



Residential Development Adamstown  
Area 5 - Tubber Lane

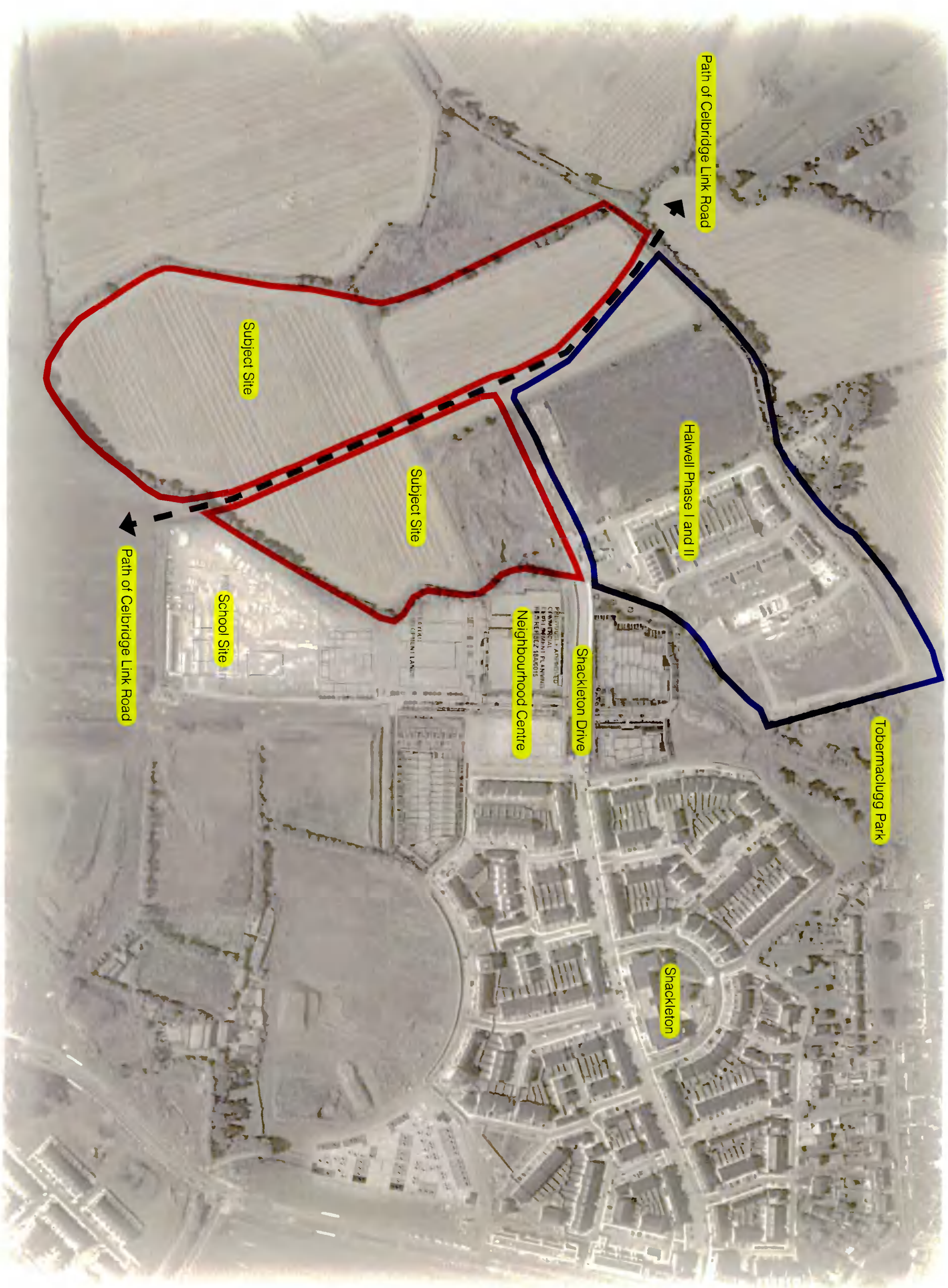
Hugh McGreevy & Sons  
Tierra Ltd

Architectural Design Statement - December 2021



TUBBER LANE - AREA 5 - PHASE III  
RESIDENTIAL DEVELOPMENT  
ADAMSTOWN SDZ

EXISTING SITE



## EXISTING SITE

The subject site is in the jurisdiction of South Dublin County Council and is subject to the zoning parameters itemised in the South Dublin County Council development Plan 2016-2022.

Planning objectives for the site in question are contained in the Adamstown SDZ. The specific requirements are also listed in the SDZ as indicated here.

It is noted that the subject site is bisected by the path of the Celbridge Link Road. This path was altered in a revision to the SDZ approved by ABP in 2014.

This revision did not however indicate how the SDZ layout for Tubber Lane [Area 5] would be impacted beyond a rudimentary broken line as indicated opposite.

It is therefore left to the Development Authority and the applicant to interpret the intention of the originally drafted SDZ layout and apply this to an amended layout that can accommodate the amended path alignment of the Link Road.

Such an approach was adopted by both parties [SDCC and the applicant] for the design and approval of Halwell Phases I and II [Reg Ref SDZ17A/006 + SDZ19A/0008]

Area 5 Tubber Lane measures 17.4 Hectares

Halwell Phase I + II measures 7.92 Hectares

Total Units Permitted for Halwell are 327 Units [41/Hectare]

Net Area of Remaining Area 5 Lands is 9.5 Hectares

Min-Max Total Dwelling Units for Area 5 of the SDZ is:

609 [min - ie. 35 per hectare x 17.4 ha] or

783 [max - ie. 45 per hectare x 17.4 ha]

The maximum permissible units for the remaining Area 5 lands is therefore calculated as 783 less 327 [permitted]:  
783 - 327 = 456

Halwell Phase I is currently nearing completion

Halwell Phase II has commenced in Q4 2020

Halwell Phase II is expected to be substantially complete by Q2 2022

Celbridge Link Road Construction is commencing now.

Given the above phasing of developments adjoining the application lands, the applicant wishes to seek a permission for the remaining lands so that development can be planned accordingly to complete Area 5 of the SDZ lands.

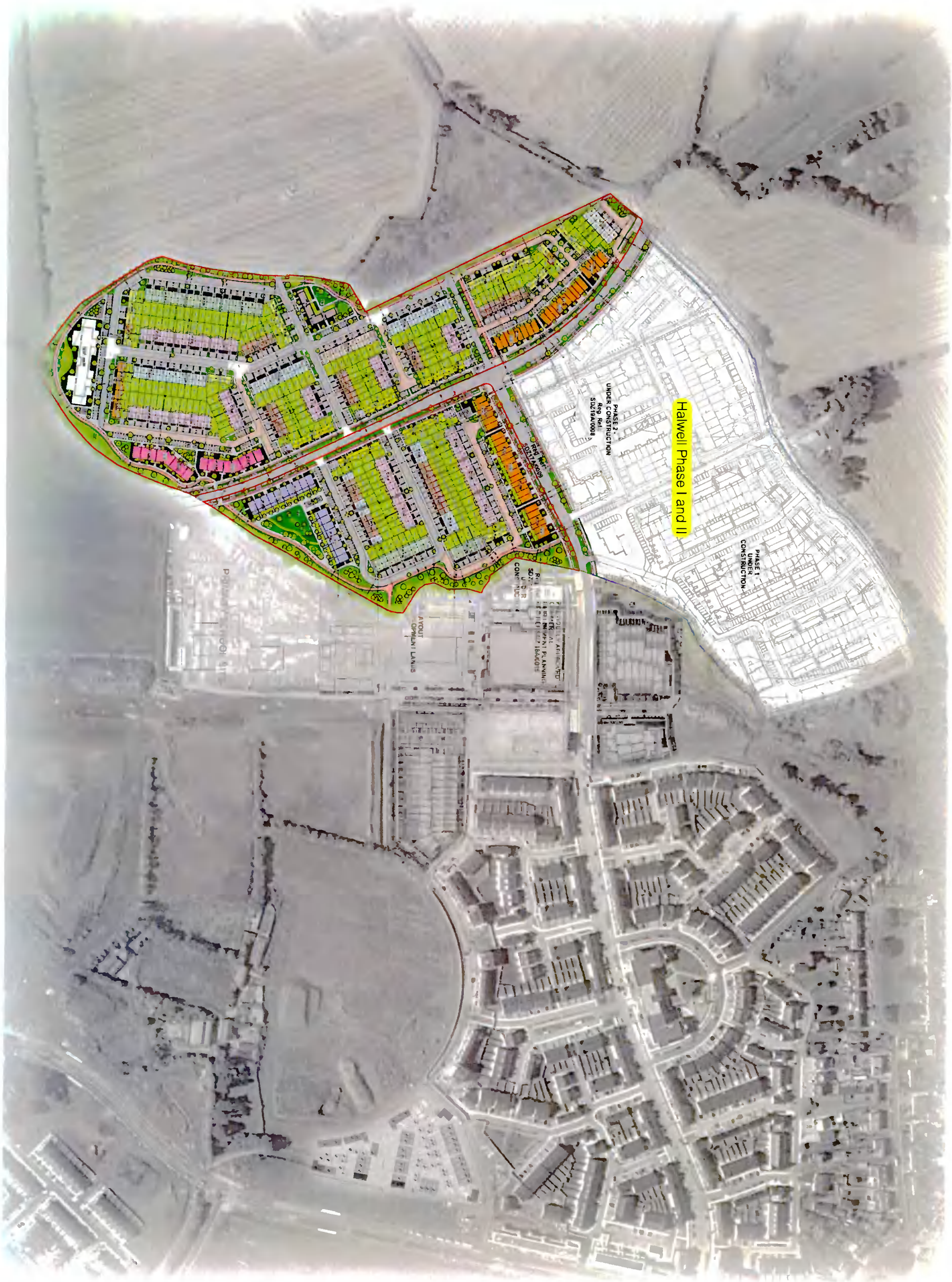
## Key

Area character type	Low development density
Gross area	18.8 hectares
Net development area	17.6 hectares
Min-max total residential development	73,800-94,800 sq.m.
Min-max dwellings per Ha.	35-45
Min-max total dwelling units	615-790
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy to include 1x traveller accommodation facility

### Indicative Layout



SDZ Planning Scheme Boundary	
Landmark Building	
Established Tree to be Preserved	
Possible Access Point to Backland Development in Dodsboro	
Adamstown Railway Station	
Traveller Accommodation Site	
Major Pedestrian & Cycle Route	
Pedestrian Cyclist Only Route	
Shared Cycle Vehicle Route	
Dedicated QBC Busway	
Boulevard	
Avenue	
Side Street	
Back Street	
Park and Ride Carpark	
Gross Development Area	
School / Civic Building	
Flexible Use Perimeter	
Perimeter Building	
Perimeter Reduced Height	
Courtyard Building	
Courtyard Reduced Height	
Constructed Development	
Constructed Public Space	
Constructed Schools	
Open Space Private	
Open Space Public	
Major Parks	



Halwell Phase I and II

PHASE 2  
 UNDER CONSTRUCTION  
 Reg Ref  
 S0218A/0008

PHASE 1  
 UNDER  
 CONSTRUCTION

ADAMSTOWN  
 SDZ

ADJACENT  
 OPEN LANDS

PARKWAY  
 SCHOOL SITE

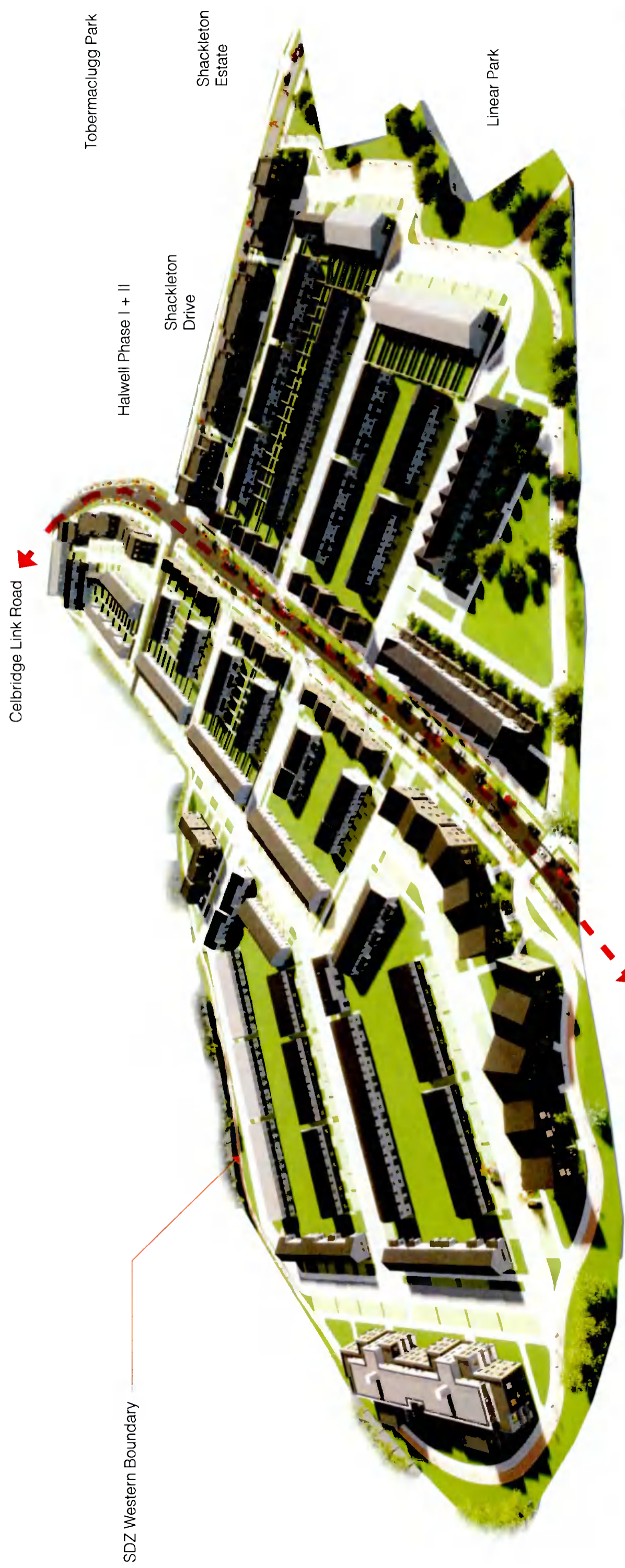
Satellite View of Site in Context

PROPOSED LAYOUT - AERIAL VIEW

TUBBER LANE - AREA 5 - PHASE III  
RESIDENTIAL DEVELOPMENT  
ADAMSTOWN SDZ

NET SITE AREA: 9.5 HA

PROPOSED APPLICATION WILL BE FOR 455 TOTAL UNITS  
DENSITY: 47 / HA



AERIAL VIEW OF PROPOSED DEVELOPMENT



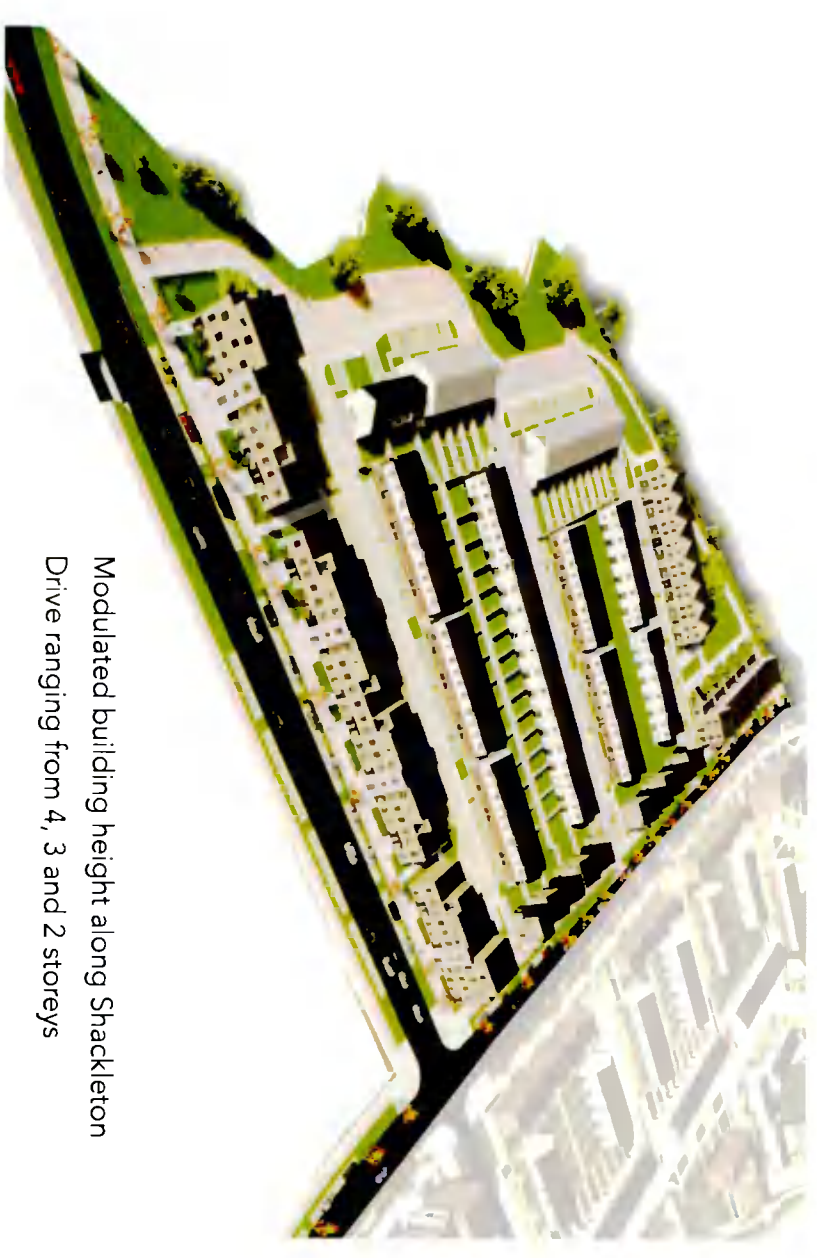


## SECTOR 3.1

TOTAL UNITS	153
Duplex:	43
Apartment over Duplex:	12
Apartment:	18
Wide Front:	12
Terrace:	68
Residential Mix:	
1 Bed	8%
2 Bed	24%
3 Bed	69%
4 Bed	-%

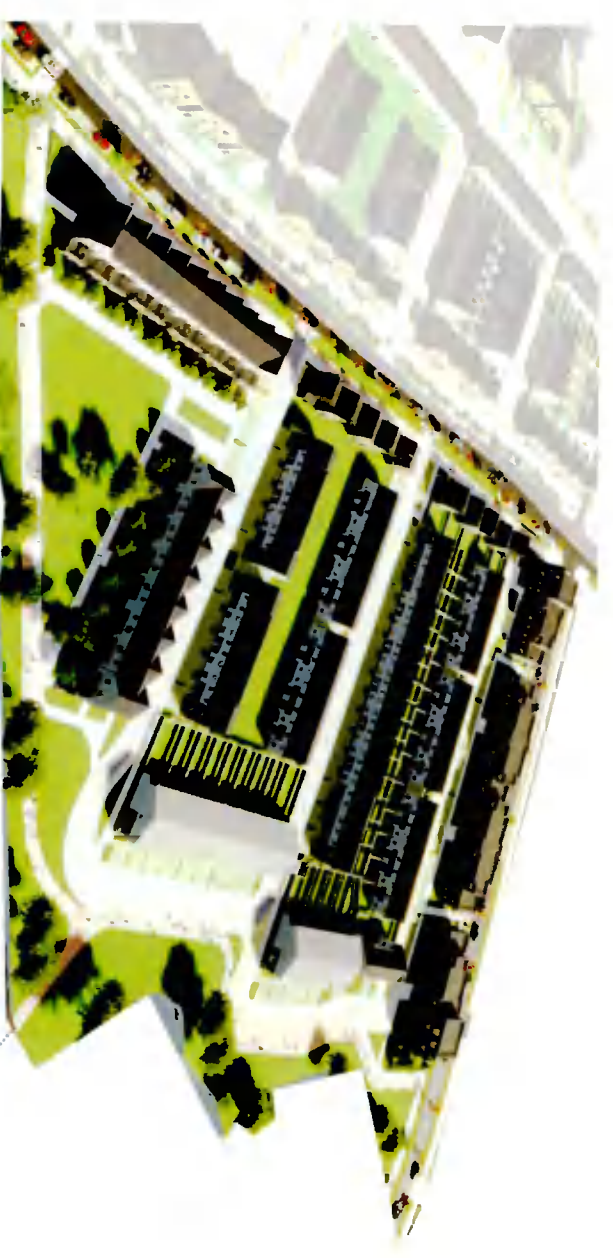
A mix of duplex apartments and wide frontage houses are proposed to address the condition along the Celbridge Link road and Shackleton Drive. Parking for these typologies is provided to the rear along accessed via a homezone or local street type. Private open space is also maintained at the rear enabling an urban edge to the development to be presented along the main avenues. Parallel parking and street trees along the main avenues can be located on the road side of a cycle way and pedestrian foot-path with a threshold of private space allowed for between the public path and the facades of the residential units.

A stepped terrace building frontage is proposed along the linear park at the eastern boundary to the site that would form a continuous elevation from Halwell Phase 1 facing onto the linear park.



Modulated building height along Shackleton Drive ranging from 4, 3 and 2 storeys

## SECTOR 3.1 - PERSPECTIVE VIEWS



Continuous cycle link along linear park to eastern site boundary with connections to Arlie Park



## SECTOR 3.2

TOTAL UNITS 238

Duplex: 20  
Apartment over Duplex: 20  
Apartment: 42  
Wide Front: 31  
Terrace: 125

Residential Mix:

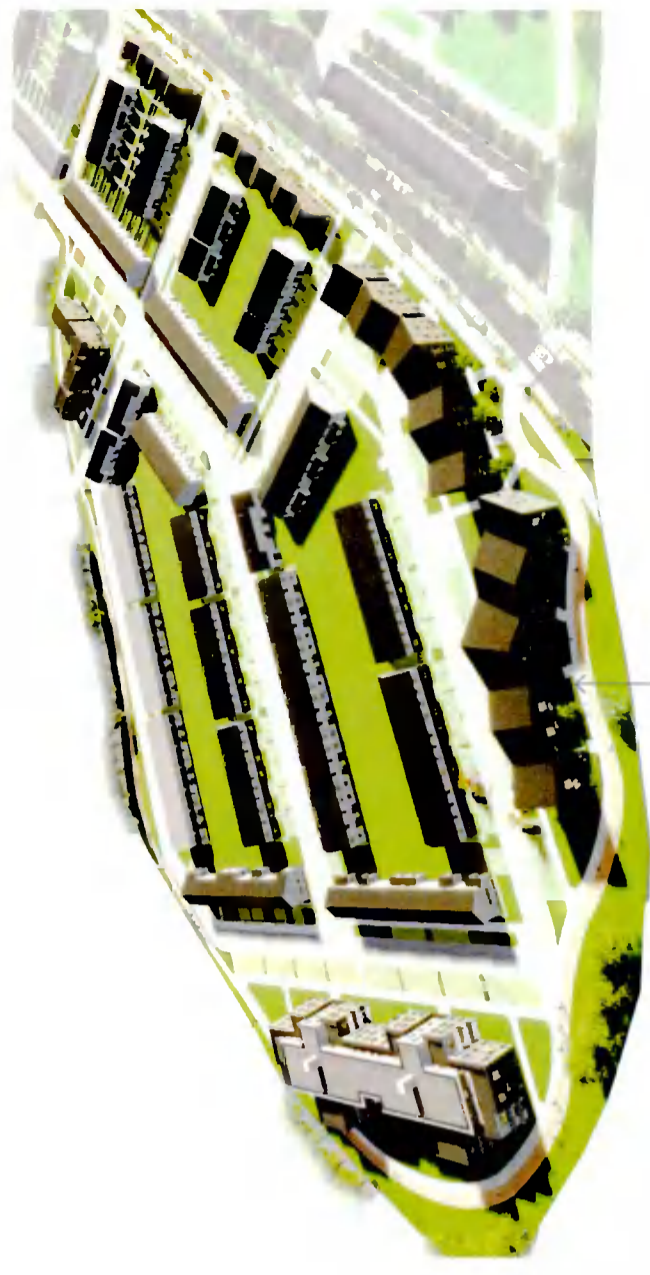
1 Bed	8%
2 Bed	31%
3 Bed	63%
4 Bed	-%

A mix of duplex apartments and wide frontage houses are proposed to address the condition along the Celbridge Link road. Parking for these typologies is provided to the rear along accessed via a homezone or local street type. Private open space is also maintained at the rear enabling an urban edge to the development to be presented along the main avenues. Parallel parking and street trees along the main avenues can be located on the road side of a cycle way and pedestrian footpath with a threshold of private space allowed for between the public path and the facades of the residential units.

Potential future connection to both SDZ southern avenue and future development lands to the west has been considered. PoS has been provided for along the western boundary with retained hedge row and between the proposed feature apartment buildings.



## SECTOR 3.2 - PERSPECTIVE VIEWS



Feature building located at southern corner of site along site Celbridge Link Road in accordance with the position indicated in the SDZ



### SECTOR 3.3

TOTAL UNITS	64
Duplex:	23
Apartment over Duplex:	12
Apartment:	9
Wide Front:	14
Terrace:	15
Residential Mix:	
1 Bed	56%
2 Bed	16%
3 Bed	19%
4 Bed	9%

Duplex apartments and are proposed to address the condition along the Celbridge Link road. Parking for these typologies is provided to the rear along accessed via a homezone or local street type. Private open space is also maintained at the rear enabling an urban edge to the development to be presented along the main avenues. Parallel parking and street trees along the main avenues can be located on the road side of a cycle way and pedestrian foot-path with a threshold of private space allowed for between the public path and the facades of the residential units.

Independant access is provided to a site at the north designated within the SDZ for traveller accommodation. Six units are proposed within this site in a format consistent with that approved by SDCC elsewhere within the SDZ.



Six units with independant access are provided to the north of the application site for traveller accommodation as designated in the SDZ



A strong urban street front is provided along the Celbridge Link Road with a modulation of building height ranging from 2, 3 and 4 storeys along its length



## Urban Edge

Consideration for building frontage and treatment of boundary conditions along the main avenues [Celbridge Link Road and Shackleton Drive] have been incorporated with the proposed development.

Key access nodes within the development where the interface with future proposed avenues as set out within the SDZ are also considered with the designed layout so that a coherent pattern of development can be established that would knit into both the intended urban form of the SDZ layout and a potential continuance of urban form into lands to the west which could be considered for future development.

An active frontage of terraced housing provides direct passive surveillance onto the linear park along the eastern site boundary. A cycle and pedestrian path is proposed along this park with direct connections to the local shops/village centre and to Tobermaclugg further north. The park also forms a continuation of this element from Hallwall Phase 1

- Feature Building [3/5 storey]
- Edge Building [3 storey]
- Edge Building [2/3 storey]



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ADAMSTOWN SDZ

AERIAL VIEW OF SITE



## Developed Proposal

The following pages illustrate the proposed development from various key view points around the site.

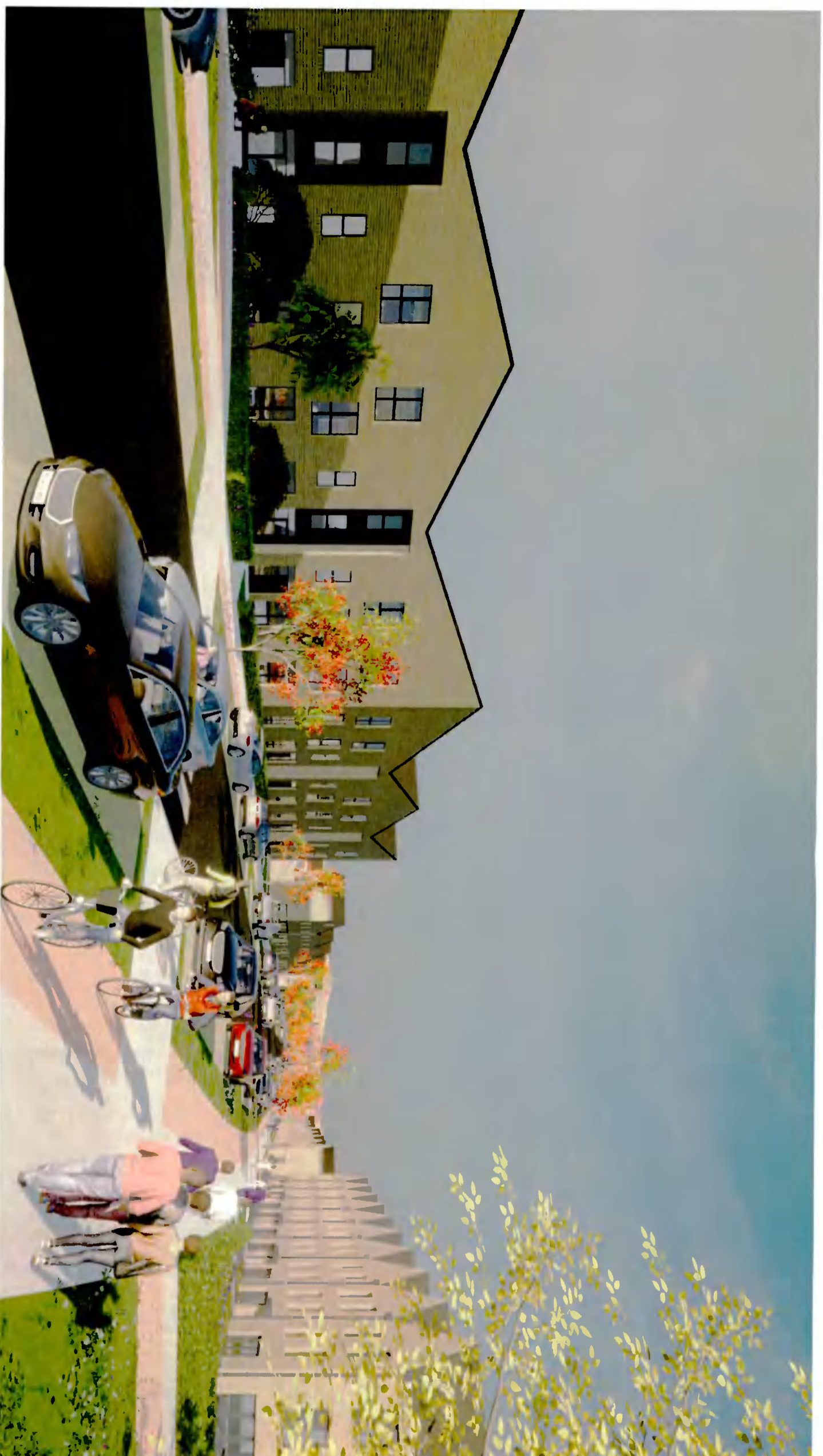
The scheme design and layout has been developed in consultation with SDCC via a series of preplanning consultations. The principles established with relation to the interpretation and implementation of the aspirations of the SDZ have been consistently maintained throughout this process.

Aspects of the proposal such as height, building edge and how the development addresses both the Celbridge Link Road and Shackleton Drive are considered with specific residential and building typologies deployed to appropriately address each condition.

The proposed density of the developed scheme is 455 units or 47/Hectare [Net]. The applicant has demonstrated that this density can be delivered on the subject site in a manner that provides a strong mix of residential unit types ranging from terraced house types to own-door apartment types.



View of development looking west along Shackleton Drive



**View of feature buildings at southern end of  
Celbridge Link Road**

An arrangement of two related buildings are positioned at the point where the Celbridge Link Road intersects the site at its southern boundary. The buildings contain ground level duplex apartments with second floor single storey residential units over. A rhythm is established by the regular placement of common entry halls which are expressed on the facade by a deep three storey high recess. This rhythm is amplified by the undulating roof line which aligns its low point over each recess.

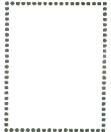




View of feature buildings from within site looking toward Celbridge Link Road

The undulating roof pattern described opposite carries through on both sides of the buildings and the rhythm established on the opposite facades is reflected on the opposing side by way of the placement of balconies for each dwelling. The buildings are thus designed to be dual fronted with consideration for a threshold of privacy provided by way of ground level landscaping and set back distance from public paths surrounding the building. A continuous level of passive surveillance is thus maintained onto the adjacent cycle and pedestrian paths which pass by the buildings.





View of Housing Terrace fronting onto  
Celbridge Link Road

A strong three storey facade is presented onto the Celbridge Link Road with an articulated gable that provides a modulated rhythm along the street front. These units have own door access ground floor apartments with duplex apartments over which are accessed from the rear by way of a shared stair arrangement. Parking is provided to the ground level units along the link road in a parallel format interspersed with street trees.





View of Public Open Space along cycle route.

The building type described opposite is dual front in design. While it is designed to address an urban edge condition onto the Celbridge Link Road, its opposing facade is designed to overlook the local public park with shared stair access to the upper level duplex apartments. The private terraces for the ground level units are placed between each external staircase. Landscape planting provides an additional layer of privacy threshold setting the patios back further from the public path while allowing a continuous passive surveillance onto the park.





**View of housing terrace opposite apartment building  
in a local street setting**

A two storey housing terrace faces a four storey apartment building in a local street setting at the southern portion of the site. The apartment building has been designed to an appropriate scale for this condition with the top floor set back from the main facade and the facade itself modulated as a series of three and four storey elements providing a sense of variation in scale along its frontage. This variance in the buildings volume and scale is further articulated by the use of contrasting material with entire volumes clad in brick and entire recessed volumes clad in render. Park is also contrasted along the street with parallel parking serving the housing terrace and perpendicular parking serving the apartments. Street trees are interspersed on both sides of the roadway.







View of Proposed Development along  
Celbridge Link Road and Shackleton Drive

The urban edge condition onto both Shackleton Drive and the Celbridge Link Road is addressed consistently with a specific building type appropriate to its context and contribution to the streetscape. The corner conditions are further articulated by a lifting in height to four storeys. This height change is modulated by the undulating nature of the roovescape on the contiguous elevations along the streets leading to each corner condition and thus is presented as a graduated punctuation rather than an abrupt height change.





NET AREA: 9.5 Hectare / Site Density: 47 Units/Hectare

**LEGEND**

Denotes Application Site Outline

Denotes Outline of Land in Ownership

Note - Celbridge Link Road permitted under Reg. Ref: SDZ17/A0009 - Currently under construction / to be completed as per landowners agreement.

Road	Green Buffer*
Home Zone	Open Space Area*
Bicycle Path	External ESB Substations
Pedestrian Path	External Bin Stores - Apartment Buildings
Private Path / On Curtilage Parking	External Bin Stores - Houses
Private Gardens	External Bicycle Stores
Existing Hedgerow*	Badger Protection Zone*
Type A (A1, A2, A3) / 2 Storey / 3 Bedroom / 31 Units	
Type B (B1, B2) / 2 Storey / 3 Bedroom / 72 Units	
Type C (C1, C2, C3) / 2 Storey / 3 Bedroom / 40 Units	
Type D (D1, D2) / 2 Storey / 3 Bedroom / 9 Units	
Type E (E1, E2, E3) / 2 Storey / 2 Bedroom / 50 Units	
Type F (F1, F2) / 2 Storey / 3 Bedroom / 19 Units	
Type H / 3 Storey / 3 Bedroom / 5 Units	
Type I (I1, I2) / 2 Storey / 3 Bedroom / 25 Units	
Type J (J1, J2) / 2 Storey / 2 Bedroom / 8 Units	
Type K (K1, K2) / 2 Storey / 4 Bedroom / 6 Units	
Block (A + C) / 2 - 3 - 4 Storey / 3 Bedroom Duplex + 1 Bedroom Apartment / 18 Units (14 Duplexes + 4 Apart)	
Block (B) / 2 - 3 Storey / 3 Bedroom Duplex + 1 Bedroom Apartment / 19 Units (11 Duplexes + 8 Apart)	
Block (U) / 2 - 3 - 4 Storey / 3 Bedroom Duplex + 1 Bedroom Apartment / 11 Units (9 Duplexes + 2 Apart)	
Block (K) / 3 Storey / 3 Bedroom Duplex + 1 Bedroom Apartment / 16 Units (8 Duplexes + 8 Apart)	
Block (L) / 3 - 4 Storey / 3 Bedroom Duplex + 1 Bedroom Apartment / 8 Units (6 Duplexes + 2 Apart)	
Block (I) / 3 Storey / 3 Bedroom Duplex + 1 Bedroom Apartment / 8 Units (4 Duplexes + 4 Apart)	
Block (D + E) / 3 Storey / 3 Bedroom Duplex + 2 Bedroom Apartment / 36 Units (18 Duplexes + 18 Apart)	
Block F / 4 Storey / 1 Bedroom + 2 Bedroom Apartment / 42 Units (28 2B/4P + 12 2B/3P + 2 1B/2P)	
Block (H + G) / 3 Storey / 1 Bedroom Apart. + 2 Bedroom Apart. + 2 Bedroom Duplex / 32 Units (16 Duplexes + 4 2B Apart. + 12 1B Apart.)	
<b>TOTAL UNITS: 455</b> / <b>SITE AREA: 9.95 Hectares</b> / <b>Site Density: 45.7 Units/Hectares</b>	

**NOTES:**

- \* All dimensions and levels in meters, except where noted otherwise.
- \* For all proposed landscaping items - refer to landscape drawings.
- \* For all proposed engineer items - refer to engineer drawings.

