

# Comhairle Chontae Atha Cliath Theas

**PR/1618/21**

## **Record of Executive Business and Chief Executive's Order**

**Reg. Reference:** SDZ21A/0020      **Application Date:** 21-Oct-2021  
**Submission Type:** New Application      **Registration Date:** 21-Oct-2021

**Correspondence Name and Address:** Stephen Little & Associates 26/27, Pembroke Street Upper, Dublin 2, D02 X361

**Proposed Development:** Minor amendments to the development permitted under Planning Permission Ref SDZ21A/0007 comprising the following: repositioning of landscaped communal courtyard of Block G from first floor podium level to ground floor level due to removal of podium parking at Level 0, and the consequential relocation of 83 car parking spaces within the Block F multi-storey car park (as permitted under Ref SDZ20A/0008, amended by SDZ20A/0018 and as further amended under a concurrent application under Ref SDZ21A/0017) and to on-street locations immediately adjacent to Block G, all including ancillary site development and landscape works; modification of 174 apartments (74 one-bedroom units, 98 two-bedroom units and 2 three-bedroom units) arising from adjustments to structural grids in Block G consequent to repositioning of the car parking and the landscaped courtyard; adjustments to Block G2 consisting of a minor reduction to the footprint of the Block by 0.6m and the removal of the setback floor on the northern half of the block (level 5), the reduction in height (1 floor) to the northern half of Block G2 (now 5 storey), a minor reduction to the overall provision of residential units from 185 to 184 apartment units, a minor reduction to the overall provision of car parking spaces from 93 to 92 spaces, a minor reduction to the overall provision of bicycle parking spaces from 225 to 224 spaces, the introduction of 9 ground floor units, facilitated by the removal of the podium from the core, the introduction of an additional apartment unit on Level 1, adjustments to the location of the bicycle, plant, and waste stores serving Block G, including the provision of bicycle storage structures in the courtyard; the development now proposed in Block G comprises of 184 apartments in a mix of 83 one-

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bedroom units, 99 two-bedroom units, 2 three-bedroom units, in two blocks (Block G1 ranges in height from 4 to 9 storeys and Block G2 ranges in height from 4 to 6 storeys; both including set back floors).

**Location:** Townlands of Gollierstown, Adamstown, Lucan, Co. Dublin

**Applicant Name:** Quintain Developments Ireland Limited

**Application Type:** Permission

(SW)

### **Description of Site and Surroundings:**

Site Area:  
Stated as 1.05ha

#### Site Description:

The subject site is situated in the southern area of Adamstown SDZ, within Development Area 11-Adamstown Station under the Adamstown SDZ Planning Scheme Area. The lands are bounded by Adamstown Avenue and the existing residential development to the north, by Station Road, the railway line and Adamstown train station to the south, by the existing sports and leisure building to east and undeveloped lands to the west. The southern boundary of the site runs along the constructed Station Access Road that serves Adamstown Railway Station and Park & Ride facility. A temporary 'Park and Ride' facility is located on lands to the west of Adamstown Station development area. The subject site is a greenfield site and is bound by fencing. There are no hedges, tree lines, water features or other significant features on the proposed site.

### **Proposal:**

The proposed development consists of amendments to the development permitted under Planning Permission Ref SDZ21A/0007 comprising the following:

- **repositioning of landscaped communal courtyard** of Block G from first floor podium level to ground floor level due to removal of podium parking at Level 0, and
- the consequential **relocation of 83 car parking spaces within the Block F** multi-storey car park (as permitted under Ref SDZ20A/0008, amended by SDZ20A/0018 and as further amended under a concurrent application under Ref SDZ21A/0017) and to on-street locations immediately adjacent to Block G,
- Ancillary site development and landscape works;

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- modification of 174 apartments (74 one-bedroom units, 98 two-bedroom units and 2 three-bedroom units) arising from adjustments to structural grids in Block G consequent to repositioning of the car parking and the landscaped courtyard;
- adjustments to **Block G2** consisting of a
  - **minor reduction to the footprint** of the Block by 0.6m and the
  - **removal of the setback floor on the northern half of the block (level 5), the reduction in height (1 floor) to the northern half of Block G2 (now 5 storey),**
- a minor reduction to the overall provision of residential units from 185 to **184 apartment units**,
- a minor reduction to the overall provision of car parking spaces from 93 to 92 spaces,
- a minor reduction to the overall provision of bicycle parking spaces from 225 to 224 spaces,
- the introduction **of 9 ground floor units**, facilitated by the removal of the podium from the core,
- the introduction of an **additional apartment unit on Level 1**,
- adjustments to the location of the bicycle, plant, and waste stores serving Block G, including the provision of bicycle storage structures In the courtyard;
- the development now proposed in Block G comprises of 184 apartments in a mix of 83 one-bedroom units, 99 two-bedroom units, 2 three-bedroom units, in two blocks (Block G1 ranges in height from 4 to 9 storeys and Block G2 ranges in height from 4 to 6 storeys; both including set back floors).

#### **SEA Screening**

No overlap with environmental layers identified.

#### **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 11: Adamstown Station Development areas within the Adamstown SDZ Planning Scheme 2003 (as amended), South Dublin County Council.

#### **Consultations:**

- |                         |                                  |
|-------------------------|----------------------------------|
| - <i>Public Realm:</i>  | No objections                    |
| - <i>Roads Section:</i> | Additional Information requested |

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- |  |                                       |
|--|---------------------------------------|
| - <i>Water Services:</i>               | Additional Information requested      |
| - <i>Irish Water:</i>                  | No objection, subject to conditions.  |
| - <i>Environmental Health Officer:</i> | No report received at time of writing |
| - <i>Architects Department:</i>        | No report received at time of writing |

### **Submissions/Observations /Representations**

None.

### **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. 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:**

**SDZ21A/0007** Phase Two of the Adamstown District Centre and consists of 17,764sq.m (gross floor area, including car park and storage) of residential development to be constructed in 2 buildings ranging in height from 4 to 9 storeys; a total of 185 apartments, comprising 82 1-bedroom apartments, 102 2-bedroom apartments and 1 3-bedroom apartment; ancillary resident's amenity rooms and facilities are also provided at the ground floor level of Block G1; all apartments are provided with private open space in the form of balconies or gardens. The proposed block description is as follows: Block G1 (c. 6,708sq.m gross floor area, 5,420sq.m net floor area); 4-9 storeys, with a total of 86 apartments (38 1-bedroom apartments and 48 2-bedroom apartments); resident's amenity area (231sq.m) including lounge and gym at ground floor, with direct access to semiprivate communal open space; private front gardens are provided on the west elevation for all ground floor units; private front gardens are also provided for first floor units on the east elevation, with access onto a communal open space between Blocks G1 and G2 above the podium; ancillary plant, storage, waste and internal bicycle parking rooms provided at ground floor level; Block G2 (c.7,808 sq. m gross floor area, 6,480 sq. m net floor area): 4-5 storeys with 1 no. setback storey and a total of 99no. apartments (44 1-bedroom apartments, 54 2-bedroom apartments and 1 3-bedroom apartment); private front gardens are provided on the east and south elevations for all ground floor units; private front gardens are also provided for first floor units on the west elevation, with access onto a communal open space between Blocks G1 and G2 above the podium; ancillary plant, storage, waste and internal bicycle parking rooms provided at ground floor level; the development provides a total of 1,249sq.m landscaped public open space, principally in 2 areas - to the north and to the south west of the site; a total of 1,478sq.m resident's communal open space is provided at ground floor level and at first floor level on a podium above the car parking area, with a further 486sq.m. of communal open space in the form of buffers and planted areas; a total of 93 car parking spaces are provided for this development, with 10 at street level and 83 beneath the podium

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between Blocks G1 and G2; a further 10 car parking spaces are to be provided at street level, but are reserved for use by a future phase of development. 225 bicycle parking spaces are provided, including 185 covered, stacked bicycle parking spaces and 40 'Sheffield Stands' in the public realm; new Toucan Crossing at Station Road and other roads infrastructure across the development including insertion of tactile paving, raised tables, loading bay and roads signage; photovoltaic panels are provided on the roof of both Blocks G1 and G2, as well as lift over runs and plant at roof level; the development also includes the provision of ancillary site development, boundary treatments and landscape works; the application site incorporates elements of the Adamstown Station Development Areas within the Adamstown Strategic Development Zone; this application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001 on lands bounded generally by Adamstown Avenue and the Stratton housing development to the North, by Station Road, Adamstown Train Station and the Dublin to Kildare railway line to the South, by Adamstown Park to the East, and to the West by lands currently undeveloped, but benefitting from Planning Permission Reg. Ref. SDZ20A/0008, as amended by Reg. Ref. SDZ20A/0016 and SDZ20A/0018. **Permission Granted.**

**SDZ20A/0018** Amendments to the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 and comprises of the following: Adjustments to the configuration of the footprint of Block F now over 3 levels (c. 22,652sq.m overall, of which retail is c.7115sq.m), including revised facade treatment, including canopies and signage zones. ; Reconfiguration of the ground floor layout of Block F to provide 2 supermarket units, both with off-licences (including one discount food store) (c. 3804sq.m and c. 2136sq.m respectively) with shared entrance lobby and revised retail back of house and service area layout, including ancillary accommodation in the upper floor of Block F.; A multi storey car park is proposed at first and second levels of Block F above the retail uses (the previously permitted third level is being omitted). The amended floorplate of Block F provides 448 car parking spaces over first and second level (as already permitted). The multi storey car park includes residential car parking spaces, as well as spaces associated with the supermarket units and other non-residential uses in the district centre. ; Relocation of entrance to the multi storey car park to now be accessed from Adamstown Avenue to the north via a revised access ramp layout. Amendments to the access and egress to ground floor internal vehicular goods delivery from Station Road. ; Revised location and reconfiguration of the back street from Adamstown Avenue, along with internal streets and public spaces arising from adjusted floorplate of Block F; Associated amendments to landscaping and ancillary site development works, including temporary landscaping as part of reconfigured layout of street immediately to the east of Block F and provision of ESB substation. **(only small element of subject site) Permission Granted.**

**SDZ20A/0008** Construction of Phase One of the Adamstown District Centre; proposed development is a mixed use commercial and residential development of c.36,621sq.m (gross floor

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area) in total (excluding the multi-storey car park) to be constructed in buildings ranging in height from 4-9 storeys... **(only small element of subject site) Permission Granted.**

**SDZ08A/0002** Construction of phase one of the Adamstown District Centre. The application site incorporates elements of Adamstown Square, Adamstown Boulevard and Adamstown Station Development Areas within the Adamstown SDZ. The proposed development is a large scale mixed use commercial and residential development of c.109,044sq.m. in total to be constructed in buildings ranging in height from 2-10storeys... **Permission Granted**

**SDZ07A/0003** A package of enabling works to facilitate the construction of Adamstown District Centre... **(only small element of subject site) Permission Granted.**

**SDZ06A/8** Relocation of the temporary park and ride car park permitted under SDZ04A/2... **(only small element of subject site) Permission Granted.**

**SDZ06A/5** Development of approx. 2,780 metres of roadway...(only small element of subject site) **Permission Granted.**

**SDZ06A/11** Development comprising of approx. 1132 metres of roadway...(only small element of subject site) **Permission Granted.**

**SDZ04A/2** Construction of the Adamstown Railway Station, and transportation interchange including a park and ride facility...(only small element of subject site) **Permission Granted.**

**SDZ04A/1** Development comprising 407 dwellings...(only small element of subject site) **Permission Granted.**

#### **Recent Relevant Enforcement History**

None recorded for the subject site.

#### **Pre-Planning Consultation**

PPSDZ08/21 The proposal is for amendments to the planning application for 185 units at Block G, Adamstown Station (SDZ21A/0007).

#### **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).

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*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 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.

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*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



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*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**

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.

#### ***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

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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 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.

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#### **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.

#### **Park & Ride Locations**

- Adamstown Station (Dublin-Kildare Railway)
- Temporary facility operating with a permanent facility to be completed as part of the District Centre development (as identified within the Adamstown SDZ Planning Scheme).

#### **Adamstown SDZ Planning Scheme 2014**

##### *2.3 (iv) Hierarchy of Centres*

*2.3.9 Adamstown is focused on an identifiable hierarchy of district and local centres and a network of smaller local nodes. The principal District Centre is focused on the railway station and transport interchange.*

*2.3.10 In order to encourage a mix of activities and uses the boundary of Adamstown District Centre is not physically defined. The District Centre comprises all of the Adamstown Station development area and may include parts of the adjoining Adamstown Boulevard and Adamstown Square development areas.*

*2.3.11 The District Centre is defined by the greatest concentration of permissible shopping, services, leisure and employment activities together with community uses serving Adamstown as a whole, in addition to a significant permissible residential element.*

*2.3.12 In design terms, the Centre is characterised by the availability of good public transport, higher plot ratios, pedestrian priority, smaller block sizes, greater building heights, hard-landscaped civic spaces, green boulevards and high quality buildings and materials in order to create development in an urban format.*

##### *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*

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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.*

2.6.8 *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 (viii) *Shopping and Retail Services*

2.6.26 *It is proposed that shopping and retail services be provided in three principal centres within the Adamstown SDZ, although an element of shopping and retail service floorspace is permissible in all eleven development areas.*

2.6.27 *The maximum amount of retail floorspace permitted is expressed in percentage terms as follows: -*

- > 50% of total non-residential floorspace in Adamstown Station, which is the Adamstown District Centre and in Somerton, which adjoins the existing Lucan District Centre;*
- > 33% of total non-residential floorspace in the Tobermaclugg Village and Tandy's Lane Village development areas, which are identified as the two major local centres;*
- > 10% of total non-residential floorspace in all other areas.*

*Proposed Adamstown District Centre*

2.6.28 *There is one major District Centre proposed in Adamstown, focused on the Transport Interchange. Shopping up to a maximum of 16,300sq.m. is permitted. This includes 14625sq.m in the Adamstown Station development area and 875sq.m and 800sq.m in the adjoining Adamstown Boulevard and Adamstown Square development areas respectively.*

### **2020 Amendment to the Adamstown SDZ Planning Scheme 2014**

SDCC has 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 has led to a Proposed Amendment to the Planning Scheme, which SDCC considers is non-material and satisfies criteria outlined in legislation against which proposed amendments to SDZ Planning Schemes must be 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'.*

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- 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))

The proposed non-material Amendment, which has been submitted to An Bord Pleanála contains the following recommended 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.
- 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 non-material Amendment to the Adamstown SDZ Planning Scheme 2014 was approved by An Bord Pleanála on 20<sup>th</sup> October 2020 (Order Number ABP-306986-20).

### Assessment

#### Overview of Proposed Development

Permission was granted for 185 apartments on the site in 2021 (SDZ21A/0017). The principle of the development on the site has already been assessed and has been deemed to be acceptable. This application comprises modifications to the permitted development and it is stated will reduce the number of apartments by one to 184 apartments and relocate podium car parking off-site to Block F. The relocation of podium car parking to Block F has had ramifications on the overall development previously granted under SDZ21A/0017, most notably:

- (1) The omission of the podium level with car parking under and now to be used as communal open space. This is greatly welcomed by the Planning Authority.
- (2) Car parking spaces relocated to Block F (76 spaces located on the third floor) and 16 on-street (on the north-south aligned street to the west of Block G1), including 5 mobility impaired.
- (3) **Eleven apartments omitted** from the 5<sup>th</sup> floor set back - the setback floor on the northern half of the block'[G2] from 5+1 to 5 storeys.\*\*The 11 apartments omitted from the 5<sup>th</sup> floor set back have been relocated elsewhere within the site, as follows\*\*:
  - a. Nine residential units will now be located at ground floor level.
  - b. An additional apartment on first floor (The first floor of Block G2 has been rearranged resulting in the omission of two 2-bedroom apartments and the provision of 3 1-bedroom apartments).

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- c. An additional apartment appears to have been created on the fourth floor of Block G2. However, this has not been mentioned in the statutory notices and should therefore be clarified (**Additional Information**).
- (4) Adjustment of the overall length of Block G2 by 0.6m.
- (5) A public pedestrian route through the site in a north-south alignment. This is greatly welcomed by the Planning Authority.
- (6) Increase in N-S road that runs between Blocks F and G has increased in width relative to the Masterplan scheme (Section 02 Site Strategy of the Design Statement). There is ambiguity in this proposal, which requires clarification (**Additional Information**).
- (7) Twenty-six own door units are now proposed facing onto streets and into the internal courtyard. This is welcomed.
- (8) Bicycle storage (x 2) located within the communal open space.

\*\*It is noted that not all of the proposed amendments are clearly identified in both the description in the notices and/or on the proposed plans.\*\*

### **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.

The proposal represents amendments to Phase 2 of the development, which was granted planning permission in September 2021 (SDZ21A/0007). Phase 1 was also granted permission previously (SDZ20A/0008, as amended by SDZ20A/0016 and SDZ20A/0018).

### **This assessment will concentrate solely on the proposed modifications.**

#### Assessment of each Proposed Modification:

##### *Repositioning of landscaped communal courtyard*

It is proposed to reposition the landscaped communal courtyard of Block G from first floor podium level to ground floor level, this is a result of the proposed removal of podium parking at Level 0. This aspect of the revised proposals is generally welcomed as it will place the open/communal space at ground level, making it more accessible. There are a few concerns, however:

- (1) Bicycle parking will now be located at ground level in two container-like structures. A large container-like structure measuring 6.15m x 13m (79.95sq.m) would be located at the northern end of the site. This structure is considered to be substantial and will dominate the northern end of the open/communal space. An alternative location should be sought for both structures/bicycle storage. The applicant should investigate the incorporation of all bicycle storage within the building structures/built fabric (similar to waste storage) and possibly omit an apartment to accommodate bicycle parking. If this is not possible, the

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applicant is requested to provide materials more suited to the setting; as a minimum the structure should be greened and should be more natural in the nature of the design.

- (2) The south-western open space is significantly enhanced by the modifications and the entrance to the apartment complex has been strengthened. These items are greatly welcomed by the Planning Authority.

The applicant has provided a 'Daylight Sunlight Report' prepared by OCSC consulting engineers. This states that excellent levels of sunlight are experienced across the proposed development and "*the communal amenity space provided exceeded the BRE guidelines for sunlight on the test day of 21<sup>st</sup> March*". The proposed amendments to the amenity spaces are, therefore, considered acceptable in terms of impact on daylight.

It is noted from Dwg ADC-HJL-G-ZZ-DR-A-1950 (Rev P03) that the following amendments are proposed to quantity of open space provided:

	Permitted sq.m	Proposed sq.m
Private open space	1294.1	1389.2
Communal amenity	1477.6	1366.4
Other communal	485.9	655.1
POS	1249	1263.1

Notwithstanding the reduction/increase in units, the overall private, communal and public open space is above minimum standards required for a development of this size and is acceptable.

The Parks and Public Realm Department has no comments on the revised proposal. The content of this report has been noted.

#### *Relocation of 83 car parking spaces from podium to within the Block F*

This amendment has resulted in a number of changes:

#### Block F

The overall parking provision is now 92 spaces. It is proposed to relocate car parking spaces from the permitted podium to within the multi-storey car park - Block F - (as permitted under Ref SDZ20A/0008, amended by SDZ20A/0018 and as further amended under a concurrent application under Ref SDZ21A/0017) and to on-street locations immediately adjacent to Block G. The parking previously granted permission was for a total of 93 car parking spaces provided through on-street parking (10) and podium parking under Blocks G1 and G2 (83).

The description of development states 'and the consequential relocation of 83 car parking spaces within the Block F multi-storey car park'. The Design Statement clearly notates and states that 76 spaces will be provided within Block F. The illustration indicates that the car parking for Block G will be located on 'Third Floor' and the allocation for Block G is indicated on drawing 5150924/HTR/07/DR/0114 (REV A) as 76 spaces.

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The applicant has not indicated the parking that has previously been allocated for other developments that have already been allocated within Block F. The applicant is, therefore, requested to provide the following as **ADDITIONAL INFORMATION**:

- Identify areas of parking within Block F for Block G
- Identify areas of parking within Block F already allocated to other developments (specifying the location for each Block / use individually)
- Identify unallocated areas.
- Clarify the quantum of parking for Block G that is contained with Block F

#### On Street:

It is noted that sixteen on-street parking spaces are being provided. These are welcomed and will aid access to parking for occupants of Block G1. All perpendicular parking should meet the requirements of the ASDG, DMURS and the Roads Department.

#### Adamstown Park, Adamstown Avenue and Station Road

The Planning Authority are of the opinion that the proposed development does not provide ease of access for parking to the occupants of Block G2. This matter was raised at the pre-planning stage.

It is noted that Adamstown Park is delineated as an Avenue in the Planning Scheme and on this basis, it was deemed acceptable for Block G2 to have the height of a Perimeter Block for its entirety. Adamstown Avenue and Station Road are also avenues.

The principle of the design, with no car parking provided along the eastern avenue was accepted in the assessment of SDZ21A/0007 predicated on the provision of on-site car parking. However, the current proposals provide for car parking off-site (significantly to the west of the site) with no provision for a set-down/drop-off for those living/accessing Block G2. The applicant should be requested to provide a design solution to provide a set-down/drop-off along the eastern avenue.

#### **ADDITIONAL INFORMATION.**

#### Connectivity:

The ground floor layout for the entirety of the Block G tile has been amended substantially. The under-podium car parking has been relocated to an 'off-site' location, which has freed up the internal block-space to create an at grade communal space. The two-way vehicular access penetrating the site from the west has been removed and has now been replaced with a narrow east-west aligned walkway and a waste facility room measuring approximately 50sqm. The connectivity between the western north-south street and the overall development is now proposed as a narrow walkway via an indistinguishable façade. This link will have the important and crucial role acting as the primary link between the relocated car parking proposed in Block F and the heart of the Tile G (Blocks G1 and G2). The Planning Authority has serious reservations about this aspect of the proposal. The eastern block (Block G2) currently provided with no on-street car parking will be heavily reliant on the east-west link through the entire urban-block for access not just to the car



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parking at Block F but also to the entire District Centre (located to the west). This development will look westward for all its functions and needs. Therefore, any proposed east-west link should be expected to clearly demonstrate a safe, highly functional, well overlooked and comfortable pathway for all users (children, adolescents, older people, parents with prams, residents with groceries, mobility impaired) in a westerly direction; it is not considered that this is achieved in the current proposals. This is unacceptable within this development. The Planning Authority could offer solutions, but this may give rise to other unforeseen design issues which may result in unworkable solutions. Therefore, the design team should be requested to revisit this aspect of the design in the context of a review of the overall design of the entire block-tile (Both G1 and G2). A design statement that details how the blocks will function, how the desire lines to and from the site can be managed to ensure the greatest pedestrian and cyclist comfort and to ensure that no resident is overly disenfranchised will be important to the overall assessment of development on the site and should therefore be requested by additional information request.

Particular regard should be given to the design of the façade of the building where the east-west link will be created, in the interests of providing clear legibility.

In addition, the applicant should be requested to:

- (1) Clearly show, on plan, the pedestrian link between the car parking on the third floor of Block F to various locations within blocks G1 and G2. This plan should show true desire lines for pedestrians (i.e. lines that pedestrians will take and not those they will be corralled to take) for example show desire lines where they would cross the western north-south street once exiting the exit doors from Block F, and overlay these onto '*Junction - Location Plan*'. Once the desire lines have been overlayed onto the '*Junction - Location Plan*' the Planning Authority request the design team to modify the proposals and layout to incorporate more direct routes to the Block G development from the District Centre in general and the car parking in Block F specifically (with particular reference to the most direct routes to both the entrances at 1) the east-west penetrator in the western block and 2) the south-west entrance. This may require the relocation of pedestrian crossing/significant raised tables/change in street materials or changes in the location of the proposed pedestrian access in Block G1. Of significant concern is the vehicular access to Block F, which appears to be situated at an important movement pathway that links Blocks G with activities associated with the wider District Centre. In this regard, the red line of the boundary as shown in the Site Layout Plan may need to be increased to incorporate these required works.

(2)

- a. The east-west penetrator located in the western block (Block G1) connecting the north-south link street into the communal open space should be redesigned to provide greater legibility and should be strengthened to create a more functional through-way. As a minimum the entrance should be significantly widened and should incorporate design features that will make this important connection point more welcoming.

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- b. the waste facility room at the east-west penetrator in Block G1 should be significantly redesigned, to provide for a much widened pedestrian connection or fully relocated. This entrance should be welcoming to all users.

#### *Modifications to apartments*

The notices state that it is proposed to make modifications to 174 apartments (74 one-bedroom units, 98 two-bedroom units and 2 three-bedroom units) arising from adjustments to structural grids in Block G consequent to repositioning of the car parking and the landscaped courtyard, these modifications have not been clearly identified or delineated on the proposed plans, rather a red line has been drawn around the entirety of the two blocks. The applicant is requested to provide this through **ADDITIONAL INFORMATION**. The following modifications have been noted (but are not exhaustive):

- (1) Minor modifications to layout of Block G1 at first floor level. These (excluding east-west connection) are not considered to be significant and are generally acceptable.
- (2) No changes proposed to second or third floor for both G1 and G2.
- (3) **Eleven units omitted** from the fifth floor of Block G2 as a result of the omission of the fifth floor set back and have been relocated elsewhere within the site, as follows:
  - a. Nine residential units will now be located at ground floor level.
  - b. An additional apartment on first floor (The first floor of Block G2 has been rearranged resulting in the omission of two 2-bedroom apartments and the provision of 3 1-bedroom apartments).
  - c. An additional apartment appears to have been created on the fourth floor of Block G2. However, this has not been mentioned in the statutory notices and should therefore be clarified (**Additional Information**).
- (4) Resizing of five apartments proposed at fifth floor level in Block G2 (G2S.501 and G2S.505). The apartment schedule indicates that these meet the minimum aggregate areas and it is apparent that they meet the minimum widths for living areas and bedrooms. Apartment no. 501 is a 1 bed 2 person apartment and 505 is a 2bed 4 person apartment. The applicant is requested to clarify that the bedrooms in these apartments meet the minimum 11.4sq.m requirement for bedroom size (Note: Minimum floor areas exclude built-in storage presses that are contributing to storage space). (**Additional Information**).

The applicant states in the notices that an additional apartment is provided at first floor level. The Planning Authority note that the first-floor level of Block G2 has been amended to omit two x 2-bedroom apartments and reconfigure the space to provide three 1-bedroom apartments in their stead. The location of these modified apartments is where the access to the podium communal space was initially proposed (although this has not been clearly indicated on the proposed plans).

The Planning Authority also note that an additional apartment has been provided at 4<sup>th</sup> floor. The applicant is requested to clearly identify all additional apartments on the floorplans and elevations. (**Additional Information**).

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#### House Types, Mix and Floor Areas

The proposed development comprises 184 residential units across Blocks G1 and G2 and comprises a mix of 1, 2, and 3 bed apartments, as outlined in the table below, which represents a decrease in one unit from that previously granted (Table 2). This is considered to be acceptable and not a major change to that previously assessed and granted.

#### Summary of Accommodation:

**Table 1: Proposed**

<b>Proposed</b>	<b>1 Bed</b>	<b>2 Bed (3p)</b>	<b>2 Bed (4p)</b>	<b>3 Bed</b>	<b>TOTAL</b>
<i>Apartments</i>	83	11	88	2	184
<i>% of mix</i>	45%	6%	48%	1%	

**Table 1: Permitted**

<b>Permitted</b>	<b>1 Bed</b>	<b>2 Bed (3p)</b>	<b>2 Bed (4p)</b>	<b>3 Bed</b>	<b>TOTAL</b>
<i>Apartments</i>	85	13	85	2	184
<i>% of mix</i>	46%	7%	46%	1%	

Overall, there is a slight decrease in 1-bed and 2-bed 3 person apartments, with an increase in 2-bed 4 person apartments. There is no change in 3 bed apartments. The proposed mix is generally acceptable, subject to clarification of proposed numbers and areas of works affected by this application.

The applicant has submitted a 'Quality Housing Assessment' which indicates that all apartments meet the requirements in terms of kitchen/living area, aggregate bedroom area, storage and private amenity. However, this is contrary to drawing ADC-HJL-G-ZZ-DR-A-1950 (Rev P03) Open Space Schedule, which indicates that less than 5sq.m private amenity would be provided in some instances. The applicant is requested to confirm whether the requirements would be met in all instance or whether there would be deviations from this. **ADDITIONAL INFORMATION.**

#### 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. The applicant states in the design statement that 46% of apartments are dual aspect, which is in accordance with the guidelines for accessible areas. None of the single aspect apartments are north facing.

#### Amenity of Apartments

The Daylight and Sunlight Analysis, prepared by OCSC has been submitted with the application. The analysis demonstrates that internal daylight access in excess of minimum requirements for individual apartments is achieved by 98.7% across the proposed development. The majority of

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apartments not only meet, but greatly exceed the ADF target set out. This is acceptable to the Planning Authority.

The applicant is requested to clearly identify on the plans and elevations where all areas for reduction are. It is not apparent from the information submitted where some of the above alterations are located. This should be provided via **ADDITIONAL INFORMATION**.

*A pedestrian route through the site in a north-south alignment.*

The Planning Authority welcome the pedestrian connectivity through the site

### Materials and Finishes and Signage

The applicant is not proposing any changes in this regard. This is noted. A condition shall be attached to any further permission to agree materials prior to the commencement of development.

### Phasing

The proposed amendment will not impact upon the phasing, as set out under SDZ21A/0020.

### **Roads, Access and Parking Provision**

The Roads Department has stated:

#### *Vehicular Access*

*The vehicle access to the previous planning permission has been removed. Visibility splay for both ends of the north-south back street junctions have been submitted and are adequate.*

#### *Internal Road Layout:*

*All the recommendations suggested in the Road Safety Audit Assessment shall be implemented in the final design layout for the development.*

*An autotrack has been provided detailing the routes for fire tender and refuse vehicle routes for the development. A refuse management system for the development is required detailing how the waste will be collected and stored.*

#### *Car Parking:*

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#### 8.4.2 Car Parking

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

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

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

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

*The car parking for the development has been moved to the adjacent Block F multi story. 76 spaces have been moved to the multi-story level 3 and 16 spaces have been provided on street.*

#### *Bicycle Parking*

#### 8.4.3 Cycle Parking

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

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

*The overall bike parking provision has been reduced by one from 225 to 224 the development will provide for 75% of the amount required by the Apartment Guidelines for new builds. The bike parking spaces should be covered and secure. The access doors for these shelters shall not obstruct the walkways around them, when open.*

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#### *Public Lighting:*

*Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme with South Dublin County Council Lighting Department.*

#### *Taking in Charge:*

*All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed”.*

#### **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. The subject application includes an Engineering Services Report, set of Drawings and a Site-Specific Flood Risk Assessment prepared by Cs Consulting Group.

The Flood Risk Report notes that the subject site is deemed to be located in Flood Zone C. The Flood Risk Assessment concludes that the likelihood of onsite flooding from groundwater due to hydrological conditions are deemed to be minor and within acceptable levels.

SDCC Water Services Section has reviewed the details submitted with the application and has requested **additional information** regarding SuDS.

A report received from Irish Water notes no objections, subject to **conditions**.

*Planning Note: There is an opportunity to seek above ground water attenuation and SUDS features within the communal space at ground level. The applicant should be requested to revisit this aspect and incorporate green infrastructural items that function in conjunction with SUDS. Additional Information.*

#### **Landscaping and Public Realm**

The Public Realm Department has no comments on the proposal.

#### **Heritage and Biodiversity**

There are no changes in the impacts of the proposal in this regard.

#### **Archaeological Heritage**

There are no changes in the impacts of the proposal in this regard.

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#### **Waste Management**

An Outline Construction and Demolition Waste Management Plan (CDWMP) and Operational Waste Management Plan (OWMP) prepared by AWN Consulting (dated October 2021) have been submitted for the proposed development. The OWMP proposes a waste strategy for managing waste for the operational phase of the new development that complies with all legal requirements, waste polices and best practice guidelines.

No comments have been received from the Waste Management Section.

The waste collection points have been changed from those approved under SDZ21A/0007. Under the parent application, the waste locations were identified as:

- Ground floor, adjacent to parking in NE corner

Proposed storage is:

- Ground floor, adjacent to generator (G1)
- Ground floor, adjacent to internal core north portion of G2
- Ground floor, adjacent to internal core south portion of G2

The proposed storage can be accessed from amenity spaces.

The Operational Waste Management Plan sets out that the proposed development incorporates a number of design measures to minimise impacts, including ventilation. The facilities management company will be required to maintain the waste storage areas in good condition as required by the SDCC Waste Bye-Laws.

The proposed waste storage locations are considered acceptable, in general, however, there are concerns regarding the impact on the pedestrian accesses between Block G and Block F – these matters have been raised above.

#### **Environmental Health**

There are no changes in the impacts of the proposal in this regard.

#### **Energy**

An Energy and Sustainability Report as prepared by O Connor Sutton Cronin has been submitted with the application (dated October 2021). A building Life Cycle Report was submitted with the original proposal. The energy statement sets out that the proposed residential aspects of the development will comply with Part L 2019 (NZEB) regulations. As part of the developments efforts to further reduce energy consumption, the project is targeting an A2/A3 BER (Building Energy Rating). A range of measures including the installation of solar photovoltaics and heat pumps are proposed. Furthermore, a number of sustainable design features has been considered. This is considered to be acceptable and a **condition** requiring the implementation of these measures is therefore recommended.

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#### **Public Lighting**

Details of the intended lighting design for the proposal has been submitted by the applicant. A detailed lighting design is required to be agreed with the Lighting section of South Dublin County Council prior to commencement of development. It is recommended that a **condition** to address this matter be applied in the event of a grant of permission.

#### **Part V Social Housing**

There are no changes in the impacts of the proposal in this regard.

#### **Appropriate Assessment**

An Appropriate Assessment screening report has been submitted with the planning application for SDZ21A/0007. It was prepared by Brady Shipman Martin. The Appropriate Assessment Screening Report concludes *'in view of best scientific evidence this report concludes that the proposed development, either individually or in combination with another plan or project, will not have significant effect on any European sites'*.

Having regard to the documentation submitted as part of the planning application, including the Appropriate Assessment Screening Report prepared by Brady Shipman Martin 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 is not required in this instance.

#### **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***

Permission sought for residential development (14,743sq.m Total GFA, 11,968 residential net)

92 car parking spaces, in keeping with standard.

<b>Number of:</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>TOTAL</b>
Apartments	83	99	2	184



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### **SEA Monitoring**

- *Building Use Type Proposed* - Residential
- *Floor Area (sqm)*- 14,743sq.m
- *Land Type*- SDZ/ Greenfield
- *Site Area*- Stated as 1.05 ha

### **Conclusion**

The proposed residential development is considered to be generally acceptable in principle. However, having regard to the provisions of the Adamstown SDZ Planning Scheme (as amended), regarding connectivity, parking and apartments standards, in the interests of complying with the scheme and in the interests of sustainable planning and development of the area additional information should be sought.

### **Recommendation**

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

1. (a) The notices state that it is proposed to make modifications to 174 apartments (74 one-bedroom units, 98 two-bedroom units and 2 three-bedroom units) arising from adjustments to structural grids in Block G consequent to repositioning of the car parking and the landscaped courtyard, these modifications have not been clearly identified or delineated on the proposed plans, rather a red line has been drawn around the entirety of the two blocks. The applicant is requested to provide as much clarity on significant modifications arising – Specifically, the applicant is requested to clearly delineate on plan the proposed changes at first, fourth and fifth floor levels are requested.  
(b) The applicant has submitted a 'Quality Housing Assessment' which indicates that all apartments meet the requirements in terms of kitchen/living area, aggregate bedroom area, storage and private amenity. However, this is contrary to drawing ADC-HJL-G-ZZ-DR-A-1950 (Rev P03) Open Space Schedule, which indicates that less than 5sq.m private amenity would be provided in some instances. The applicant is requested to confirm whether the requirements would be met in all instances or whether there would be deviations from this.  
(c) Resizing of five apartments proposed at fifth floor level in Block G2 (G2S.501 and G2S.505). The apartment schedule indicates that these meet the minimum aggregate areas and it is apparent that they meet the minimum widths for living areas and bedrooms. Apartment no. 501 is a 1 bed 2 person apartment and 505 is a 2bed 4 person apartment. The applicant is requested to clarify that the bedrooms in these apartments meet the minimum 11.4sq.m requirement for bedroom size (Note: Minimum floor areas exclude built-in storage presses that are contributing to storage space).

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(d) The Planning Authority also notes that an additional apartment has been provided at 4th floor. The applicant is requested to clearly identify all additional apartments on the floorplans and elevations.

2. (a) The principle of the design, with no car parking provided along the eastern avenue was permitted in the assessment of SDZ21A/0007 and predicated on the provision of on-site car parking. However, the current proposals provide for car parking off-site (located to the west of the site) with no provision for a set-down/drop-off for those living/accessing Block G2 from the east. The applicant is requested to consider a design solution to provide parallel parking/ a set-down/drop-off along the eastern avenue.

(b) For clarity, the applicant is requested to:

(i) Identify areas of parking within Block F for Block G and clarify the quantum of parking for Block G that is contained with Block F.

(c) The Design Statement states 'Increase in N-S road that runs between Blocks F and G has increased in width relative to the Masterplan scheme (Section 02 Site Strategy of the Design Statement) – Section 2 Site Strategy Block G Site Layout, Point 4. It is not apparent from the submitted layout plans that there is any change between the permitted and proposed layout of the street between Blocks F and G. As a minimum, the proposed layout should indicate compliance with Condition 2 of SDZ21A/0007, which states: 'Amendments.

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

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

*(a) Revised on-street parking layout for the western street to ensure adequate reversing distance behind the on street car parking spaces.*

*REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.'*

The applicant is requested to clarify the above issue, submitting a detailed cross section and demonstrating compliance with DMURS so that a full assessment can be carried out.

3. The ground floor layout for the entirety of the Block G tile has been amended substantially. The under-podium car parking has been relocated to an 'off-site' location. An east-west pedestrian access is proposed through Block G1 via an indistinguishable façade, (narrow and located alongside a waste facility). This link will have the important and crucial role acting as the primary link between the relocated car parking proposed in Block F and the heart of the Tile G (Blocks G1 and G2). The Planning Authority has reservations about this aspect of the proposal. This development will look westward for all its functions and needs. Therefore, any proposed east-west link should be expected to clearly demonstrate a safe, highly functional, well overlooked and comfortable pathway for all users in a westerly direction and be highly legible; it is not considered that this is achieved in the current proposals.

The applicant is requested to:

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(1) Clearly show, on plan, the pedestrian link between the car parking on the third floor of Block F to various locations within blocks G1 and G2. This plan should show true desire lines for pedestrians (i.e. lines that pedestrians will take and not those they will be corralled to take) for example show desire lines where they would cross the western north-south street once exiting the exit doors from Block F, and overlay these onto 'Junction - Location Plan'. Once the desire lines have been overlaid onto the 'Junction - Location Plan' the Planning Authority request the design team to modify the proposals and layout to incorporate more direct routes to the Block G development from the District Centre in general and the car parking in Block F specifically (with particular reference to the most direct routes to both the entrances at 1) the east-west penetrator in the western block and 2) the south-west entrance. This may require the relocation of pedestrian crossing/significant raised tables/change in street materials or changes in the location of the proposed pedestrian access in Block G1. Of significant concern is the vehicular access to Block F, which appears to be situated at an important movement pathway that links Blocks G with activities associated with the wider District Centre. In this regard, the red line of the boundary as shown in the Site Layout Plan may need to be increased to incorporate these required works.

(2)(a) The east-west penetrator located in the western block (Block G1) connecting the north-south link street into the communal open space should be redesigned to provide greater legibility and should be strengthened to create a more functional through-way. As a minimum the entrance should be significantly widened and should incorporate design features that will make this important connection point more welcoming and legible.

(b) The waste facility room at the east-west penetrator in Block G1 should be significantly redesigned, to provide for a much-widened pedestrian connection or alternatively should be fully relocated.

4. The most northerly located bicycle parking structure (measuring approximately 79.95sq.m) is considered to be substantial and will dominate the northern end of the open/communal space. An alternative location should be sought for this bicycle storage. The applicant should investigate the incorporation of all bicycle storage within the building blocks/built fabric (similar to waste storage) and possibly omit an apartment to accommodate bicycle parking. If this is not possible, the applicant is requested to provide a sustainably 'greened' structure incorporating natural planting and green solutions within the design.

5. (a) Sustainable Drainage Systems (SuDS) are proposed within the central courtyard area on submitted landscaping plans for the development however these features are not shown on submitted surface water drainage plans. The applicant is requested to submit a revised surface water drainage layout drawing showing the inclusion of SuDS on site including within the central courtyard area. The drawing shall demonstrate how all SuDS features are integrated into the surface water drainage network on site.

(b) The applicant is requested to submit cross sectional details of all proposed SuDS

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features for the development including but not limited to:

- Permeable pavement
- Tree pits
- Swales
- Rain Gardens
- Green/Blue roofs

(c) There is an opportunity to seek above ground water attenuation and additional SUDS features within the communal space at ground level. The applicant is requested to revisit this aspect and incorporate green infrastructural items that function in conjunction with SUDS.

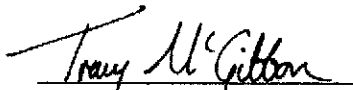
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**REG. REF. SDZ21A/0020**

**LOCATION: Townlands of Gollierstown, Adamstown, Lucan, Co. Dublin**

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

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

**Date:**

15/12/21

  
**Eoin Burke, Senior Planner**