	78.6	(73)	4
F3.1	3 Bed Duplex (2 storeys)	118.2	(90)	4
G1.0-G1.1	3 Bed Duplex (2 storeys)	115.0	(90)	4
G1.2-G1.3	3 Bed Duplex (2 storeys)	149.9	(90)	4
	TOTAL DUPLEX UNITS			104

SEA Monitoring Information

- *Building Use Type Proposed-* Residential
- *Floor Area (sq.m)-* 24,346sq.m GFA
- *Land Type-* Adamstown SDZ
- *Site Area (Ha.)-* 4.9ha

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Conclusion

The proposed development is generally considered to be acceptable and generally in keeping with the Adamstown Planning Scheme. However, a number of issues should be addressed by way of Additional information, including roads, public realm and general layout out and design.

Recommendation

Request Further Information.

Further Information

Further information was requested on 3 June 2021

Further information was received on 6 October 2021

Consultations:

Water Services: No objections, subject to conditions.

Parks and Public Realm: Request Clarification of Additional Information.

Roads: No objections, subject to conditions.

Item 1:

(1) The proposed 64 perpendicular in-curtilage car parking spaces located off Linear Park Road do not appear to be compliant with the Planning Scheme and the Roads Section have raised concerns in relation to traffic hazard. 'Linear Park Road' is identified in the planning scheme as an 'Avenue', the Adamstown Street Design Guide and the Planning Scheme defines as Avenue as:

'...Link Streets that provide the main means of access and circulation for public transport services, pedestrians, cyclists and motor vehicles within the SDZ area. The character of these streets will be defined by higher levels of activity, particularly around local centres, nodes and places of civic importance.'

Section 6.2 of the Design Guide gives clear guidance on how an Avenue should be designed and constructed. The applicant is requested to demonstrate how the proposed parking complies with the Planning Scheme and the Adamstown Street Design Guide and submit revised proposals to incorporate parallel parking provision along the eastern boundary of the subject site. The Planning Authority understands that this will significantly reduce the parking provision at this location but considers that as the proposed parking provision is at the maximum that is required there is scope to reduce car parking across the Phase 2 lands. Furthermore, there is scope to incorporate more parallel car-parking along the southern boundary at Adamstown Way, similar to the two spaces already proposed in the Parking Strategy.

(2) The applicant is requested to submit a rationale for the following and submit revised proposals to address the Planning Authority's concerns:

(a) Location of the proposed Disabled Parking: The Planning Authority considers that the majority of the 8 proposed parking spaces should be located centrally within the Home Zones where off-curtilage car parking is provided.

(b) Location of the proposed EV charging parking locations: The Planning Authority considers that the majority of the EVC parking spaces should be located centrally within the Home Zones where off-curtilage car parking is provided.

(c) The provision of both in- and off- curtilage parking at Side Streets 1 and 4. The Planning Authority seeks an understanding of the parking proposals for Side Streets 1 and 4 as indicated on

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

the 'Parking Strategy' Drawing, where in- and off-curtilage parking are identified in the same bays. It is not clear how the 'off-curtilage' car parking space can be identified once constructed and how this will be managed.

(3) The applicant is requested to submit:

- (a) A Road Safety Audit for the entire site.
- (b) A Traffic and Transport Assessment (TTA).
- (c) A Mobility Management Plan.

(4) A revised roads layout to include details plans showing the following (demonstrated to be in compliance with the Adamstown Street Design Guide):

- (a) Junction radii dimensions which are a minimum of 4.5m within the development and a minimum of 6.0m at the junction of Airlie Park Road, Adamstown Way and Celbridge Link Road in accordance with recommended DMURS design.
- (b) Sightlines with shown dimensions of 2.0m x 23m internally within the site and sightlines of 2.4m x 49m at the junctions with Airlie Park Road, Adamstown Way and Celbridge Link Road. Sightlines must be clear and unobstructed, and it must be demonstrated that planting or car parking will not obstruct any part of the visibility splay.
- (c) The transitions between road and homezone at (3, 6, 12 and 13) should be revised to omit the protruding kerb line at the junction which may result in vehicles over-running the corner and will result in a traffic hazard for pedestrians.

Applicant response:

1. The 'Linear Park Road' is consistent with the road hierarchy, as classified in Section 2.3.23 of the planning scheme, and illustrated on Figure 2.10. Roads and streets have been designed in accordance with DMURS, the 'Adamstown Street Design Guide' (ASDG) and in consultation with SDCC Roads Department. ASDG is an evolving document, allowing for new typologies and standards.

Review of traffic model indicates traffic flows along Linear Park Road are anticipated to be light in comparison to the road network surrounding it and in relation to other avenues.

The proposal is in keeping with the character of the street and anticipated levels of activity. The perpendicular parking approach proposed is deemed to be consistent with the function of the road and, therefore, the applicant's preference is to retain the perpendicular parking as proposed.

There is precedence where streets defined as 'avenues' have successfully provided perpendicular parking.

2(a) Revised disabled parking spaces detailed on DWG6259-P-006

2(b) Revised EV spaces detailed on DWG6259-P-006

2(c) Pkg arrangements for side streets 1 and 4 shown on 6259-P-010 and 6259-P-011

3 Stage 1 RSA provided. TTA and MMP not required following discussion with SDCC Roads.

4(a) Details of junction radii provided on:

- *5150924/HTR/06/DR/1202 Rev_*
- *5150924/HTR/06/DR/1203 Rev_*

4(b) Details of sight lines provided on:

- *5150924/HTR/06/DR/1207 Rev_*
- *5150924/HTR/06/DR/1208 Rev_*
- *5150924/HTR/06/DR/1209 Rev_*

4(c) Details of transitions between roads and homezones provided on:

- *5150924/HTR/06/DR/1202 Rev_*
- *5150924/HTR/06/DR/1203 Rev_*

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Assessment:

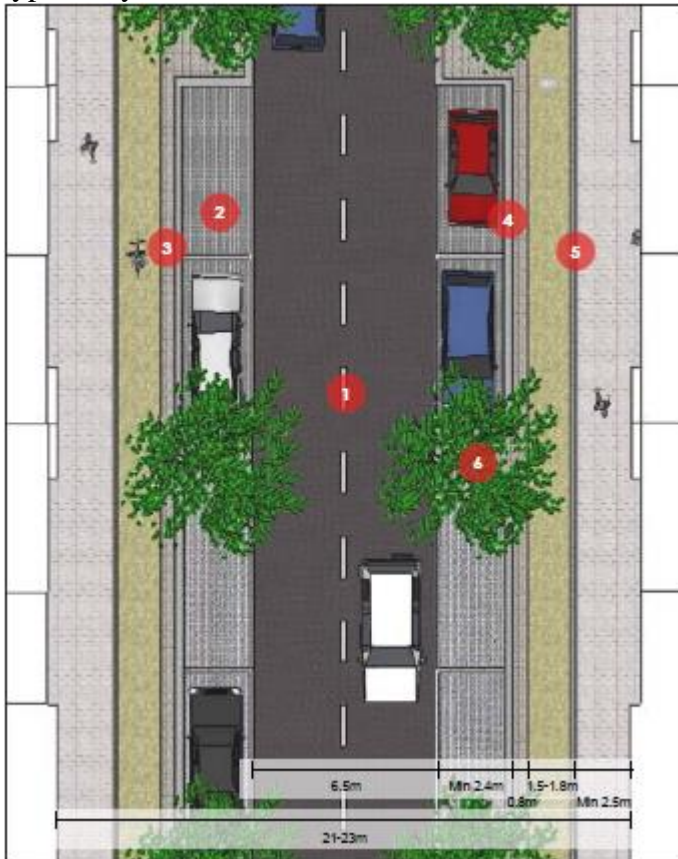
In relation to item 1(1), The Roads Department has stated: *“The applicant has not demonstrated adequate reason for the provision of parking spaces on the ‘Linear Park Road’ that has been identified in the planning scheme as an ‘Avenue’. Roads are not satisfied with the submission”*.

For 1(2), The Roads Department has stated that the department is *“satisfied with 2 (a) and (b). Roads department are not satisfied with 2 (c). The off-curtilage parking spaces cannot be placed on curtilage outside dwellings”*.

In relation to 1(3), The Roads Department is satisfied with the response. A condition is recommended requiring a Stage 2 RSA.

The Roads Department has raised no objections to the Applicant's response to Item 1(4) and has stated *“Junction radii have been amended. Drawings of the sightlines have been submitted. The kerb transitions have been altered to omit the protruding kerb”*.

The below image is an extract from the Adamstown Street Design Guide (ASDG) and indicates the typical layout of an avenue:



As can be seen, parallel parking should be provided in these locations, along with intermittent street trees (every 2 spaces). Footpaths etc, should be provided on the inside of these car parking spaces. The ASDG also sets out a number of other requirements that should be adhered to when designing

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

avenues, this includes design speed, street reserve width, carriageway width, amongst other things. It is noted that the applicant has cited other examples of situations where it has been permissible for avenues to be treated as streets. The Planning Authority cites examples where the Avenue design has been successful. Every application is treated on its own merits. The below images provide views of avenues within Adamstown that have been constructed to the required specifications:



Adamstown Park



Shackleton Drive

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order



The applicant is therefore requested to provide **clarification of additional information**, as follows:

- a revised proposal providing an avenue, this should provide parking at a rate of 1.5 spaces per dwelling. If this cannot be accommodated on the avenue, to the front of the dwellings, then other solutions, such as utilising currently unallocated spaces on the side streets, close to the dwellings in question, should be considered.

The submitted parking strategy, which indicates 'off curtilage' spaces within the curtilage of dwellings on side streets 1 and 4 is also unacceptable. The applicant is requested to address this matter via **clarification of additional information**.

Item 2:

(1) The applicant is advised that the Public Realm Section has assessed the proposed development in accordance with the policies and objectives of the Planning Scheme and with best practice guidelines. The Planning Authority and Public Realm appreciate the high level of engagement on the issue of street trees. The following further information is required:

(a) Location of Street Trees-Linear Park Road

In accordance with Item No.1, street trees along Linear Park Road to be provided fully in Public Areas and not between private or management company driveways.

All Street Trees planted within the Public Realm shall have suitable tree pits that incorporates SuDS features. They should also incorporate root deflectors to ensure roots do not lift driveways and measures to ensure trees cannot be hit by vehicles entering or exiting parking bays. Suitable tree grilles should also be proposed. Full details of these measures are required to be submitted.

(b) Location of street trees Home zone 1,2,3.

All proposed street trees in these areas to be planted in SuDs Tree pits including sufficient growing medium and suitable root deflectors to ensure roots do not interfere with driveways. Tree pits should also contain measures to protect the trees from damage by vehicles. Suitable tree grilles will also be required. The applicant is requested to submit full details of these measures.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

(c) Location of Street Trees Side Street 2 and 3 and 4.

A high quality of Street Tree planting is required in these areas to strengthen Green Infrastructure links. The Public Realm section and Planning Authority appreciate that an innovative solution has been proposed with an additional strip for tree planting along the public footpath but concerns remain. The tree canopies and roots are still up to 50% on property not taken in charge by the Council which threatens the long term viability of the trees. The trees are also at risk from vehicles using the car parking spaces

To mitigate the concerns, the applicant is requested to show the proposed street trees in their current location incorporating SuDs Tree pits including sufficient growing medium and suitable root deflectors to ensure roots do not interfere with driveways. Tree pits should also contain measures to protect the trees from damage by vehicles. Suitable tree grilles will also be required. The trees proposed for grass margins do not require SuDs tree pits, root deflectors, protection measures or tree grilles.

(2) There is a lack of SUDS (Sustainable Drainage System) shown for the proposed development. Natural SUDS features should be incorporated into the proposed drainage system. The SUDS should be an integrated multi-disciplinary approach which locally addresses water quality, water quantity, and provides for amenity and biodiversity enhancement which meets the objectives of South Dublin County Council Development Plan 2016-2022. The applicant shall show further proposed SUDS features for the development such as swales, retention ponds, detention basins, filter drains and other such SUDS and show what attenuation capacity is provided by such SUDS.

(3) The applicant is requested to provide details on the total number and location of play opportunities in the area; the age range they are appropriate for and whether they are universally accessible. The applicant is requested to engage with the Public Realm section in relation to the masterplan for the Aderrig area and consider providing play proposals as part of the landscape scheme for the proposed development. The applicant shall consider the provision of additional universally accessible equipment within the play proposals for the development. Additional details, specifications and images need to be provided in relation to the proposed playground(s) and play space(s) for the development. All play equipment should be of predominantly natural materials with unstructured play included in the proposed design. The applicant should consider the use of engineered woodchip as playground surfacing material.

Applicant's Response:

1(a, b, c) Details – tree pits - on dwgs:

- 17-064 RFI LD-01-FI
- 17-064 RFI LD-02-FI

The location of the street trees and competing requirements of housing typology, parking, underground services and planting limit the scope to change the site layout plan. The incorporation of technical details in relation to tree pits and protection measures as outlined will enable the street trees to be successful and for their ongoing maintenance as the development matures.

All trees are easily accessible and maintainable. Where they oversail private lands, these private lands are public. There will be no demarcation of these verges, footpaths and parking spaces which will be within management company areas. The intention in this instance is that street trees are offered to taking in charge by the Local Authority. If this is not acceptable, the trees can and will be held and maintained by the Management Company responsible for the overall development.

2 tree pits in the public realm which have been proposed as bio retention tree pits are illustrated in landscape plan 17-064 LP-01-PP.

3 See plan 17-064 OPM-01-FI and 17-064 OPM-02-FI

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

Assessment:

In relation to 2(1)(a), The Parks Department has stated: *“The provision of Street trees along Linear Park Road, integral to the street, has not been achieved. The trees proposed between the car parking spaces are not considered to be street trees. It is not considered suitable to locate short slivers of public open space in between privately owned areas.*

In order to achieve street trees that are integral to the street public realm recommend the following options that are available to the applicant:

- (A) Provide additional space for tree planting integral to the street*
- (B) Move the footpath to the rear of the car parking so street trees can be integral to the street*
- (C) Provide parallel parking along Linear Park Road with integrated street trees every two car parking. This option is in accordance with ASDG under section 6.2.3 and Section 3.0.*

Doyle + O Troithighs response letter states that ‘there are no specific requirements contained within the Adamstown SDZ and the Adamstown Street Guide (ASDG) which require street trees to be located fully within public areas’. SDCC requested the street trees be provided in accordance with the Strategic Development Zone Planning Scheme which refers to Adamstown Street Design Guide but also to DMURS which supercedes the ASDG. Both the SDZ Planning Scheme and DMURS require trees to be integrated within the streetscape”.

In relation to 2(1)(a, b and c), Parks has also stated *“SDCC are not satisfied with the proposed tree pits. SDCC requested SUDS tree pits with sufficient growing medium. The tree roots are restricted within concrete rings which would severely limit the establishment and long-term viability of the trees.*

Public Realm are not satisfied that the trees will function as SUDs features. Where street trees are designed in hard surfaces water should be directed into the tree pit. This does not appear to be part of the design of the scheme.

The composition of the tree pits with topsoil to the base of the pit is seen as problematic. There are conflicts between the tree grilles and the tree guards and it is unclear how these pits would be installed.

The drawings provided lack detail as to which tree pit corresponded to each tree on the tree plan. Specifications should be linked to an overall plan showing location of each proposed tree pit type. There should also be details of species and size of each tree in order to evaluate suitability to tree pit and level of contribution to Green Infrastructure. Street light locations (which may conflict with tree planting locations) are also required on the drawing”.

The applicant is requested to provide **clarification of additional information** in order to address the above.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

In relation to 2(2), Parks and Public Realm has stated *“No proposals have been made in regard to SuDS. SDCC requested measures to address water quality, amenity and biodiversity and to show what attenuation capacity is provided by SUDS.*

Rather than providing the SUDs tree pits as requested, the response suggests that the incorporation of SUDS measures will require a review with SDCC Public Realm and Drainage”.

The applicant is requested to provide **clarification of additional information** in order to address the above.

In relation to 2(3), Parks and Public Realm has stated *“The applicant has provided the location of the play spaces in a way that is unclear. Public Realm are not satisfied with the equipment provided and the makeup of each space is unclear from the drawings provided. The proposed items are not consistent with what was requested. One item of universally accessible equipment is proposed. The proposals include only equipment and there is no unstructured play as requested. There is no information on how the items are proposed to be landscaped into the scheme and there is not sufficient detail to determine whether the scheme will be suitable for taking in charge”.*

The applicant is requested to provide **clarification of additional information** in order to address the above.

Item 3:

(1) The following anomalies in the layout and design should be addressed by way of Additional Information:

(a) Slivers of land to the side of a number of dwellings, which ideally should act as privacy strips for the respective dwellings are proposed to be taken in charge. The Planning Authority is of the opinion that the following strips should be rationalised within the design of each of the respective dwellings and demonstrate a clear separation between the public and the private realm. Please note that public realm should not terminate at the gable end of a dwelling unit.

In this regard, part of the strip of land located directly:

- (i) to the west of dwelling number 017 (house type C2)
- (ii) to the east of dwelling number 021 (house type C2)
- (iii) to the west of dwelling number 030 (house type A2Y)
- (iv) to the east of dwelling number 037 (house type A2Z)
- (v) to the west of dwelling number 044/045 (house type F2.0/F2.1)
- (vi) to the south of dwelling number 066 (house type D2)
- (vii) to the east of dwelling number 069 (house type A2Y)
- (viii) to the west of dwelling number 075 (house type A4)
- (ix) to the east of dwelling number 080 (house type A2Z)
- (x) to the east of dwelling number 087 (house type A2Z)
- (xi) to the west of dwelling number 092 (house type A5)
- (xii) to the north of dwelling number 098/099 (house type E2.1/E2.0)
- (xiii) to the south of dwelling number 117/116 (house type E2.1/E2.0)
- (xiv) to the west of dwelling number 153 (house type A2Z)
- (xv) to the east of dwelling number 159 (house type A2Y)
- (xvi) to the south of dwelling number 166 (house type C2)
- (xvii) to the south of dwelling number 167 (house type B3)

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

- (xviii) to the west of dwelling number 171 (house type A2Y)
- (xix) to the south of dwelling number 185 (house type D2 – as requested in item c. below)
- (xx) to the south of dwelling number 198 (house type C2+ as requested in item d. below)
- to be incorporated into the landownership of each of these dwellings and where appropriate a low wall and railing (maximum height of 1.2m) or similar design measure to be provided to separate the private realm and the public realm and to enclose these required privacy strips along the side elevation of the dwellings. A revised Taking-In-Charge drawing should be submitted.
- (b) Dwelling no. 174 (House Type D2) to be changed to a D2+ House Type (handed) and provided with a similar pathway to the north, as the that proposed for dwelling no. 119.
- (c) Dwelling no. 185 (House Type D3) to be changed to a D2 House Type (handed).
- (d) Dwelling no. 198 (House Type C3) to be changed to a C2+ House Type. To ensure passive surveillance of narrow public walkway
- (e) Amend Dwelling no. 205 to provide a significant privacy strip along its eastern side (minimum of 0.9m). This may require a slight realignment of the southern Duplex block.
- (3) A sliver of land is proposed behind Bicycle Storage at Home Zone 1. This sliver of land should be either incorporated within the garden of dwelling no. 37 or the storage should be relocated eastwards and placed up against the western boundary wall of this dwelling.
- (4) The ESB station, located at the rear garden entrance to house no. 030 is not of a high standard. An alternative location for the ESB should be investigated or the arrangement of the ESB station in close proximity to the rear entrance to be rationalised, in the interests of perceived security.

Applicant's response:

All revisions to house types, individual sites and privacy/landscaping strips, where required are dealt with in that report and accompanying BKD architect drawings:

- 6259-P-003
- 6259-P-004
- 6259-P-006
- 6259-P-010
- 6259-P-011

Assessment:

In relation to 3(1)(a) the applicant states “17, 21, 30, 37, 66, 69, 75, 80, 87, 92, 153, 159, 166, 167 and 171 have been denoted as being maintained by a private management company. It is not proposed that any of these spaces are to be taken in charge by the Council”. It is stated that this approach will ensure high-quality landscaping is maintained at all times along gables and exposed walls. The applicant also states that this approach is currently implemented on schemes within the Adamstown SDZ area and works well (St Helens, Gandon Park and Shackleton).

For the duplex units, 044/045, 098/099, 117/116, the applicant is also proposing these areas are maintained by a private management company and not taken in charge.

For 185 and 198 – these have south facing gable walls adjoining an area of gated communal open space for the sole benefit of the duplex units in the south east corner of the site adjoining Adamstown Way. This will be maintained by the management company and will have security controlled access gate. The communal space will be overlooked. Units 185 and 198 do not have access to this communal area – it is not appropriate to locate these house types along the northern boundary as it would result in gable windows looking into a shared communal area that the houses would not have access to. Privacy strip along the southern gables of these units would be unnecessary, as the management company would be maintaining this area.

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

The planning authority is satisfied with this response.

3(1)(b) the applicant has made the required adjustment. This is considered acceptable.

3(1)(c&d) The applicant sets out that the area located directly to the south of both Units 185 and 198 will be semi-private space and therefore it is not feasible to have the requested house types in this location. The planning authority notes the semi-private nature of this location, which was not clear in the original drawings. The response is deemed to be satisfactory.

3(1)(e) the duplex block has moved in a westerly direction, as requested. A sliver of land is provided along the eastern elevation dividing the unit from the footpath/street. This is considered acceptable.

3(3) The requested adjustment has been incorporated into the site layout and the strip has been eliminated. This is considered acceptable.

3(4) The applicant has chosen not to relocate the ESB substation. Alternative proposals brought to SDCC were not deemed to be acceptable. It was agreed that the original design was preferable. The Planning Authority is still of the opinion that the proposed rear access to Dwelling Unit 30 should be relocated away from the substation in a southerly direction. This can be achieved by way of **condition**.

Conclusion

The proposed development is generally considered to be acceptable and generally in keeping with the Adamstown Planning Scheme. However, a number of issues should be addressed by way of Clarification of Additional information, including roads and public realm.

Recommendation

I recommend that **CLARIFICATION OF ADDITIONAL INFORMATION** be requested from the applicant with regard to the following:

1. The Planning Authority, including the Roads Section, is not satisfied with the response to Item 1 of the Additional Information request and the justification of the design approach for the Linear Park Street Avenue.
 - (1) It is clear from the design typology of an Avenue as detailed in the Adamstown Street Design Guide (ASDG) that parallel parking should be provided along avenues, along with intermittent street trees (every 2-3 spaces). Footpaths should be provided on the inside of these car parking spaces. The ASDG also sets out a number of other requirements that should be adhered to when designing avenues, this includes design speed, street reserve width & carriageway width. The applicant is therefore requested to provide clarification, as follows:
 - (i) a revised proposal providing an Avenue, this should provide parking at a rate of c1.5 spaces per dwelling or as otherwise agreed. If this cannot be accommodated on the

Comhairle Chontae Atha Cliath Theas

Record of Executive Business and Chief Executive's Order

avenue, to the front of the dwellings, then other solutions, such as utilising currently unallocated spaces on the side streets, close to the dwellings in question or perhaps amending some house designs to provide for 'wider' frontages, should be considered.

(2) The submitted parking strategy, which indicates 'off-curtilage' spaces within the curtilage of dwellings on side streets 1 and 4, is considered to be inappropriate and it is unclear how this can actually operate on the ground. The applicant is requested to provide a revised parking strategy which addresses this matter, the parking should either be all off-curtilage or all on-curtilage (unless it can be clearly demonstrated how both on and off can operate alongside each other).

2. The Planning Authority is not satisfied with the response to Item 2 of the Additional Information request:

(1) The provision of Street trees along Linear Park Road (Avenue), integral to the street, has not been achieved and the response to the AI request is not satisfactory. In order to achieve street trees that are integral to the street, the applicant is requested to provide the following:

(a) Additional space for tree planting integral to the street;

(b) Move the footpath to the rear of the car parking so street trees can be integral to the street;

(c) Provide parallel parking along Linear Park Road (Avenue) with integrated street trees every two or three car parking spaces.

The applicant is requested to provide revised plans in accordance with the above.

(2) The applicant is requested to set out the details of the SuDS measures to address water quality, amenity and biodiversity and to show what attenuation capacity is provided by SUDS. SuDS tree pits should be provided.

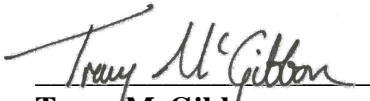
(3) The details provided for the play spaces are unclear. The proposed items are not consistent with what was requested. The applicant is requested to provide details of unstructured plan, as well as details of how play items are to be landscaped into the scheme.

Comhairle Chontae Atha Cliath Theas

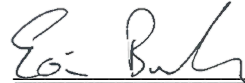
Record of Executive Business and Chief Executive's Order

REG. REF. SDZ21A/0014

LOCATION: Development Area 8, Adderig, Adamstown, Lucan, Co. Dublin



**Tracy McGibbon,
A/Senior Executive Planner**



**Eoin Burke,
Senior Planner**

ORDER: I direct that **CLARIFICATION OF ADDITIONAL INFORMATION** be requested from the applicant as set out in the above report and that notice thereof be served on the applicant.

Dated: 03 November 2021



**Mick Mulhern, Director of Land Use,
Planning & Transportation**