



THORNTON O'CONNOR
TOWN PLANNING

Planning Report

**In respect of a Residential Development in Tandy's Lane
Village Development Area (Phase 2)**

Submitted on Behalf of

Quintain Developments Ireland Limited

April 2022



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Planning Department
South Dublin County Council
County Hall
Tallaght
Dublin 24

Tuesday, 12th April 2022

Dear Sir/ Madam

RE: PROPOSED RESIDENTIAL DEVELOPMENT COMPRISING 352 NO. UNITS ON LANDS AT TANDY'S LANE (PHASE 2) IN THE TOWNLANDS OF DODDSBOROUGH AND FINNSTOWN, ADAMSTOWN, LUCAN, CO. DUBLIN, [WITHIN ADAMSTOWN STRATEGIC DEVELOPMENT ZONE PLANNING SCHEME]

1.0 INTRODUCTION

1.1 Introduction to Proposed Development

Thornton O'Connor Town Planning in association with MOLA Architecture¹, Doyle + O' Troithigh Landscape Architecture², Waterman Moylan Consulting Engineers Limited³, Brady Shipman Martin⁴, The Tree File⁵, Sabre Electrical Services Limited⁶, AWN Consulting⁷, Traffico⁸, SCD Consulting⁹ and 3D Design Bureau¹⁰, have been retained by Quintain Developments Ireland Limited¹¹ to prepare this planning application in respect of a proposed residential development in the Tandy's Lane Village Development Area of the *Adamstown Strategic Development Zone ("SDZ") Planning Scheme*. The scheme represents Phase 2 of the Tandy's Lane Development with Phase 1 granted under SDCC Reg. Ref. SDZ19A/0011.

¹ No. 2 Donnybrook Road, Donnybrook, Dublin, D04 NN50

² Pembroke House, Nos. 28-32 Upper Pembroke Street, Dublin 2

³ Block S, East Point Business Park, Alfie Byrne Road, Dublin D03 H3F4

⁴ Mountpleasant Business Centre, Ranelagh, Dublin, D06 X7P8

⁵ Ashgrove House, No. 26 Foxrock Court, Dublin 18, D18 R2K1

⁶ Unit 11 Bellevue Industrial Estate, Finglas, Dublin 11

⁷ The Tecpro Building, Clonshaugh Business & Technology Park, Dublin 17

⁸ No. 30 Glasnevin Court, Glasnevin, D11 NC2W

⁹ No. 12 Fortfield Grove, Terenure, Dublin 6. D6W E221

¹⁰ No. 65 Rock Rd, Blackrock, Dublin, A94 PT62

¹¹ Fitzwilliam Court, Leeson Close, Dublin 2, D02 YW24

The proposed development is described as follows:

The development will principally consist of: the construction of 352 No. residential units (terraced, semi-detached and detached) comprising 253 No. two storey houses (15 No. two bed units and 238 No. three bed units ranging in size from c. 86 sq m to c. 118 sq m) and 99 No. three storey houses (18 No. three bed units and 81 No. four bed units and ranging in size from c. 147 sq m to c. 189 sq m). The total gross floor area of the development is c. 43,272 sq m.

The development will also comprise the provision of 2 No. vehicular accesses from Adamstown Boulevard, 1 No. vehicular access from Adamstown Drive (L1030), 2 No. vehicular accesses from Adamstown Park Road and 2 No. vehicular accesses from Tandy's Lane; vehicular connections will also be provided to permitted roads in Tandy's Lane Phase 1; internal routes; 535 No. car parking spaces including on-curtilage and off-curtilage spaces; bicycle parking; bin storage; plant; ESB Substations; boundary treatments; lighting; hard and soft landscaping; and all other associated site works.

As noted above, the subject site is located within the Tandy's Lane Development Area, which is Development Area No. 6 of the Adamstown Strategic Development Zone ("SDZ") Planning Scheme. The key parameters of the Tandy's Lane Village Development Area in the Adamstown SDZ Planning Scheme are outlined in Section 5.0 of this Report.



Figure 1.1: Map Demonstrating the Location of the Tandy's Lane Village Development Area No. 6 within the Adamstown SDZ Planning Scheme.

Source: Extract from the Adamstown SDZ Planning Scheme 2014, annotated by Thornton O'Connor Town Planning, 2021.

The proposed development represents the continued phased development of the Tandy's Lane Village Development Area of the Adamstown Strategic Development Zone ("SDZ") Planning Scheme. The Development Area is strategically located flanked by a major public park (Tandy's Lane Park) to the East and another major park (Airlie Park) to the south-west.

The success of the Development Area as a residential location is demonstrated by the fact that Tandy's Lane Phase 1, also developed by Quintain Developments Ireland Limited, has witnessed exceptional levels of interest to date with large numbers registering for the opportunity to view the scheme. Three sales launches have taken place since November 2021 with 142 No. units now sold or sale agreed. This demonstrates the current significant demand for housing in the Adamstown area. This demonstrates the need for the ongoing and accelerated delivery of family homes in Adamstown.



Figure 1.2: Images of the High-Quality Dwellings Provided by Quintain Developments Ireland Limited in Tandy's Lane Phase 1

Source: Quintain Developments Ireland Limited, 2022.

2.0 SITE LOCATION, CONTEXT AND ACCESSIBILITY

2.1 Site Location

The subject site comprises two interlinked parcels of land described hereunder as the western site (Site A) and the eastern site (Site B).

- The western site (8.06 hectares) is generally bounded to the west by Adamstown Boulevard, to the north by Adamstown Drive (L1030), to the east by the Tandy's Lane Phase 1 Development which is currently under construction (SDCC Reg. Ref. SDZ19A/0011) and undeveloped lands, and to the south by Tandy's Lane which links Adamstown Boulevard with Adamstown Park Road.
- The eastern site (2.18 hectares) is generally bounded to the west / north-west by the permitted Tandy's Lane Phase 1 Development, to the east by Adamstown Park Road and to the south by Tandy's Lane.

An aerial photograph of the subject lands is provided at Figure 2.1 below. It should be noted that the date of the aerial photography does not demonstrate the recent and ongoing construction of Tandy's Lane Phase 1.

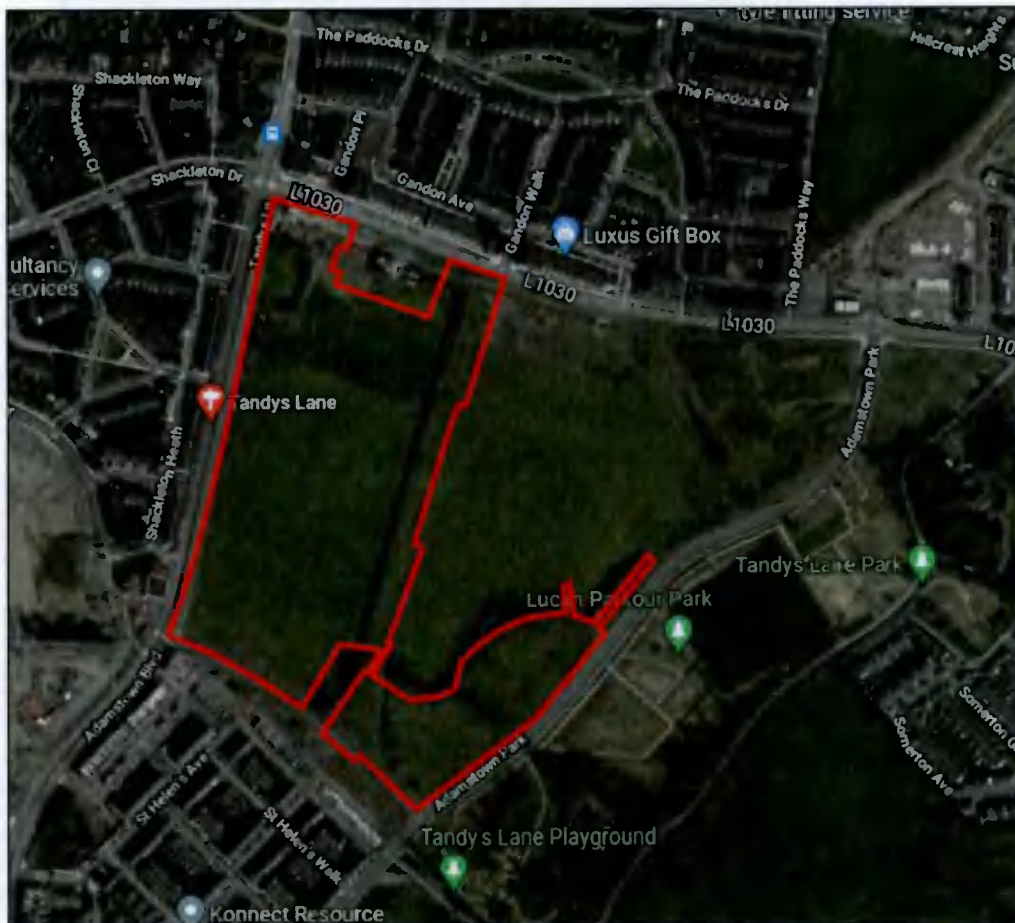


Figure 2.1: Aerial View of the Subject Site (Indicatively Outlined in Red).

Source: Google Maps, annotated by Thornton O'Connor Town Planning, 2022.

The proposed development represents Phase 2 of the Tandy's Lane Development Area, with Phase 1 currently under construction to the east and north of the subject site. Phase 3 will be developed in the future and there will be a primary school provided to the north-east of the Tandy's Lane Development Area. The Applicant has disposed of the primary school lands to the Department of Education.



Figure 2.2: Aerial View of the Subject Site (Indicatively Outlined in Red) With Other Phases of the Tandy's Lane Development Area Also Indicatively Annotated.

Source: Google Maps, annotated by Thornton O'Connor Town Planning, 2022.

The Adamstown SDZ is located to the south of the suburban village centre of Lucan and north of the Adamstown Railway Station and the Grange Castle Business Park.

2.2 Site Description and Context

The subject lands comprise greenfield lands in a rapidly developing master planned environment. As is evident in Figure 2.2 above, the subject lands are contiguous to the built development as the southern boundary of the lands directly abuts the development of St. Helens, the western boundary is directly adjacent to development at Shackleton (within the Tobernaclugg Village Development Area) and the northern site boundary directly abuts the

Gandon Park residential schemes (with the Airlie Stud Development Area) Furthermore, the recently completed Tandy's Lane Park is now open to the public and is directly adjacent to the eastern boundary of the subject site.

Figures 2.3 and 2.4 below demonstrate the construction of housing developments within the SDZ to the north and west of the subject site that has recently taken place. Details of the planning history of the surrounding area is provided in Section 3.0 of this report.



Figure 2.3: Image of the Site Looking North Completed Development within the Airlie Stud Development Area (Development Area No. 3).

Source: MOLA Architecture, Architectural Design Statement, 2022.



Figure 2.4: Image of the Site Looking West Also Showing Recent Development within the Tobermaclugg Development Area (Development Area No. 4).

Source: MOLA Architecture, Architectural Design Statement, 2022.

The Planning Authority should note that lands to the northern extent of the western site that are currently in use as a scaffolding yard (shown in Figure 2.3 above) are not subject to this planning application. The applicant does not currently have vacant possession of these lands and thus at this juncture, they are omitted from the development site to ensure that the delivery of urgently needed housing is not delayed. The design of the scheme has considered the future development potential of these lands as annotated in Section 7.3 of the Architectural Design Statement prepared by MOLA Architecture.

2.3 Site Accessibility

2.3.1 Active Transport – Walking and Cycling

The Adamstown SDZ Planning Scheme has set out a number of road hierarchies and accessibility standards for the development areas within the Planning Scheme. The hierarchy of the proposed and developed road network within the Adamstown SDZ provides strong permeability and access throughout the proposed neighbourhood and district centres, individual neighbourhood cells and the Adamstown Train Station.



Figure 2.5: Pedestrian and Cycling Permeability of the Primary Road Network within the Adamstown SDZ Planning Scheme.

Source: Adamstown SDZ Planning Scheme 2014 (As Amended), annotated by Thornton O'Connor Town Planning, 2022.

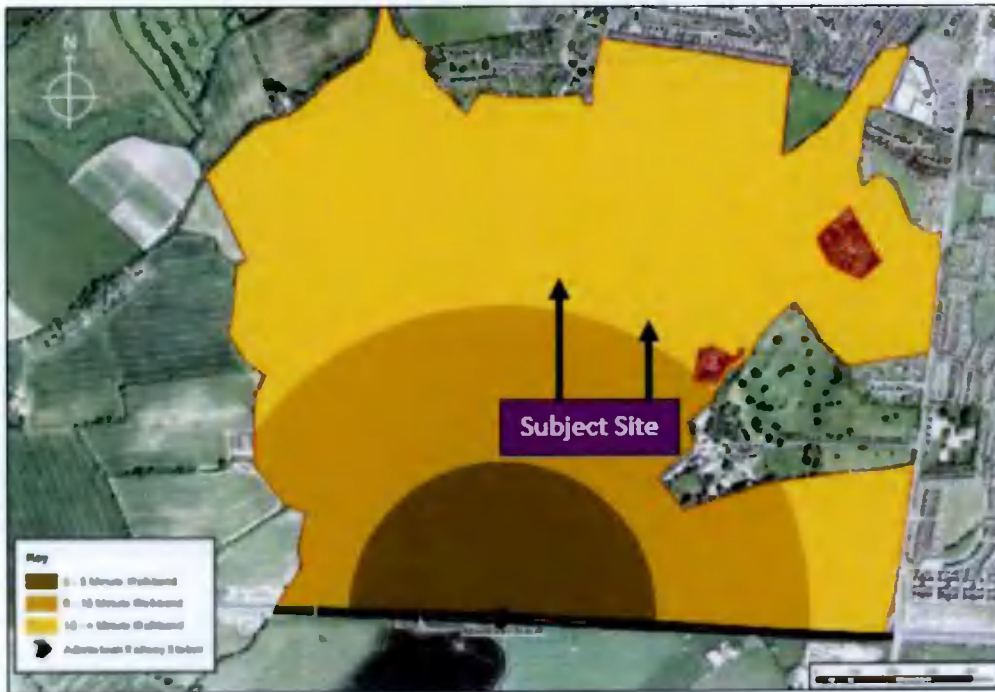


Figure 2.6: Map Demonstrating the Location of the Site on the Boundary of the 10 Minute Walkband and within the 15 Minute Walkband of the Train Station.

Source: *Adamstown SDZ Planning Scheme 2014 (As Amended)*, annotated by Thornton O'Connor Town Planning, 2022.



Figure 2.7: Map Demonstrating the Location of the Site within the 5 Minute Walkband of the QBC (Western Boundary of the Site Abuts the QBC)

Source: *Adamstown SDZ Planning Scheme 2014 (As Amended)*, annotated by Thornton O'Connor Town Planning, 2022.

Cycling Infrastructure

The nearby Adamstown Park Road to the east of the site has been completed with dedicated cycle lanes on either side of the road. Adamstown Drive to the north (L1030) comprises a dedicated off-road cycle lane along the northern side of the carriageway. Adamstown Boulevard to the west when operational will also have dedicated cycle lanes that will benefit the proposed development.

Under the National Transport Authority's 'Greater Dublin Area Cycle Network Plan (2013)' there is a wide network of cycling infrastructure envisaged for the Metropolitan area. The following Figure 2.9 details the layout of this network in the vicinity of the subject site:

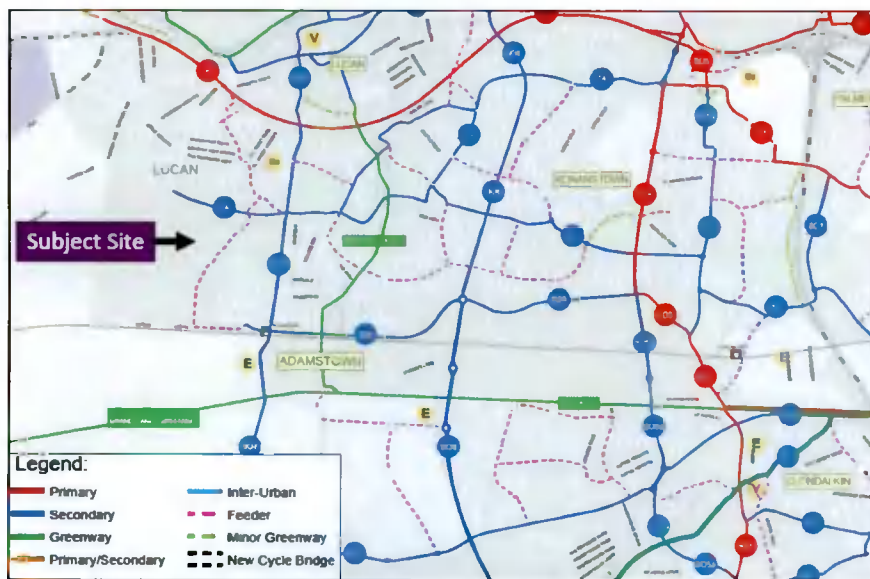


Figure 2.8: Proposed Cycling Network in the Vicinity.

Source: *NTA Greater Dublin Area Cycling Network (2013) and Busconnects.ie, annotated by Thornton O'Connor Town Planning, 2022.*

As can be seen in Figure 2.9 above, the subject lands are proximate to a proposed secondary cycle route. It is noted that the Grand Canal Greenway located in Adamstown South is currently accessible from the R120 /12th Lock. Part 8 Planning Permission has been Granted by South Dublin County Council (SDCC Reg. Ref. SD188/0011) for the upgrading of the Greenway to continue west to Hazelhatch, adjacent to the Hazelhatch & Celbridge Train Station. According to a Gov.ie publication on 17th June 2021¹²:

'The Grand Canal Greenway will be extended from the 12th Lock to Hazelhatch Bridge after the Minister for Transport, Eamon Ryan T.D. allocated an additional €1.4m to South Dublin County Council for the completion of the works by 2022.'

The urban design and layout of the Adamstown SDZ, which provides for a number of speed reduced roads and home-zone areas will provide further cycling infrastructure. This provides for a safer walking and cycling environment for all ages within the Adamstown area.

¹² <https://www.gov.ie/en/press-release/89fc2-minister-ryan-approves-funding-for-grand-canal-greenway-extension/>

The National Transport Authority Greater Dublin Area Cycle Network Plan (2013) has been further supported by the National Development Plan 2021-2030, Ireland 2040: National Planning Framework (2018), the Regional Spatial and Economic Strategy for the East and Midlands Regional Authority, 2019-2031 and the Climate Action Plan, 2019.

2.3.2 Bus Services

The National Transport Authority in conjunction with Dublin Bus and Go-Ahead Ireland have launched Phase Two of the new BusConnects network for Dublin. Phase Two of BusConnects notably comprises the "C-Spine" which serves, *inter alia*, Adamstown. The nearest high frequency routes are the C1 and C2 which originate at the Adamstown Train Station and move north-east towards the N4 where they join the C Spine with services C3 and C4 serving Maynooth. The following is a summary of the bus services which operate close to the subject site:

Bus Route:	Destinations:	Weekday Frequency:
Route Spines		
Route Spine C		
Spine: N4 (at Lucan) – City Centre – Ringsend Road <i>Combined Frequency 4-5 Minutes (7 am-9 am and 4 pm-6 pm) 8-15 Minutes Off-Peak</i>		
Route C1 (24 Hour Service):	Adamstown Station – City Centre – Sandymount	(20-30 Minutes At Peak) (30-60 Minutes Off-Peak)
Route C2 (24 Hour Service):	Adamstown Station – City Centre – Sandymount	(20-30 Minutes At Peak) (30-60 Minutes Off-Peak)
Local Routes		
Route No. L51	Adamstown Station – Lucan Village – Esker – Liffey Valley	Hourly
Route No. L52	Adamstown Station – Lucan Village – Clonsilla – Blanchardstown Shopping Centre	Hourly
Route No. L53	Adamstown Station – Balgaddy – Liffey Valley	30 Minutes
Peak Only Services		
Route No. P29	Adamstown Station – City Centre – Ringsend Road	4 No. Morning and Evening Peak Services In/Out
Route No. X30	Dodsboro – Lucan Village – City Centre – UCD	4 No. Morning Peak Services Inbound 3 No. Evening Peak Services Outbound

Table 2.1: Bus Services

Source: Transportforireland.ie, compiled by Thornton O'Connor Town Planning, 2022.



Figure 2.9: Bus Network in the Vicinity of Adamstown (Peak Only Services Not Shown).

Source: TransportforIreland.ie, C-Spine Bus Network, annotated by Thornton O'Connor Town Planning, 2022.

The launch of Phase Two of BusConnects has opened the site up to greater access to different parts of the city, increasing employment opportunities and access to services and amenities.

2.3.3 Rail Services

The nearby heavy rail line is the main railway to the west and south-west from Dublin Heuston. Adamstown Station is primarily served by commuter trains to Heuston or Grand Canal Dock (via Phoenix Park Tunnel) originating from Portlaoise, Kildare, Newbridge and Hazelhatch and Celbridge.

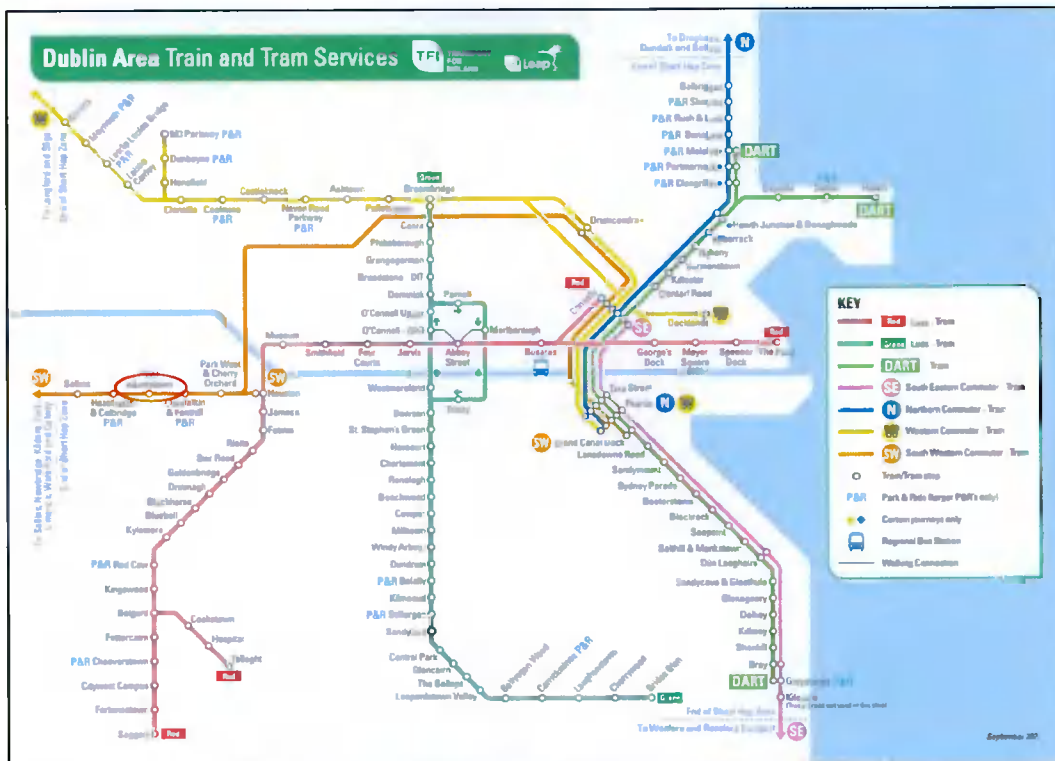


Figure 2.10: Adamstown Station (Circled in Red) Forms Part of the South-West Commuter Corridor.

Source: TransportforIreland.ie (September 2021), annotated by Thornton O'Connor Town Planning, 2022.

2.3.3.1 Proposed DART Expansion Project

Under the *Greater Dublin Area Transport Strategy 2016-2035, Ireland 2040: National Planning Framework (2018)* and the *National Development Plan 2021-2030* repeated commitment has been expressed to the upgrading and improvement of services on the Greater Dublin Area commuter rail network to provide an improved DART service.

The Adamstown Station was built concurrently with the early phases of the Strategic Development Zone and opened in 2007. The delivery of the DART Expansion Project will see improved services and frequency for commuter services at Adamstown Station.

3.0 PLANNING HISTORY

3.1 Planning History of the Subject Site

According to the South Dublin County Council Online Planning Database, there has been 1 No. planning application made in respect of the subject site:

SDCC Reg. Ref.:	SDZ18A/0012
Applicant:	Clear Real Estate Investments PLC
Application Date:	19 th November 2018
Brief Development Description:	Demolition of a disused, dilapidated single storey cottage on lands located to the south of the junction between Tandy's Lane and Adamstown Drive and generally bound to the west by Tandy's Lane and the Shackleton Residential Development and the permitted alignment of the Central Boulevard and to the north, south and east by undeveloped and agricultural lands in the Tandy's Lane Village Development Area of Adamstown Strategic Development Zone in the townlands of Dodsboro.
Decision:	Grant Permission Subject to 4 No. Conditions
Decision Date:	7 th January 2019

3.2 Phase 1 of Tandy's Lane Village Development Area

The planning applications summarised below pertain to Phase 1 of the Tandy's Lane Village Development Area. In June 2020, South Dublin County Council decided to Grant Permission for 245 No. dwellings (Parent Permission), and subsequently decided to Grant Permission for 2 No. amendments thereto in 2021, details of which are provided below.

SDCC Reg. Ref.: SDZ19A/0011 – Parent Application for Phase 1 of Tandy's Lane Village

SDCC Reg. Ref.:	SDZ19A/0011
Applicant:	Quintain Developments Ireland Limited
Application Date:	13 th December 2019
Brief Development Description:	245 No. dwellings in a mixture of terraced and detached houses, duplexes and apartments as follows: 214 No. houses (169 No. 2 storey 3 bed houses, 68 No. with the option of a single storey rear extension at ground floor level and 45 No. 3 storey 4 bedroom houses); 15 No. apartments (2 No. 1 bed units and 13 No. 2 bed units) shall be accommodated in 1 block of 5 storeys (Block 01); 16 No. duplexes (8 No. 1 storey 2 bed units and 8 No. 2 storey 3 bed units) shall be accommodated in 1 block of 3 storeys (Block 02); 1.24 Ha of public open space; 370 No. car parking spaces; a pedestrian (toucan) crossing over Adamstown Park, linking the site to Tandy's Lane Park and raised pedestrian crossing over the re-aligned Tandy's Lane, linking the site to the St. Helen's Development Area; vehicular access; and all ancillary and associated site development and landscape works.
Decision:	Grant Permission Subject to 44 No. Conditions
Decision Date:	22 nd June 2020



Figure 3.1: Site Location Map for Phase 1 Application [Site Subject of this Planning Application Indicatively Denoted by the Purple Labels].

Source: South Dublin County Council Online Planning Database, annotated by Thornton O'Connor Town Planning, 2022.

SDCC Reg. Ref.: SDZ21A/0008 – Amendment Application No. 1

SDCC Reg. Ref.:	SDZ21A/0008
Applicant:	Quintain Developments Ireland Limited
Application Date:	22 nd April 2021
Brief Development Description:	Minor amendment to the development permitted under Planning Permission Reg. Ref. SDZ19A/0011 comprising of the replacement of 1 No. permitted House Type A6 (4 bed, 3 storey end of terrace) with 1 No. House Type A2.1 (4 bed, 3 storey end of terrace) and all associated and ancillary site development and landscaping works. As a result of this proposed development, the 3 No. adjoining units in this permitted terrace (House Types A5h, A7 and A7h) have moved westwards (by approximately 787.5 mm) to accommodate this house type change, no alterations are proposed to these permitted units.
Decision:	Grant Permission Subject to 10 No. Conditions
Decision Date:	16 th June 2021

SDCC Reg. Ref.: SDZ21A/0011 – Amendment Application No. 2

SDCC Reg. Ref.:	SDZ21A/0011
Applicant:	Quintain Developments Ireland Limited
Application Date:	4 th May 2021
Brief Development Description:	Minor amendment to the development permitted under Planning Permission Reg. Ref. SDZ19A/0011 comprising of revised re-delineation of permitted 'on-curtilage' spaces to create 73 No. new 'on-curtilage' spaces and the replacement of 11 No. permitted 'on-curtilage' spaces with 22 No. 'off-curtilage' car parking spaces resulting in an additional 84 No. car parking spaces, or a total of 454 No. car parking spaces across these development lands as a whole.
Decision:	Grant Permission Subject to 7 No. Conditions
Decision Date:	28 th June 2021

3.3 Neighbouring Applications of Relevance

A review of the South Dublin County Council Online Planning Database revealed a number of recent planning applications of relevance pertaining to lands in the immediate vicinity of the subject site. Neighbouring applications of relevance have been summarised in the table overleaf, with their indicative location shown in Figure 3.2 below:



Figure 3.2: Relevant Planning Applications in the Immediate Vicinity of the Subject Site (Location of Surrounding Planning Applications Indicative Only).

Source: South Dublin County Council Online Planning Files, annotated by Thornton O'Connor Town Planning, 2022.



SDCC Reg. Ref.	Location	Summary Development Description	Decision
	TANDY'S LANE		
SDZ21A/0001	Tandy's Lane Village Development Area	Primary school including 32 No. classrooms, general purpose room, offices and administrative rooms and stores including a 4 No. classroom Special Education Needs Base.	Grant Permission Subject to 12 No. Conditions (8 th June 2021)
SDZ18A/0003	Tandy's Lane Park	c. 7.7 Ha Public Park.	Grant Permission Subject to 22 No. Conditions (4 th April 2018)
	ADERRIG		
SDZ21A/0014	Aderrig Development Area	227 No. residential units comprising of 123 No. houses, 56 No. duplex units and 48 No. apartments and all associated site and development works.	Grant Permission Subject to 27 No. Conditions (21 st February 2022)
SDZ20A/0017	Aderrig Development Area	235 No. residential units comprising of 159 No. houses and 76 No. apartments, as well as all associated site and development works.	Grant Permission Subject to 37 No. Conditions (1 st March 2021)
	SAINT HELEN'S		
SDZ20A/0020	Saint Helen's Development Area	113 No. residential units comprising of 70 No. houses, 30 No. duplex units and 13 No. apartments and all associated site and development works.	Grant Permission Subject to 34 No. Conditions (12 th August 2021)
SDZ20A/0002	Saint Helen's Development Area	Minor amendments to the site layout comprising of adjustments to the positions of 6 No. house plots/houses at St. Helen's Heath in the northern portion of the existing layout permitted under Reg. Ref. SDZ18A/0011 (St. Helen's Phase 2) as amended under Reg. Ref. SDZ19A/0007.	Grant Permission Subject to 5 No. Conditions (12 th March 2020)
SDZ19A/0007	Saint Helen's Development Area	Minor amendments to the external elevations of certain house types permitted under Reg. Ref. SDZ18A/0011, minor reconfiguration and associated elevational alteration (door relocation) to ground floor ancillary plant and storage areas of permitted Apartment Blocks St. Helen's Hall and Airlie Gardens and minor elevational alteration of permitted Apartment No. 2 in Apartment Block St. Helen's Hall.	Grant Permission Subject to 7 No. Conditions (2 nd October 2019)



SDZ18A/0001	Saint Helen's Development Area	Change of house type of 6 No. previously approved 2 storey, 2 bed houses to 6 No. 2 storey 3 bed houses. The houses form part of the previously approved residential development granted under Reg. Ref. SDZ17A/0002.	Grant Permission Subject to 9 No. Conditions (6 th March 2018)
SDZ18A/0011	Saint Helen's Development Area	364 No. residential units comprising of 133 No. houses, 96 No. duplexes and 117 No. apartments, childcare facility and all associated site and development works.	Grant Permission Subject to 35 No. Conditions (19 th December 2018)
SDZ17A/0002	Saint Helen's Development Area	135 No. residential units (mixture of terraced and semi-detached houses), all associated site and development works and completion of a portion of Loop Road 1 c. 275m north of its junction with Adamstown Way/Adamstown Park, to include 7m wide carriageway, footpaths, grass verge and cycle tracks which will provide vehicular access to the development under this application.	Grant Permission Subject to 38 No. Conditions (19 th June 2017)
TOBERMACLUGG			
SDZ20A/0012	Tobermacclugg Village Development Area	Revisions to Reg. Ref. SDZ19A/0003 comprising the option of the inclusion of an ancillary single storey 'garden room' structure (c. 12.5 sq m) in gardens of permitted dwellings within Sites 3B and 3C.	Grant Permission Subject to 5 No. Conditions (10 th September 2020)
SDZ19A/0006	Tobermacclugg Village Development Area	Alterations to the supermarket scheme approved under Reg. Ref. SDZ18A/0015 comprising of reconfigurations to the undercroft parking area, internal reconfigurations, provision of 2 No. retail units at first floor, elevational changes, revisions to signage and all associated site and development works.	Grant Permission Subject to 9 No. Conditions (18 th September 2019)
SDZ19A/0003	Tobermacclugg Village Development Area	163 No. residential units on 3 No. separate parcels of land known as 3A, 3B and 3C comprising 28 No. houses on Site 3A, 25 No. houses and 20 No. duplex/apartments units on Site 3B and 36 No. houses and 54 No. duplex/apartment units on Site 3C and all associated site and development works.	Grant Permission Subject to 35 No. Conditions (17 th July 2019)
SDZ18A/0015	Tobermacclugg Village Development Area	Supermarket with ancillary off-licence, 1 No. ground floor retail unit/coffee shop and all associated site and development works.	Grant Permission Subject to 22 No. Conditions (25 th February 2019)



SDZ16A/0003	Tobermaclugg Village Development Area	267 No. residential units comprising of 199 No. houses, 60 No. apartments and 8 No. duplex/apartment units and all associated site and development works.	Grant Permission Subject to 28 No. Conditions (23 rd January 2017)
SDZ18A/0002	Tobermaclugg Village Development Area	268 No. residential units comprising of 184 No. houses and 84 No. duplex/apartment units, a crèche, all associated site and development works, an additional section (c. 200m) of Shackleton Drive and part (c. 450m) of the north-south road (referred to as 'Central Boulevard' in the Planning Scheme).	Grant Permission Subject to 30 No. Conditions (15 th March 2018)
SDZ18A/0014	AIRLIE STUD Airlie Park Amenity Area C	c. 10.95 Ha Public Park.	Grant Permission Subject to 20 No. Conditions (12 th February 2019)
SDZ18A/0004	Airlie Stud Development Area	237 No. residential units comprising of 151 No. houses and 86 No. duplex units and all associated site and development works.	Grant Permission Subject to 34 No. Conditions (22 nd May 2018)
SDZ18A/0009	ADAMSTOWN BOULEVARD Adamstown Boulevard	Road Infrastructure.	Grant Permission Subject to 19 No. Conditions (22 nd November 2018)
SDZ17A/0007	Adamstown Park	Road Infrastructure.	Grant Permission Subject to 15 No. Conditions (5 th September 2017)

4.0 PRE-PLANNING DISCUSSIONS

A Section 247 Pre-Planning Meeting was held on 7th August 2021 via Microsoft Teams and was attended by the following:

South Dublin County Council	
Tracy McGibbon (TM)	Planning
Caitlin O'Shea (COS)	Planning
Sarah Watson (SW)	Planning
Laurence Colleran (LC)	Parks
Fionnuala Collins (FC)	Parks
John Joe Hegarty (JH)	Roads
Padhraic McGillicuddy (PM)	Roads
Ronan Toft (RT)	Drainage
Yasir Khan (YK)	Drainage
Applicant & Design Team	
Simon Corrigan (SC)	Applicant
Isabelle Gallagher (IG)	Applicant
James Larkin (JL)	Applicant
Naomi Lloyd (NL)	MOLA Architecture
Ciara Reynolds (CR)	MOLA Architecture
Daithi O'Troithigh (DOT)	Doyle & O'Troithigh Landscape Architecture
Matt Hague (MH)	Brady Shipman Martin
Emma Caulwell (EC)	Waterman – Moylan Consulting Engineers
Ian Swartz (IS)	Goodrock Project Management
Sadhbh O'Connor (SOC)	Thornton O'Connor Town Planning
Elaine Hudson (EH)	Thornton O'Connor Town Planning

The key points discussed at the meeting were as follows:

- NL, DOT, EC and EH provided an overview of the proposed scheme in terms of architecture, landscape architecture, roads/drainage and planning.

Planning

- TM reverted with the following key points from a planning perspective:
 - Demonstrate full compliance with the Planning Scheme.

Please see Section 6.0 of this Report which demonstrates the scheme's compliance with the Planning Scheme.

- Ensure landmarks are sufficiently recognisable. TM advised that something more substantial than a different roof profile is needed at the landmark locations and TM advised that the 3 No. storey punctuation at the corner might be sufficient. SC noted

that in Somerton, the scheme drops down to 2 No. storeys but 3 No. storeys are provided at the corners.

Please see Section 5.6 of this Report and Section 6.3 of the Architectural Design Statement prepared by MOLA Architecture which fully details the landmark buildings. The landmark buildings will be clearly identifiable as key structures in the streetscape and will function as key aids to wayfinding in the urban realm.

- Ensure open spaces are functional and useable.

As set out in Section 5.7 of this Report and throughout the Landscape Design Development Report and Drawings by Doyle O' Troithigh Landscape Architects, the open spaces will be high-quality and useable. The scheme provides 2,390 sq m of public open space within 3 No. pocket parks and includes children's play space, seating areas and pathways.

- TM is satisfied with the proposed density of the scheme.

Noted. The density of the scheme (41 No. units per hectare) is in accordance with the Planning Scheme. Please see Section 6.o for details.

- Ensure road hierarchy is acceptable and in accordance with the Planning Scheme.

The following is noted in the Traffic and Transport Assessment by Waterman Moylan Consulting Engineering in relation to the road hierarchy:

'The internal road hierarchy proposed as part of the subject application (Tandy's Lane Phase 2) has been developed based on the layout set out in the Adamstown SDZ, but with some adjustments to fit the road layout approved as part of Tandy's Lane Phase 1.

The approved road layout for the Tandy's Lane Phase 1 includes the complete north-south Avenue across the Tandy's Lane Village site; the eastern portion of the west-east Avenue; and Side Streets and Back Streets with connection points to the existing and approved surrounding Avenues.

The proposed road layout for the Tandy's Lane Phase 2 includes the construction of the western section of the west-east Avenue, which, with the approved road layout for Phase 1 in place, will form a four-armed junction between the north-south and the west-east Avenues. This is in line with the SDZ proposal.

It can be noted that the alignment of both north-south and west-east Avenues (approved and proposed under Phases 1 and 2 of the Tandy's Lane) differ slightly from the alignment set out in the SDZ - which is relatively a straight line. However, given the land use proposed for the area (mostly residential), the approved/proposed layout is considered more appropriate in terms of pedestrian and cyclists' safety. The approved/proposed road layout will require drivers to reduce their vehicle speed in a residential area which

will therefore provide comfort and a better sense of safety for pedestrian and cyclists.

The specific location of side streets and back streets through the site as well as the number of vehicular accesses onto Adamstown Boulevard to the west and the north south avenue to the east also differ slightly to those set out in the SDZ. The number of vehicular access have reduced in favour of providing pedestrian friendly Homezones and prioritising pedestrian and cyclist permeability in line with the objectives set out in DMURS.'

- o Strong green links to the Phase 1 Park and Tandy's Park to be provided.

The scheme includes the creation of green streets will form part of the wider green infrastructure network. The tree lined streets will develop a green infrastructure network linking the pocket parks within the development to the wider open space areas including the Phase 1 Park and Tandy's Park.

- o SOC advised that there is an area of land to the northern extent of the site (that is currently in use as a scaffolding yard) that the applicant does not currently have vacant possession of. Thus, at this juncture they are omitted from the development site to ensure that the delivery of urgently needed housing is not delayed.

The design of the scheme has considered the future development potential of these lands as annotated in Section 7.3 of the Architectural Design Statement prepared by MOLA Architecture.

Parks

- LC reverted with the following key points from a landscape perspective:
 - o Noted the proposed vegetation removal and loss of ecology.

As part of the detailed design of the pocket parks and the wider site areas, to ameliorate against the loss of green infrastructure, further ecological compensatory measures are proposed. These include the provision of bat boxes at appropriate locations and the planting of native hedgerows linking to the retained hedgerow in the Tandy's Lane Village Phase 1 open space, developing new compensatory tree planting with the planting of 409 No. trees across the site including flowering trees which are beneficial for pollinators, the planting of native species hedgerows, diverse meadow mixes, woodland edge planting beneath the canopy of proposed cluster tree planting in the pocket parks and managing key grass areas zones as meadows within the three pocket parks. The proposed development wraps around the Phase 1 development which retains a number of trees and hedgerows in a linear park. We have over provided on the provision of public open space (by more than double the requirement) in order to assist with compensating against the loss of hedges.

The adoption of ecological compensatory measures with connections into Phase 1 will provide a positive aspect to the landscape and offer ecological mitigation measures.

- o Satisfied with the breakdown of the public open spaces.

The public open spaces have been developed further and have been discussed between Doyle O' Troithigh Landscape Architects and South Dublin Parks Department.

Roads

- JH reverted with the following key points from the Roads and Transportation Department.
 - o Queried the road hierarchy and layout in relation to the Planning Scheme. Other developments have been allowed a slight departure from the road hierarchy and layout but the degree of departure would need to be assessed.

Proposed development was subsequently adjusted to adhere more closely to the Planning Scheme. We have provided parallel parking along the north-south / east-west avenues. Waterman Moylan Consulting Engineers have had further discussions with South Dublin County Council Roads Department to agree road layouts and parking arrangements. The Applicant has also liaised with South Dublin County Council Planning Department in relation to the avenue and parallel parking opposite Tandy's Lane Village Phase 1.

Drainage

- RT reverted with the following key points from a drainage perspective:

- o All SUDS welcome and SDCC promote overland flow.

Noted. SuDS measure include swales, bio-retention tree pits and water butts.

- o Demonstrate infrastructure in place has adequate capacity.

The Engineering Assessment Report details the options available for the disposal of foul water, storm water, water supply and the road network to serve the development site.

- o Submit a Confirmation of Feasibility and Flood Risk Assessment.

A Flood Risk Assessment has been prepared by Waterman Moylan Consulting Engineers and a Confirmation of Feasibility Letter has been received in relation to the Tandy's Lane Village Development Area and is submitted with this application.

Conclusion

- Further discussions have been held with the Parks Department and Roads Department since the pre-planning meeting in August 2021 to discuss the proposed development and adjust the scheme to have due regard to the feedback received. The proposed development now presented in this planning application reflects detailed multi-disciplinary engagement between members of the Applicant's Design Team and associated technical counterparts in South Dublin County Council.

5.0 DESCRIPTION OF DEVELOPMENT

Quintain Developments Ireland Limited intend to apply for planning permission for development on 2 No. sites separated by the permitted Tandy's Lane Phase 1 Development (SDCC Reg. Ref. SDZ19A/0011) with a total site area of c. 10.24 hectares at Tandy's Lane, in the townlands of Doddsborough and Finnstown, Adamstown, Lucan, Co. Dublin. The western site (8.06 hectares) is generally bounded to the west by Adamstown Boulevard, to the north by Adamstown Drive (L1030), to the east by the Tandy's Lane Phase 1 Development which is currently under construction (SDCC Reg. Ref. SDZ19A/0011) and undeveloped lands, and to the south by Tandy's Lane which links Adamstown Boulevard with Adamstown Park Road. The eastern site (2.18 hectares) is generally bounded to the west / north-west by the permitted Tandy's Lane Phase 1 Development, to the east by Adamstown Park Road and to the south by Tandy's Lane.

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. The lands are located within the Tandy's Lane Village Development Area.

The development will principally consist of: the construction of 352 No. residential units (terraced, semi-detached and detached) comprising 253 No. two storey houses (15 No. two bed units and 238 No. three bed units ranging in size from c. 86 sq m to c. 118 sq m) and 99 No. three storey houses (18 No. three bed units and 81 No. four bed units and ranging in size from c. 147 sq m to c. 189 sq m). The total gross floor area of the development is c. 43,272 sq m.

The development will also comprise the provision of 2 No. vehicular accesses from Adamstown Boulevard, 1 No. vehicular access from Adamstown Drive (L1030), 2 No. vehicular accesses from Adamstown Park Road and 2 No. vehicular accesses from Tandy's Lane; vehicular connections will also be provided to permitted roads in Tandy's Lane Phase 1; internal routes; 535 No. car parking spaces including on-curtilage and off-curtilage spaces; bicycle parking; bin storage; plant; ESB Substations; boundary treatments; lighting; hard and soft landscaping; and all other associated site works.



Figure 5.1: Proposed Site Layout Plan

Source: MOLA Architecture, 2022 (Dwg No. TL-2-02-SW-XX-DR-MOLA-AR-0100).

5.1 Proposed Residential Units

The proposed development of 352 No. residential houses will consist of the following:

Unit Type	Western Site (Site A)	Eastern Site (Site B)	Total
2 No. bedroom house (2 storey)	10	5	15 No.
3 No. bedroom house (2 storey)	190	48	238 No.
3 No. bedroom house (3 storey)	5	13	18 No.
4 No. bedroom house (3 storey)	74	7	81 No.
Total	279	73	352 No.

Thus, it is evident that a range of house types is proposed across the lands to cater for the varying needs of future occupiers, including family homes and smaller trade-down/starter homes.

The range of house types provided has also allowed the creation of a modulated architectural response providing variety in the urban form as demonstrated by the 3D sketch concept provided below as prepared by MOLA Architecture.



Figure 5.2: 3D Sketch of the Proposed Development

Source: MOLA Architecture, 2022

5.2 Key Site Statistics

Gross Site Area:	c. 10.24 Ha as follows: Western Site (Site A) = c. 8.06 Ha Eastern Site (Site B) = c. 2.18 Ha
Net Site Area:	8.61 Ha
No. of Units:	352 No. units
Proposed Gross Floor Area:	c. 43,272 sq m
Site Coverage:	27%
Plot Ratio:	0.42
No. of Units per ha.	41 No. units per Ha
Car Parking Spaces:	535 No.
Public Open Space:	2,390 sq m

5.3 Design Rationale

The Architectural Design Statement prepared by MOLA Architecture sets out the following text which describes the design intent of the proposal and how the scheme will create a residential environment benefitting from a strong sense of place:

- The site strategy is based around developing a new neighbourhood that links back to the surrounding area and to the Phase 1 development and linear park, which are currently under construction.
- There are numerous roads, pedestrian and cycle links into the scheme off each perimeter road, which offer permeability and connectivity while providing views into and out of the site.
- The architectural and landscape design intent is to provide well dispersed pocket parks throughout the scheme, which link back to the linear park, via a green infrastructure network of street trees. The linear park will incorporate existing trees and hedgerows, which will help to retain a rural aspect around this area.
- This site has a strong frontage along Adamstown Boulevard to the west. The proposed height of the houses along this road is predominantly 3-stories, as per the SDZ requirement for perimeter buildings. The houses here will have a distinct appearance, with a predominately brick finish, which frames the overall scheme and provides a low maintenance and high-quality finish along this busier road. A similar strategy has been adopted along the north, south and east perimeter roads.
- Corner dwellings and corner sites have been designed to provide active frontages and where appropriate feature wayfinding buildings created.
- Passive surveillance has been provided throughout the scheme, particularly overlooking new local green spaces and streets.
- A range of different roofscapes have been incorporated into the design of the units and terraces, creating a distinct identity to the scheme.

We note that a fundamental tenet of the design approach is to ensure the proposed development is consistent with the guidance set out in the *Adamstown Strategic Development Zone Planning Scheme, 2014*.





Figure 5.3: Indicative CGI's of the Proposed Development

Source: 3D Design Bureau, 2022.

5.4 Building Height

The building height of the proposed units ranges from 2 to 3 No. storeys and all units are dual aspect with many corner/end terraced units having triple aspect. The best possible solar orientation is utilised for the house layouts within the indicative layout of the SDZ. Please see the diagram below extracted from the Architectural Design Statement by MOLA Architecture:



Figure 5.4: Building Height Diagram

Source: Architectural Design Statement by MOLA Architecture, 2022.

5-5 Proposed Material Palette

Section 6.2 of the Architectural Design Statement sets out that there are distinct character areas proposed within the development as follows:

- Red brick to the Boulevard side of Site A Western site.
- Buff brick to the North-South Avenue and Site B Eastern site.
- Blue brick to the 2 No. Landmark buildings.



Figure 4.5: Proposed Character Areas Diagram

Source: Architectural Design Statement by MOLA Architecture, 2022.

5.6 Landmark Buildings

Section 6.3 of the Architectural Design Statement describes how the 2 No. landmark buildings have been designed to stand out by defining key nodal points and will act allow wayfinding due to the following features:

- 3 No. storeys in height.
- A change in roof profiles to break the parapet line.
- They have been given an asymmetrical roof form.
- Sculptural overall massing.
- They are free-standing/detached.
- A different brick colour is proposed for these 2 No. buildings, compared to the rest of the scheme (blue brick detailing).

- Material which wraps around all street facades, creating a monumental expression.
- Staggered window alignment to set up a different rhythm on the streetscape.

The Architectural Design Statement includes the following images which highlight the distinctive landmark buildings that will be provided:

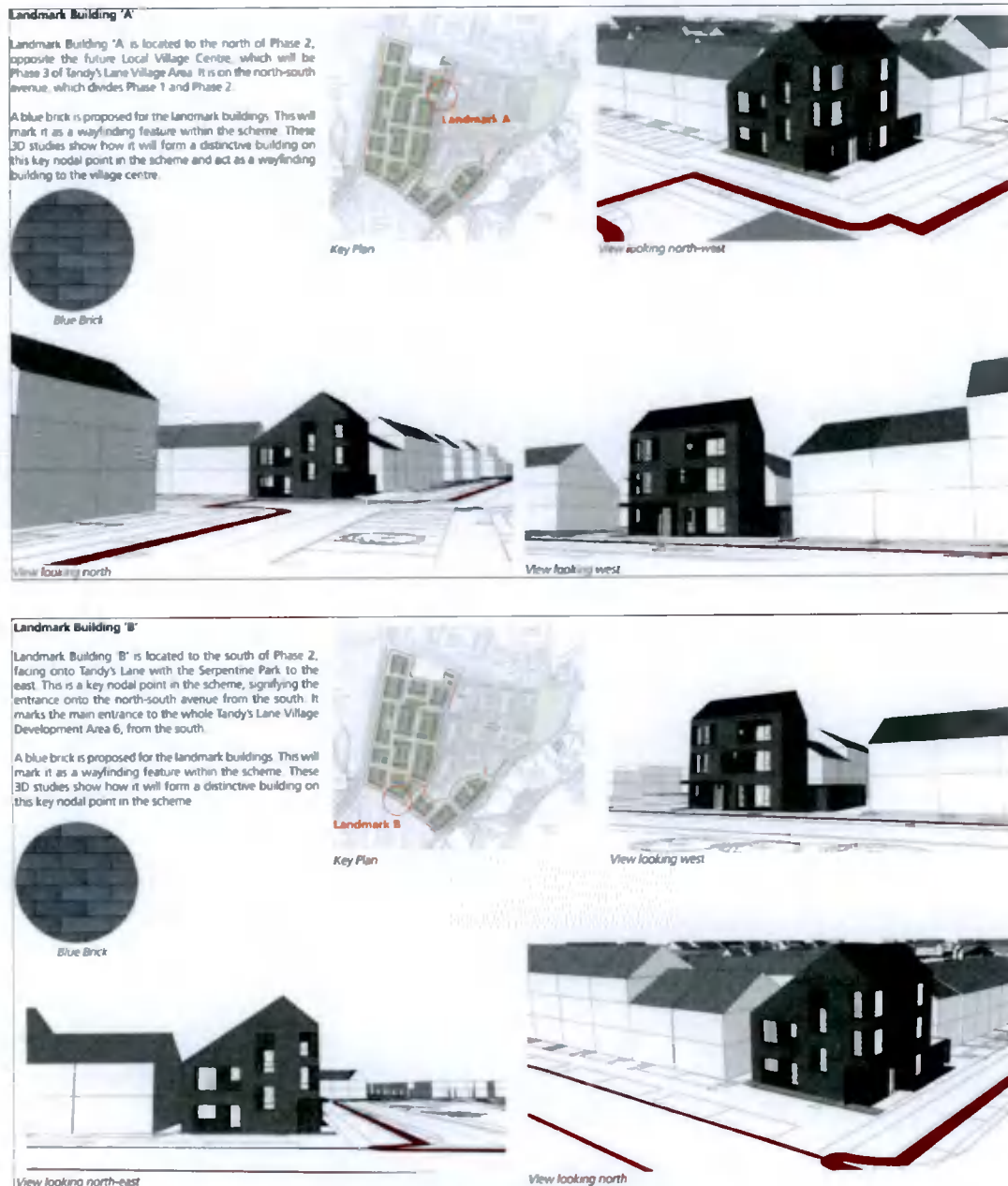


Figure 5.6: Illustrations of the Proposed Landmark Buildings

Source: Architectural Design Statement by MOLA Architecture, 2022.

The landmark buildings are also clearly identifiable as key structures in the streetscape in the 3D sketch of the development which is provided as Figure 4.2 above. These structures will function as key aids to wayfinding in the urban realm.

5-7 Proposed Landscaping/Open Spaces

The Landscape Design Development Report prepared by Doyle + O' Troithigh Landscape Architecture (DOT) provides a robust design rationale and is enclosed as part of the planning application. The scheme provides 2,390 sq m of public open space within 3 No. pocket parks.

Please see images of the proposed pocket parks below as extracted from Dwg Nos. PG-01-PP, PG-02-PP and PG-03-PP enclosed and prepared by DOT. In addition, the Landscape Design Development Report details the key elements of each pocket park which has been extracted and summarised below.

Northern Pocket Park



Figure 5.7: Extract Demonstrating the Layout of the Northern Pocket Park

Source: Dwg No. PG-01-PP by Doyle + O' Troithigh Landscape Architecture, 2022.

- The Northern Pocket Park is the largest of the 3 No. pocket parks and has an area of c. 1,305 sq m.
- The park is bound by tree lined roads to the east and west, by a line of residential dwellings to the south and a shared surface roadway to the north. The park has been laid out to provide a series of active and passive recreation areas.
- At its core is a central lawn with an area of 400 sq m. This lawn area can cater for small scale informal ball games.

- To the east of the lawn is an informal play space with an area of 125sq m containing elements of informal play which include balancing ropes, tree trunks, a slide, and boulders. The play elements have been arranged in a mounded area surrounded by tree planting.
- To the east of the informal play area is a triangular space formed by the north / south pathways which traverse this section of the park. The social spaces with an area of 40 sq m will contain seating, tree / shrub planting and an outdoor ping pong table. Some 6 No. bike stands are provided to the south and north-west of the informal play area and items of outdoor gym equipment including push up bars and a rower are located immediately to the west and north west of the large lawn area.
- Please see Drawing No. PG-01-PP for details of the amenity elements being delivered as part of the northern pocket park.

Southern Central Pocket Park



Figure 5.8: Extract Demonstrating the Layout of the Southern Central Pocket Park

Source: Dwg No. PG-02-PP by Doyle + O' Troithigh Landscape Architecture, 2022.

- This Southern Central Pocket Park is located in the southern sector of the site and is the second largest of the three pocket parks with an area of 621 sq m.
- The park is bound to the west and east by car parking, to the south by a line of residential dwellings and to the north by a shared surface roadway. The park layout as per the northern pocket park has been arranged to deliver active and passive amenity to all age groups and abilities. The park is split in a 50-50, east – west arrangement.

- A tree lined lawn is in the eastern portion with an area of 175 sq m. At the eastern end of the lawn recessed from the north / south pathway is a seating area which provides direct supervision to the lawn area.
- The western portion of the pocket park contains items of active amenity including 2 No. items of outdoor gym equipment (horizontal ladders and later pull and chest press) set in an area of 46 sq m and items of play including spring rockers and multi-use climbing frames set in an area of 124 sq m. The details and age profiles for all provided elements of play are noted on landscape drawing PG-02-PP.
- The park is set out in a formal arrangement with the positioning of the north / south and east / west pathways framing the open space areas within the park. The provision of tree lined pathways help to subdivide the park and provide visual interest.

South Eastern Pocket Park



Figure 5.9: Extract Demonstrating the Layout of the South Eastern Pocket Park

Source: Dwg No. PG-03-PP by Doyle + O' Troithigh Landscape Architecture, 2022.

- The third pocket park (South Eastern Pocket Park) with an area of 464 sq m is immediately to the east of the south-central pocket park. The location of this park is important as part of the green infrastructure development of the site, and its position within the Tandy's Lane Village Phase 2 layout was discussed and detailed with the project Architects and Engineers during the design / development and pre-planning stages of the project to ensure its position at this key location within the wider Tandy's Lane Village tile.
- Please see Landscape Plan LP-01-PP for the location of the pocket park within the wider context of the Tandy's Lane tile. The location of the south eastern park works within the green infrastructure networks of the Tandy's Lane tile as a junction and

connection point between the Phase 1 under construction development and the proposed Phase 2 development.

- From the south eastern pocket park, the under construction open space of the Phase 1 development runs south to the Tandy's Lane Road connecting to the St Helens developments and east toward the Tandy's Lane Park recently completed by South Dublin County Council and onto the Somerton development to the east of Tandy's Lane Park. With an area of 464 sq m, this park is integral to the green infrastructure of the development within the context of the wider Adamstown lands.
- The park is arranged with a central green area of 210 sq m which includes the primary amenity provisions, with a 62 sq m lawn for ball games and an informal play area situated on mounded area of 34 sq m.
- To the east and west of this central area, the remaining areas are planted with trees, shrubs, and native hedgerows. The planting of native hedgerows in this location provides a link to the retained hedgerow in Phase 1 and helps to mitigate the impact of the loss of hedgerows in Phase 2.
- To the east of the central green area within the planting are proposed bat boxes and an element of outdoor gym equipment (Trinity cycle) which through its design can be used by both abled and less abled. This area of the park also includes the provision of additional informal play with tree trunks and boulders. Please see Dwg No. PG-03-PP for details of the amenity and play items proposed as part of the South Eastern Pocket Park.

Green Streets

In addition, the scheme includes the delivery of green streets which includes the provision of street trees. As set out in the Landscape Design Development Report:

'Streets have been configured to allow for a landscape strip between the public pathway and internal roads. This strip coupled with larger parking islands can accommodate street trees which are located within areas proposed for taking in charge by South Dublin County Council.'

- Furthermore some 409 No. trees are proposed. Of these trees, 180 No. are street trees located in public areas for taking in charge by South Dublin County Council.
- A further 45 No. are proposed in the northern pocket park, 40 No. in the southern central park and 36 No. in the south eastern pocket park. (As all pocket parks are proposed to be taken-in-charge, these 121 No. trees in the pocket parks will be taken-in-charge). The remaining 108 No. trees are planted in areas to be maintained by a management company.
- These tree lined streets have both a positive visual impact and an ecological impact as they develop a green infrastructure network linking the pocket parks within the development to the wider open space areas currently under construction in particular the Phase 1 park and its retained trees and hedgerows.

- Through consultation with the project team a series of homezone / shared surface streets are proposed as part of the development. These streets are developed to reduce traffic speeds and deliver a safer slower environment which encourages sustainable transport namely walking and cycling. The location of these homezone and shared surface streets is indicated on Landscape Plan LP-01-PP.



Figure 5.10: Extract Demonstrating Examples of Street Tree Planting

Source: Landscape Design Development Report by Doyle + O' Troithigh Landscape Architecture, 2022.

Biodiversity

The provision of positive open spaces that are passively and actively surveilled is a key design principle of the proposed development. In addition, the promotion of ecology and biodiversity is a key element of the design. A series of measures are provided including the following:

- Appropriate plant selections, including a focus on native and flowering species;
- The inclusion of bat and bird boxes;
- The development of tree and understorey planting with a native 'element' to develop habitats for wildlife;
- The translocation of hedge plants from the removed phase 2 hedgerow to the retained phase 1 hedgerow; and
- Outward connections to promote and enhance wildlife corridors.



Examples of front boundary planting to public pathway and homezone at Alderke Adamstown.



Seasonal colour with the 'backbone' of an evergreen hedge



Ecology rich wild flower meadows.

Figure 5.11: Images Demonstrating Examples of Ecology Enhancements to be Provided in the Scheme

Source: Landscape Design Development Report by Doyle + O' Troithigh Landscape Architecture, 2022.

5.8 Engineering

Waterman Moylan Consulting Engineers have prepared an Engineering Assessment Report which outlines the proposed foul water drainage, surface water drainage and water supply design for the residential scheme. The report includes details of the proposed SuDS measures which include swales, bio-retention tree pits and water butts. The Engineering Assessment Report and Flood Risk Assessment are included with this application which provide full details in relation to drainage, SuDS and flood risk.

5.9 Traffic and Transportation

Waterman Moylan Consulting Engineers have prepared a Traffic & Transport Assessment which outlines the receiving environment, transportation improvements, existing travel patterns, trip generation and details the proposed development in terms of access points, internal layout, car parking and bicycle parking for example. The Traffic & Transport Assessment notes the following in relation to the internal road hierarchy:

'The internal road hierarchy proposed as part of the subject application (Tandy's Lane Phase 2) has been developed based on the layout set out in the Adamstown SDZ, but with some adjustments to fit the road layout approved as part of Tandy's Lane Phase 1.'



Figure 5.12: Road Hierarchy

Source: Architectural Design Statement by MOLA Architecture, 2022.

6.0 COMPLIANCE WITH THE ADAMSTOWN STRATEGIC DEVELOPMENT ZONE PLANNING SCHEME, 2014

The key parameters of the Tandy's Lane Village Development Area in the Adamstown SDZ Planning Scheme are outlined below, in addition to the Phase 1 provision and the proposed Phase 2 details:

	Planning Scheme Tandy's Lane Village (Phase 1)	Permitted in Tandy's Lane Village SDZ19A/0011 (Phase 1)	Proposed Development (Phase 2)
Area Character Type	Medium Density	Medium Density	Medium Density
Gross Area	21.7 Ha.	SDZ19A/0011 – 8 Ha	10.24 Ha
Net Development Area	17 Ha.	SDZ19A/0011 – 6.8 Ha	8.61 Ha
Min-Max Total Residential Development	74,800 – 102,850 sq m	SDZ19A/0011 – 23,903.5 sq m	43,272 sq m
Min-Max Dwelling Per Ha	40 – 55 No. per Ha *note -20% = 32 No. per Ha +20% = 66 No. per Ha	SDZ19A/0011 – 36 No. units per Ha (utilised the 20% variation)	41 No. units per Ha
Min-Max Total Dwelling Units	680 - 935 No.	SDZ19A/0011 – 245 No.	352 No.
Min Affordable/Social Dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	SDZ19A/0011 – 24 No. Part V Units	(Will need 83 No. future phase to meet the minimum 680 No.) Part V accommodation agreed with SDCC. See Letter of Validation enclosed from the Housing Department.
Min Non-Residential Development	100 No. childcare spaces 1,620 sq m retail/services	SDZ19A/0011 – No Childcare Facility proposed	None provided in this phase – to be provided in future phase.
Max Non-Residential Development	7% of total development up to 6,750 sq m	SDZ19A/0011 – None Proposed	None proposed in this phase
Max Retail Development	33% of total non-residential up to 2,025 sq m	SDZ19A/0011 – None Proposed.	None proposed in this phase. To be provided in future phase.
Min-Max Courtyard Building Height	2-3 No. storeys with up to 4 No. storeys at corner/feature buildings	SDZ19A/0011 – 2 – 3 storey buildings	2-3 No. storeys
Min-Max Perimeter Building Height	3 – 5 No. storeys	SDZ19A/0011 – 2 – 3 storey buildings at perimeter locations	2-3 No. storeys
Max Landmark Building Height	21 metres (up to 7 No. storeys approx.)	SDZ19A/0011 – 5 No. Storeys	The following elements are provided to the 2 No. landmark buildings: <ul style="list-style-type: none"> • 3 No. storeys in height. • Blue brick provided to ensure the buildings stand out from the red and buff brick provided for the rest of the scheme. • A change in roof profiles to break the parapet line • They have been given an asymmetrical roof form • Sculptural overall massing • They are free-standing/detached

Min Local Public Open Space	0.78 Ha	SDZ19A/0011 - 1.24 Ha	<ul style="list-style-type: none"> • Material which wraps around all street facades, creating a monumental expression • Staggered window alignment to set up a different rhythm on the streetscape • Brick detailing
0.2390 Ha			

Indicative Layout



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

Figure 5.1: Indicative Layout of the Tandy's Lane Village Development Area (Subject Phase - Lands Outlined Indicatively in Pink).

Source: Adamstown SDZ Planning Scheme, 2014.

6.1 Density

The proposed development comprises of 352 No. units on a net development area of 8.61 Ha. which provides a density of 41 No. units per hectare.

As set out in Section 2.3.17 of the *Adamstown SDZ Planning Scheme*, the minimum – maximum standards prescribed may fluctuate on specific sites by a maximum of 20% where the overall target for density is achieved within the Development Area. Tandy's Lane Village has a 'Medium Density' Character type (as illustrated in the Figure below) which is considered to be 40 – 55 No. units per hectare. As the proposed density is 41 No. units per hectare, the development achieves the density envisioned in Statutory policy without utilising the allowed fluctuation.



Figure 5.2: Development Density Map of Adamstown SDZ.

Source: Extract from the *Adamstown Strategic Development Zone Planning Scheme, 2014*, annotated by Thornton O'Connor Town Planning, 2022.

6.2 Height and Layout

Section 2.3.25 of the Planning Scheme states that:

'for the purposes of this Planning Scheme, buildings in Adamstown are generally characterised as one of two basic building types – 'perimeter' or 'courtyard' buildings.'

Furthermore, perimeter buildings are defined as:

'larger buildings that address the main distributor roads, squares, parks and open spaces and generally define the outside of the blocks within each development area. They may range in height from three storeys in the lower density areas to five storeys plus one storey set back in the higher density areas, but shall generally be three-four storeys in height'

It should also be noted that the Planning Scheme denotes that:

'The maximum permissible height of buildings in Adamstown is reduced where located immediately adjoining existing housing (Figure 2.11). The maximum height of courtyard buildings is reduced to two storeys at any point and the maximum height of perimeter buildings is reduced to three storeys with four storeys at corners and/or feature buildings.'

The proposed development provides heights of 2 to 3 No. storeys throughout the scheme with 3 No. storey buildings confined to the perimeter or key corner locations to aid in urban legibility (see Figure 5.3/5.4 below).



Figure 6.3: Building Type and Height by Development Area.

Source: Extract from the *Adamstown Strategic Development Zone Planning Scheme, 2014*, annotated by Thornton O'Connor Town Planning, 2022.



Figure 6.4: Diagram Demonstrating Proposed Heights in the Scheme and Surrounding Area.

Source: MOLA Architecture, 2022.

Furthermore, the Planning Scheme notes that:

'Flexible use' buildings should generally be regarded as perimeter building types. School buildings should generally be regarded as courtyard building types. In addition to 'flexible use' buildings, non - residential uses may occupy other building types at appropriate locations, such as ground or first floor locations in perimeter buildings and corner or feature locations in either building type. Perimeter and courtyard buildings may contain a combination of uses'.

Section 9.1 of the Architectural Design Statement prepared by MOLA Architecture sets out the following in relation to flexible use buildings:

Flexible Use buildings are accommodated for with higher ground floor ceiling heights of 2.7m provided in each dwelling. This above standard height will allow for different uses at ground floor level in the future, flexibility and adaptability.

In regard to Landmark Buildings, Section 2.3.32 of the Adamstown Strategic Development Zone Planning Scheme, 2014 states:

'To create a sense of place, urban legibility and visual diversity, landmark buildings are encouraged at key focal points throughout Adamstown. These locations include the

transport interchange, village or local centres, important street corners or junctions with large open spaces, the edges of public squares, the end of strategic vistas and gateway locations at access points to urban blocks’.

As described in Section 4.6 above, 2 No. landmark buildings have been provided as denoted by the SDZ map. These landmark building have been designed by MOLA Architecture to provide a distinct building identity within the development in the 2 No. locations specified in the Planning Scheme.

6.3 Open Space

The Adamstown SDZ has proposed to provide 10% open space (approx. 23.3 Ha) within 4 No. major parks:

- Tandy’s Lane Park;
- Tobermaclugg Park;
- Airlie Park; and
- Central Boulevard.

Section 2.6.4 of the Adamstown SDZ states that:

‘The balance of required public open space, at least 6.75 ha or approximately 4% of the total Planning Scheme area, is to be provided as smaller local public spaces within each of the eleven development areas. These range from hard landscaped civic spaces and green boulevards to less formal kickabout greens and play areas.’

‘It is an important feature of the Adamstown SDZ that all public open spaces are linked by a network of ‘green’ walking and cycling routes.’

The Tandy’s Lane Village Development Area is required to provide a minimum of 0.78 ha of public open space and notes that active recreational facilities are provided for *‘close to play facilities in major parks’*.

It is noted that Phase 1 of the Tandy’s Lane Village Development Area, located to the east of the subject lands (Reg. Ref.: SDZ19A/0011) provided 1.24 Ha of public open space. The application was granted permission on 22nd June 2020 and is currently under construction (with some of the units completed and sale agreed). Thus, the provision of public open space in the Tandy’s Lane Village Development Area has achieved the quantum required by the Planning Scheme.

Notwithstanding the above, the proposed site layout provides for 0.2390 Ha of public open space to ensure a high quality living environment for future residents of the scheme is achieved with visual relief and green space afforded within the scheme. Doyle + O’ Troithigh Landscape Architecture have prepared landscaped proposals for each of the 3 No. pocket parks provided within the subject scheme (with associated areas of 464 sq m, 621 sq m and 1,305 sq m). These are included as separate drawings and are detailed in Section 4.7 above.

With regard to Green Infrastructure, the Planning Scheme stipulates that:

'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. Opportunities to extend this green infrastructure network into individual schemes should also be explored where possible through use of sustainable design techniques at the local level that have beneficial environmental impacts.'

The Landscape Design Development Report prepared by Doyle + O' Troithigh Landscape Architecture details how the creation of green streets will form part of the wider green infrastructure network. Furthermore, the tree lined streets have both a positive visual impact and an ecological impact as they develop a green infrastructure network linking the pocket parks within the development to the wider open space areas currently under construction in particular the Phase 1 park and its retained trees and hedgerows.

Therefore, it is clear that the site layout will ensure that green links and connections are achieved throughout the subject lands.

6.4 Private Open Space

Section 2.3 – Private Amenity Space of the *Adamstown Strategic Development Zone, 2014* outlines the following guidance in relation to the minimum provision of private amenity space:

'All dwellings shall be provided with a private amenity space in the form of a garden, patio or balcony. Private amenity space shall be designed to have a functional relationship with the daytime rooms of the dwelling and shall be designed to optimise solar orientation and avoid both overshadowing and overlooking.'

Minimum Private Amenity Space Requirements	
2 No. Bed House	50 sq m
3 No. Bed House	60 sq m
4 No. Bed House	70 sq m

We note that all units will be provided with gardens that meet the private open space requirements as highlighted in the Housing Quality Assessment prepared by MOLA Architecture.

6.5 Dwelling Sizes

The *Quality Housing for Sustainable Communities Best Practice Guidelines for Delivering Homes 2007*, set out the following minimum house floor areas:

Unit Type	Minimum Size
Two Bed/Four Person/Two Storey House	80 sq m
Three Bed/Five Person/Two Storey House	92 sq m
Four Bed/Seven Person/Two Storey House	110 sq m
Four Bed/Seven Person/Three Storey House	120 sq m

The Housing Quality Assessment prepared by MOLA Architecture demonstrates that the proposed residential scheme meets and exceeds the minimum standards set out above.

6.6 Car Parking

Section 2.4 (vii) of the *Adamstown Strategic Development Zone Planning Scheme, 2014* sets out the prescribed standards for car parking with the area of the Planning Scheme. The Planning Scheme has a design objective to ensure that proposed planning applications accommodate car parking without becoming an overly dominant feature. The guidance states that:

'Car-parking provision shall be carefully integrated in terms of layout, surface treatment and screen planting. Shared on street and communal car parking shall be optimised.'

Furthermore, stating that:

'Properly marked car parking spaces shall be provided on all roads and streets throughout Adamstown, with the exception of main access and busway distributor roads, certain sections of residential distributor roads, and in close proximity to junctions. In addition, no more than 60% of residential car parking spaces shall be provided as private in-curtilage parking spaces in any development area.'

The following car parking standards apply to residential developments:

Unit Size	No. of spaces Per Unit
1 No. Bed	1 No.
2 No. Bed	1.5 No.
3 + No. Bed	2 No.

Therefore, having regard to the provision of 15 No. 2 bedroom units, 256 No. 3 bedroom units and 81 No. 4 bedroom units, this results in a requirement for 697 No. car parking spaces.

However, the Planning Scheme further states that:

'The minimum residential car parking standard is an average of 1 space per dwelling'.

The scheme currently proposes 535 No. car parking spaces which exceeds an average of 1 No. space per dwelling and results in an equivalent average standard of 1.5 No. spaces per dwelling.

6.7 Compliance with Phasing Requirements

Goodrock Project Management have recently prepared a status update in relation to the phasing requirements of the Adamstown SDZ. Goodrock have advised the following in their update entitled 'Adamstown SDZ Planning Scheme Phasing Status' as issued on 8th March:

'As of the 08th March 2022 we have been granted planning permission for 5,118 residential units. Up to the 31st December 2021 we have closed and occupied a total of 3,155 units which places the scheme in Phase 4. Further to SDCC correspondence on 25th October 2019 the Phase 3 infrastructure requirements have been satisfactorily addressed. If we occupy the number of granted planning applications as noted above (5,118 units) it would put the scheme into Phase 6 and require the completion of all Phase 5 infrastructure requirements. We would note that we are currently in preplanning discussions or have live applications relating to a further 455 units in 2021/2... Should all of these units be occupied (Total occupations 5,573) this would place the scheme in Phase 7 and require the completion of all Phase 6 infrastructure requirements.

It should be noted that the above applications are our best estimate and subject to suitable market conditions, economically viable planning permissions, funding availability, construction costs, Covid 19 and subcontractor/labour markets.

Based on the above estimated figures and subject to the conditions above we set out below the closing allocation between the landowners and the current infrastructural status of Phases 4, 5 & 6 and estimated proposed timelines for the completion of same.'

We note that the provision of the subject Tandy's Lane Phase 2 development will add an additional 352 No. units which will result in a total occupation of 5,925 No. units assuming all are completed and occupied.

An in-depth review of the status of the phasing and implementation plan for Phase 4, 5 and 6 of the Adamstown SDZ has been prepared in tandem with Goodrock Project Management and is set out below and demonstrates that the implementation of required infrastructure, services, facilities and amenities are principally either complete or in progress:

Phase	Extent of Development	Infrastructure, Services, Facilities and Amenities	Status
Phase 4 allows development to extend to the centre and northwest of the SDZ lands and requires completion of:-			
Phase 4	2,601 – 3,400 dwellings	Construction of a Secondary School with a minimum of 12 No. classrooms of permanent construction if not constructed as part of Phase 2, or, construction of Primary School #1 and #2 with a minimum of 8 No. classrooms, of permanent construction. (Primary School #1 and #2 and Secondary School.	Complete
		Completion of Park commenced (Airlie or Tandy's Lane) in Phase 3	Tandy's Lane Park is complete and open to the public – SDCC have advised that

	including pitches/courts, play facilities, landscaping and footpaths.	Airlie Park is earmarked to be open in August 2022.
	The Link Road to the rear of the existing Lucan District Centre with pedestrian/cycle or vehicular access to the centre.	This pedestrian link as detailed in the granted Somerton II planning permission Reg. Ref. SDZ19A/0004, and is under construction and is due to be completed in Q3 2022 up to the boundary wall. We further note that SDCC have had direct discussions with the Lucan Shopping Centre Landlord on the opening up of the boundary and have included it as a condition for a recent planning grant to extend the shopping centre.
	The northernmost, central and southernmost sections of the central spine of Loop Road #2 (Adamstown Boulevard) and provision of a dedicated QBC Busway.	This road (J22 to J17) is granted under SDCC Reg. Refs. SDZ18A/0002 and SDZ18A/0009. Its construction is substantially complete and will be opened in summer 2022 in tandem with the completion of residential sites, Airlie Park site and footpaths/verges immediately adjacent to it to allow those sites be completed efficiently and safely.
	Part of the northern section of Loop Road #3.	This road (J22 to J29) was granted planning permission under SDCC Reg. Ref. SDZ16A/0003. It has been completed and is open to the public.
	Two cross links between Loop Roads #1 and #2, one of which comprises the north eastern section of the Loop Road around Adamstown District Centre.	The northern Cross link (J39 to J21) is granted under planning reference SDCC Reg. Ref. SDZ18A/0009. It is substantially complete and will be opened in 2022 in tandem with the adjacent residential sites. The Southern Cross Link (J12 to J18) was granted under SDCC Reg. Ref. SDZ06A/0005. It is complete and open to the public.
	The provision of surface water drainage on a pro-rata basis.	Complete

Phase	Extent of Development	Infrastructure, Services, Facilities and Amenities	Status
Phase 5 ensures further links between the north and south of the SDZ lands and requires the completion of:			
Phase 5	3,401-4,200 dwellings	Health Centre	Detailed discussions to finalise terms with an operator for No. 1 Adamstown Boulevard are currently being negotiated.
		Commencement of Tandy's Lane Park OR Commencement of Airlie Park (whichever has not been provided in phases 3-4).	Tandy's Lane Park is completed as per the Phase 4 requirement. Planning permission for Airlie Park is granted. The construction is being undertaken by SDCC through the Local Infrastructure Housing Activation Fund scheme (LIHAF). Airlie Park is due for completion in Q3 2022.
		Provision of minimum floor space of Tandy's Lane Village OR Tobernaclugg Local Centre (1,620 sq.m or 1,800 sq.m) OR Minimum 3,600 sq.m floorspace provision in the District Centre.	Planning application has been granted for the District Centre under SDCC Reg. Ref. SDZ20A/0008 and is under construction and due to be completed Q1 2023.
		The north western section of the Loop Road around Adamstown District Centre.	This road (J18 to J35) was granted under permission SDZ06/0005 and is constructed. A contractor has been appointed to complete finishing works in conjunction with Aderrig Phase 1 residential tile. It is intended that these finishing works will commence Q4 2022 and be completed in Q1 2023.
		A District Centre busway loop road adjoining Adamstown Station (if not yet provided).	Complete. This is open to the public with public lighting and signals operational and Dublin Bus operates a regular bus service which services the Adamstown Station ³³ . Works are currently ongoing here to upgrade certain active travel elements of Station road are ongoing and will be completed in 2022.

³³ *Note: Given housing construction is taking place immediately adjacent to some of these roads certain minor works connected with the completion of the housing construction is ongoing and Quintain reserve the right to temporarily close sections of road in the interests of health and safety and the orderly development of the site. Suitable safe alternative routes will be provided. Building and facility locations shown are indicative only and subject to move location following detailed design and planning

	Provision of a minimum of 65 full-time childcare spaces.	Complete. 200 No. childcare spaces have been granted permission under Shackleton 2 SDCC Reg. Ref. SDZ19A/0011 and St Helens 2 SDCC Reg. Ref. SDZ18/0002. An operator has purchased the Shackleton Mill Creche and fitout is underway with operation intended to commence in 2023.
	Site made available for primary school No. 3 (min 16 classrooms)	Tandy's Lane Village school site planning (SDCC Reg. Ref. SDZ21A/0001) is granted and the site has been transferred to the Department of Education and Skills.
	The doubling of the Dublin-Kildare suburban railway.	Complete
	Adamstown Railway Station.	Complete
	Further assessment of sewerage works and the works to upgrade the gB sewer if required at this phase or a later one specified by the Development Agency arising from the assessment.	Complete. These upgrade works were completed in conjunction with the construction of the Thomas Omar Way Road works by SDCC. This is now a matter for Irish Water as part of their overall remit relating to the receiving foul water network. To date Irish Water have not raised any concerns regarding capacity for Adamstown.
	The provision of surface water drainage on a pro-rata basis.	Complete
	New Junction on the R403 Celbridge Road.	Planning permission is granted. This requirement is being met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction for completion in Q3 2022.
	Celbridge Road Link and Remaining Section of Northern Part of Loop Road #3 as haul roads where 400 units or more are provided in the four development areas shown on Figure 4.7a.	Planning permission is granted. This haul road requirement has been met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction for completion in Q3 2022.

Phase	Extent of Development	Infrastructure, Services, Facilities and Amenities	Status
Phase 6 supports further consolidation of development on the east and centre of the SDZ lands and requires completion of :			
Phase 6	4,201 – 5,000 dwellings	A further cross link road between Loop Roads #1 and #2.	Planning permission has been granted and this road is currently under construction.
		Opening of primary school No. 3 (min 16 classrooms).	As per Phase 5 above. Tandy's Lane Village school site planning (SDCC Reg. Ref. SDZ21A/0001) is granted and the site has been transferred to the Department of Education and Skills.
		Provision of Civic Centre/Library Building.	Design has been included in the Adamstown Station tile masterplan. This item is to be delivered under the Urban Regeneration and Development Fund (URDF) in accordance with the submitted Preliminary Business Case.
		Completion of Park commenced (Airlie or Tandy's Lane) in Phase 5 including pitches/courts, play facilities, landscaping and footpaths.	Tandy's Lane Park is completed as per the Phase 4 requirement. Planning permission for Airlie Park is granted. The construction is being undertaken by SDCC through the LIHAF scheme. Airlie Park is currently under construction and is due for completion in Q3 2022.
		The provision of surface water drainage on a pro-rata basis.	Complete
		Celbridge Road Link and Remaining Section of Northern Part of Loop Road #3 as haul roads (if not already provided) where 400 units or more are provided in the four development areas shown on Figure 4.7a.	Planning permission is granted. This haul road requirement has been met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction for completion in Q3 2022.

7.0 NATIONAL AND REGIONAL PLANNING POLICY CONTEXT

This section will set out how the development of the subject site fits within the national and regional planning hierarchy.

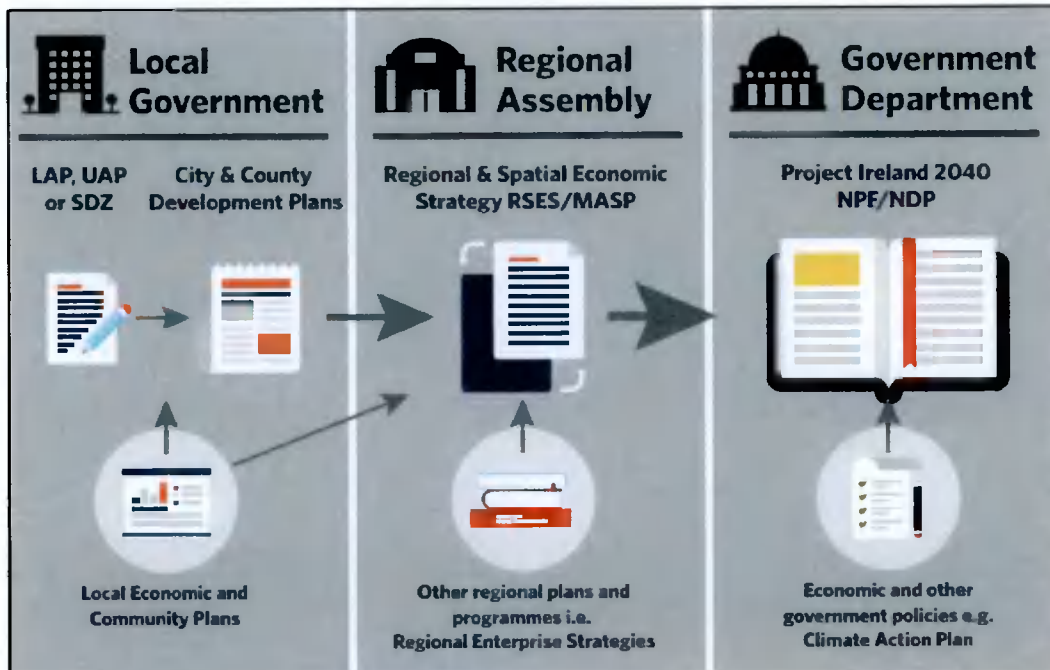


Figure 6.1: Spatial Planning Hierarchy.

Source: *Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019-2031.*

7.1 *Project Ireland 2040: National Planning Framework (2018)*

The *National Planning Framework* ("NPF"), which replaces the National Spatial Strategy ("NSS"), was published in February 2018 and is the Government's high-level strategic plan for shaping the future growth and development of Ireland to the year 2040. The NPF sets a new course for planning and development in Ireland, to achieve a shared set of goals for every community across the country.

Under the NPF, the Irish Government has set out long term strategic goals for the Republic of Ireland. These goals are geared towards compact growth and the sustainable development of Ireland to accommodate an increased population of one million people by the year 2040.

Section 2.2 of the NPF sets out an overview of the NPF Strategy which includes reference to 'Compact Growth' as follows:

- 'Targeting a greater proportion (40%) of future housing development to be **within and close to the existing 'footprint' of built-up areas.**' [Our Emphasis]

- ***'Making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport.'*** [Our Emphasis]

The *NPF* states that progressing the sustainable development of new greenfield areas for houses is a key principle in the future growth for Dublin. The *NPF* recognises that there are significant areas of serviced lands designated as Strategic Development Zones. It is furthermore noted that the growth of Dublin *'requires a holistic approach to ensure that residential and employment development is served by transport, infrastructure and amenities. It also means ensuring that smaller scale opportunities for infill and brownfield development are realised.'*

Therefore, it is our opinion that the *NPF* supports the provision of high-quality residential development on the subject site having regard to the Strategic Development Zone designation of the subject lands and its currently underutilised status, in close proximity to services, facilities and public transport.

7.2 ***Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019-2031***

The *Regional Spatial & Economic Strategy ("RSES")* for the Eastern and Midland Regional Assembly was published on 26th June 2019 and comprises a number of core Regional Policy Objectives which coincide with the *NPF*.

Regional Policy Objective 4.3 relates to 'Consolidation and Re-intensification' and states the following:

'Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs to ensure that the development of future development areas is coordinated with the delivery of key water infrastructure and public transport projects.'
[Our Emphasis]

The aforementioned Regional Policy Objective 4.3 further reinforces the requirement for consolidation in the Dublin Region.

The *RSES* and associated *Dublin Metropolitan Area Strategic Plan ("MASP")* recognise the significant residential capacity of Adamstown, with the *RSES* noting that:

'the MASP identifies strategic residential and employment corridors along key public transport corridors existing and planned, that contain development opportunities. These include; Dublin Docklands and Poolbeg West, former industrial lands including Naas Road, the regeneration of older social housing projects, Parkwest-Cherry Orchard and Ballymun, large scale urban expansion on the North Fringe of the city, the western suburbs including Adamstown and Clonburris SDZs, Fortunestown near the emerging town of Saggart/Citywest, brownfield lands in Tallaght along with the development of the Hansfield SDZ lands in Blanchardstown.' [Our Emphasis]

Furthermore, Regional Policy Objective 5.5 states that:

'Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.' [Our Emphasis]

The subject site, which is located in the Adamstown SDZ, is appropriately zoned for residential development which is supported by the RSES. The subject proposal notably seeks to provide consolidated growth and increased residential density, in line with the objectives of the RSES.

7.3 **Urban Development and Building Heights: Guidelines for Planning Authorities (2018)**

The *Urban Development and Building Heights: Guidelines for Planning Authorities* ("Building Height Guidelines") were introduced in 2018 with a view to redefining planning and development policy with respect to building height in Ireland's urban areas. Following the strategic objectives of the NPF, the *Building Height Guidelines* seek to 'enable a shift away from unsustainable "business as usual" development patterns and towards a more compact and sustainable model of urban development'.

In establishing the existing context, the *Building Height Guidelines* state the following:

'Traditional building heights in most urban areas in Ireland vary somewhat within a limited and generally low-rise range. This range goes from two storeys in many suburban locations, frequently in the form of housing estates, moving towards building heights of three or more storeys in more central urban areas, but generally not more than 6-8 storeys in the central urban areas of the cities and larger towns.'

In regard to Strategic Development Zones, the *Building Height Guidelines* note that:

'Accordingly, where SPPRs are stated in this document, they take precedence over any conflicting, policies and objectives of development plans, local area plans and strategic development zone planning schemes. Where such conflicts arise, such plans/ schemes need to be amended by the relevant planning authority to reflect the content and requirements of these guidelines and properly inform the public of the relevant SPPR requirements.'

Section 3.6 of the *Building Height Guidelines* notably states the following in relation to building height in suburban locations:

'Development should include an effective mix of 2, 3 and 4-storey development which integrates well into existing and historical neighbourhoods and 4 storeys or more can be accommodated alongside existing larger buildings, trees and parkland, river/sea frontage or along wider streets.'

The proposed development, which is situated in a suburban location, comprises 352 No. houses which range in height from 2 to 3 No. storeys. The proposed heights of 2-3 No. storeys are consistent with the *Building Height Guidelines* and the *Adamstown SDZ Planning Scheme*.

7.4 *Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes and Sustainable Communities (2007)*

The focus of the *Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes and Sustainable Communities* is on the creation of sustainable communities that are socially inclusive. The introduction notably sets out that:

'The aim of these Guidelines is to identify principles and criteria that are important in the design of housing and to highlight specific design features, requirements and standards that have been found, from experience, to be particularly relevant. In preparing the Guidelines, particular account has been taken of the objectives of government policy on sustainability, including issues such as energy efficiency, environmental protection, access for people with disabilities, meeting varied needs of occupants through their lifetime, durability and continued performance of buildings and the need to make optimal use of infrastructure and avoid unsustainable urban sprawl'.

The design of the subject proposal has appropriately considered these Guidelines in relation to target floor areas for example. However, it is reiterated that the proposed development has been designed in accordance with the prescriptive requirements of the *Adamstown SDZ Planning Scheme 2014*.

8.0 COMPLIANCE WITH LOCAL PLANNING POLICY – SOUTH DUBLIN COUNTY COUNCIL DEVELOPMENT PLAN 2016-2022 (AND DRAFT SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2022-2028)

The *South Dublin County Council Development Plan 2016-2022* ("Development Plan") notes the following regarding lands at Adamstown:

'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.'

The *Draft South Dublin County Development Plan 2022-2028* further references progress and states:

'To progress development in this new settlement, the Council has actively sought to deliver on the phasing requirements of the SDZ, including successfully bidding for funding for parks, roads and other infrastructure under the LIHAF and URDF mechanisms.'

The proposed development has been designed having regard to the planning parameters of the *Adamstown SDZ Planning Scheme 2014* which is discussed in detail in Section 5.o.

8.1 Core Strategy Policies

The *Development Plan* contains Core Strategy Policy 7 'Strategic Development Zones' which states that:

'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.'

Furthermore, Core Strategy Policy 2 'Metropolitan Consolidation Towns' contains an objective:

'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.'

The proposed residential development has been designed to provide high-quality residential units in accordance with the *Adamstown SDZ Planning Scheme* on a currently underutilised site in excellent proximity to public transport.

The Core Strategy of the *Draft South Dublin County Development Plan 2022-2028* states that:

'It is recognised that a wide range of elements can influence the deliverability of strategic long term development areas, including: Market viability, site assembly, public / private funding streams, timelines and funding for delivering physical infrastructure, and pressure for piecemeal sites coming forward.'

It should be noted that Quintain Developments Ireland Limited are in a position to construct the proposed scheme immediately upon receipt of planning permission and thus deliver housing at a time when it is urgently needed. The scheme as proposed will thus play a key role in furthering the continued development of a key parcel of land in a strategic long term development area. The development of the subject lands will also assist in achieving the envisioned population growth of the 'Lucan, Adamstown, Palmerstown' region by 21% by 2028 as set out in the Core Strategy.

8.2 Density

We note the following objectives of the *South Dublin County Development Plan 2016- 2022* relating to density:

'H8 Objective 1: To ensure that the density of residential development makes efficient use of zoned lands and maximises the value of existing and planned infrastructure and services, including public transport, physical and social infrastructure, in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009)'

'H8 Objective 2 To consider higher residential densities at appropriate locations that are close to Town, District and Local Centres and High capacity public transport corridors in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009).'

As previously established the subject site located within the Adamstown Strategic Development Zone is eminently suitable for densification and is well located with a strong masterplan led urban context, walking and cycling facilities, and nearby community services and amenities. The density of the subject scheme at 41 No. units per Ha has been designed in accordance with the guidance of the policies set out above and is fully in accordance with the more prescriptive guidance of the Planning Scheme which seeks a density of 40 – 55 No. Units per Ha

8.3 Dwelling Mix

Section 11.3.1 of the *South Dublin Development Plan 2016-2022* states that:

'The overall dwelling mix in residential schemes should provide for a balanced range of dwelling types and sizes to support a variety of household types. On smaller infill sites, the mix of dwellings should contribute to the overall dwelling mix in the locality. With the exception of student accommodation, proposals that include a high proportion of one bedroom dwellings (more than 10%) shall be required to demonstrate a need for such accommodation, based on local demand and the demographic profile of the area. Design Statements for residential or mixed use development proposals with a residential element will be required to address the mix of dwelling types.'

The proposed development includes a mix of 2 bed, 3 bed and 4 bed units in a range of house types. The proposed dwelling mix and types will provide an enhanced choice in tenure in the area, affording greater flexibility to those who may be seeking to purchase a dwelling.

8.4 Separation Distances

Housing Policy 15 of the *Development Plan* states that:

'It is the policy of the Council to promote a high standard of privacy and security for existing and proposed dwellings through the design and layout of housing.'

Furthermore, the *Development Plan* outlines that:

'A separation distance of 22 metres should generally be provided between directly opposing above ground floor windows to maintain privacy. Reduced distances will be considered in respect of higher density schemes or compact infill sites where innovative design solutions are used to maintain a high standard of privacy.'

Separation distances between houses are in accordance with best proposed practice to avoid overlooking. All rear bedroom windows at first floor level have 22 metres distance to opposing windows. In the case of any opposing elevations less than 22 metres, there are only bathrooms and landings with obscure windows.

A separation distance of less than 22 metres is provided between the front of dwellings along the east-west avenue through the Site A western site. This proposed distance is in line with the requirements of the *'Design Manual for Urban Roads and Streets'* (DMURS) and creates a strong sense of enclosure and urban structure. Trees will be planted along this avenue, which will provide an attractive streetscape as well as additional screening and privacy. Where units do not have on-curtilage parking, a privacy planted strip of in general 2.1 metres is provided in front of each unit creating a buffer and clearly defined private domain separated from the public areas.

8.5 Building Height

Section 11.2.7 of the *South Dublin County Development Plan 2016 – 2022* notes the following:

'Varied building heights are supported across residential areas, urban centres and regeneration zones in South Dublin County, subject to appropriate safeguards to protect amenity of the area.'

As detailed in this report the building heights have been designed in accordance with the requirements of the Planning Scheme. The building height of the proposed units ranges from 2 to 3 No. storeys and all units are dual aspect. The variation in heights proposed has contributed to the variation in the architectural character of the scheme now proposed.

8.6 Conclusion

The proposed development to provide a residential development comprising 2, 3 and 4 bed dwellings fully accords with the planning policy context pertaining to the site. The design of the proposed development fully complies with National and Local planning policies and objectives. It is considered that the design response provides a contemporary high quality architectural and landscaping solution that maximises the development potential of the subject lands in accordance with the Planning Scheme requirements for development in Tandy's Lane. The scheme has also been designed having regard to the future development of the Phase 3 lands to ensure that the totality of development in the Tandy's Lane Development Area will accord the vision of South Dublin County Council for the site ensuring the holistic and cohesive development of the area.

9.0 PLANNING APPLICATION ADMINISTRATION

The following plans and particulars are enclosed as part of this application:

9.1 Planning Fee

- A cheque made payable to South Dublin County Council in the sum of €22,880 (representing the planning application fee payable in accordance with Schedule 9 of the *Planning and Development Regulations 2001-2021*).

The Planning Fee is calculated as follows:

Class	Calculation	Amount
Class 1	€65 x 352 units	€22,880

9.2 Statutory Notices

- An original page of the *Irish Daily Star* dated 11th April 2022 in which notice of the application has been published pursuant to article 17(1)(a) of the *Planning and Development Regulations, 2001-2021*.
- One copy of the Site Notice dated 8th April 2022 and erected or fixed on the land or structure pursuant to article 17(1)(b) of the *Planning and Development Regulations, 2001-2021*.

9.3 Planning Application Form

- A completed South Dublin County Council Planning Application Form signed and dated 12th April 2022.

9.4 Documents Prepared by Thornton O'Connor Town Planning

- Six copies of this *Planning Report* prepared by Thornton O'Connor Town Planning.

9.5 Documents Prepared by MOLA Architecture

- Six copies of the *Architectural Design Statement* prepared by MOLA Architecture.
- Six copies of the *Schedule of Accommodation* prepared by MOLA Architecture.
- Six copies of the *Housing Quality Assessment* prepared by MOLA Architecture.
- Six copies of the following drawings prepared by MOLA Architecture:



MOLA ARCHITECTURE			
Drawing No.	Drawing Title	Scale	Size
Overall Site			
TL-2-02-SW-XX-DR-MOLA-AR-0001	Site Location Map (10002, 1:1000)	1:2500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0050A	Existing Site Plan – Tile A	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0050B	Existing Site Plan – Tile B	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0100	Proposed Site Plan Layout – Key Plan	1:1000	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0100A	Proposed Site Layout Plan- Tile A	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0100B	Proposed Site Layout Plan- Tile B	1:500	Ao
Site Elevations			
TL-2-02-SW-XX-DR-MOLA-AR-0200	Existing Contiguous Elevation A-A	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0201	Proposed Contiguous Elevation A-A	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0202	Existing Contiguous Elevation B-B	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0203	Proposed Contiguous Elevation B-B	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0204	Existing Contiguous Elevation C-C	1:500, 1:200	A1
TL-2-02-SW-XX-DR-MOLA-AR-0205	Proposed Contiguous Elevation C-C	1:500, 1:200	A1
TL-2-02-SW-XX-DR-MOLA-AR-0206	Existing Contiguous Elevation D-D	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0207	Proposed Contiguous Elevation D-D	1:500, 1:200	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0208	Existing Contiguous Elevation E-E	1:500, 1:200	A1
TL-2-02-SW-XX-DR-MOLA-AR-0209	Proposed Contiguous Elevation E-E	1:500, 1:200	A1
TL-2-02-SW-XX-DR-MOLA-AR-0210	Proposed Sections F-F, G-G & H-H, I-I	1:200	Ao
Unit Type – House Units			
TL-2-02-SW-XX-DR-MOLA-AR-0400	House Type A1_4 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0401	House Type A2_4 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0402	House Type A3_4 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0403	House Type A4_4 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0404	House Type A5_4 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0405	House Type A6_4 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0408	House Type B1_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0409	House Type B2_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0410	House Type B3_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0411	House Type B4_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0412	House Type B5_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0413	House Type B6_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0414	House Type B7_2 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0415	House Type C1_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0416	House Type C2_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0417	House Type D1_4 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0418	House Type D2_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0419	House Type D2_3 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0420	House Type E1_4 Bed	1:100	A1
TL-2-02-SW-XX-DR-MOLA-AR-0421	House Type E2_4 Bed	1:100	A1
Details			
TL-2-02-SW-XX-DR-MOLA-AR-0500	Bin Storage & ESB Substations	1:100	A3
Additional Plans			
TL-2-02-SW-XX-DR-MOLA-AR-0901	Taken in Charge – Tile A	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0902	Taken in Charge – Tile B	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0905	Unit Types Layout – Tile A	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0906	Unit Types Layout – Tile B	1:500	Ao

TL-2-02-SW-XX-DR-MOLA-AR-0907	Car Parking Strategy	1:1000	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0908	Phasing	1:1000	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0909A	Part V_Site Plan- Tile A	1:500	Ao
TL-2-02-SW-XX-DR-MOLA-AR-0909B	Part V_Site Plan- Tile B	1:500	Ao

9.6 Documents Prepared by Waterman-Moylan Consulting Engineers Limited

- Six copies of the *Engineering Assessment Report*.
- Six copies of the *Flood Risk Assessment*.
- Six copies of the *Traffic & Transport Assessment*.
- Six copies of *Preliminary Construction Management Plan*.
- Six copies of the *Construction & Demolition Waste Management Plan*.
- Six copies of the *Energy Statement*.
- Six copies of the *Surface Water Drainage Engineering Assessment Report*.
- Six copies of the following drawings:

WATERMAN MOYLAN CONSULTING ENGINEERS			
Drawing No.	Drawing Title	Scale	Size
21-058-P001	Site Location Map	1:2000	A1
21-058-P100	General Arrangement & Roads Levels – Sheet 1 of 3	1:500	A1
21-058-P101	General Arrangement & Road Levels - Sheet 2 of 3	1:500	A1
21-058-P102	General Arrangement & Road Levels - Sheet 3 of 3	1:500	A1
21-058-P120	Proposed Visibility Splays - Sheet 1 of 3	1:500	A1
21-058-P121	Proposed Visibility Splays - Sheet 2 of 3	1:500	A1
21-058-P122	Proposed Visibility Splays - Sheet 3 of 3	1:500	A1
21-058-P130	Proposed Fire Tender Swept Path Analysis	1:1000	A1
21-058-P131	Proposed Refuse Vehicle Swept Path Analysis	1:1000	A1
21-058-P180	Typical Road Cross Sections	As Shown	A1
21-058-P190	Typical Road Construction Details - Sheet 1 of 2	As Shown	A1
21-058-P191	Typical Road Construction Details - Sheet 2 of 2	As Shown	A1
21-058-P200	Proposed Drainage Layout - Sheet 1 of 3	1:500	A1
21-058-P201	Proposed Drainage Layout - Sheet 2 of 3	1:500	A1
21-058-P202	Proposed Drainage Layout - Sheet 3 of 3	1:500	A1
21-058-P203	Overland Flood Routes	1:1000	A1
21-058-P230	Drainage Construction Details - Sheet 1 of 2	1:25	A1
21-058-P231	Drainage Construction Details - Sheet 2 of 2	As Shown	A1
21-058-P300	Proposed Watermain Layout - Sheet 1 of 3	1:500	A1
21-058-P301	Proposed Watermain Layout - Sheet 2 of 3	1:500	A1
21-058-P302	Proposed Watermain Layout - Sheet 3 of 3	1:500	A1

9.7 Documents Prepared by Doyle & O'Troithigh Landscape Architecture

- Six copies of the *Landscape Design Development Report*.
- Six copies of the following drawings:

DOYLE & O'TROITHIGH LANDSCAPE ARCHITECTURE			
Drawing No.	Drawing Title	Scale	Size
LP-01-PP	Landscape Plan	1:500	A1
LP-02-PP	Landscape Plan 1 of 3	1:500	A1
LP-03-PP	Landscape Plan 2 of 3	1:500	A1
LP-04-PP	Landscape Plan 3 of 3	1:500	A1
BP-01-PP	Boundary Plan	1:200	A1
PG-01-PP	Playground Plan	1:200	A1
PG-02-PP	Playground Plan	1:200	A1
PG-03-PP	Playground Plan	1:200	A1
PP-01-PP	Overall Planting Plan	1:1000	A1
BD-01-PP	Boundary Details	1:20	A1
BD-02-PP	Boundary Details	1:20	A1
BD-03-PP	Boundary Details	1:20	A1
BD-04-PP	Boundary Details	1:20	A1
LD-01-PP	Landscape Softworks Details	1:20	A1
LD-02-PP	Landscape Softworks Details	1:20	A1
LD-03-PP	Site Fitting Details	1:20	A1
LD-04-PP	Site Fitting Details	1:20	A1
LD-05-PP	Landscape Hardworks Details	1:10	A1
LD-06-PP	Landscape SUDS Details	1:25	A1
LD-07-PP	Landscape SUDS Details	1:25	A1
LD-08-PP	Landscape Hardworks Details	1:20	A1

9.8 Documents Prepared by Brady Shipman Martin

- Six copies of the *Appropriate Assessment Screening Report*.
- Six copies of the *Ecological Appraisal*.

9.9 Documents Prepared by The Tree File

- Six copies of the *Arboricultural Report*.
- Six copies of the following drawings:

THE TREE FILE			
Drawing No.	Drawing Title	Scale	Size
-	Tree Constraints Plan	1:500	A1
-	Tree Impacts Plan	1:500	A1

9.10 Documents Prepared by 3D Design Bureau

- Six copies of the *CGI* prepared by 3D Design Bureau.

9.11 Documents Prepared by Sabre

- Six copies of the *Lighting Report*.
- Six copies of the following drawing:

SABRE			
Drawing No.	Drawing Title	Scale	Size
SES 03822-22	Public Lighting Layout	1:1000	A1

9.12 Documents Prepared by AWN Consulting

- Six copies of the *Operational Waste Management Plan*.

9.13 Documents Prepared by Traffico

- Six copies of the *Stage 1 Road Safety Audit*.

9.14 Documents Prepared by SCD Consulting

- Six copies of the *Building Lifecycle Report*.

10.0 CONCLUSION

The principal goal of the subject development, which seeks to provide 352 No. high-quality residential units within the Development Area of Tandy's Lane Village in the *Adamstown Strategic Development Zone*, is to increase housing supply on a strategically located large plot of currently underutilised lands and contribute towards ameliorating the prevailing housing crisis. As noted previously, Tandy's Lane Phase 1 has witnessed exceptional levels of interest to date with large numbers registering for the opportunity to view the scheme. Three sales launches have taken place since November 2021 with 142 No. units now sold or sale agreed.

The development has been designed to accord with the *Adamstown Strategic Development Zone Planning Scheme 2014* and deliver a high-quality living environment that provides opportunities for social interaction and integration. It is thus our professional planning opinion that the proposed development fully accords with the principles of proper planning and sustainable development.

We trust you will find this application in order. If you require any further information or clarification on the proposal, please do not hesitate to contact the undersigned.

Yours faithfully,

A handwritten signature in black ink, reading 'Sadhbh O'Connor'.

Sadhbh O'Connor
Director
Thornton O'Connor Town Planning

