



SLA

Stephen Little
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Planning Application Report

Development of
423no. Dwellings

At Adamstown
Boulevard
Development Area,
Phase 1, Adamstown
SDZ

For Adamstown
Station and Boulevard
Limited.

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1 INTRODUCTION

We are instructed by Adamstown Station and Boulevard Limited, Fitzwilliam Court, Leeson Close, Dublin 2, D02 YW24 to lodge this planning application for the development 423no. new homes (166no. units of which shall be subject to outline permission) within the Adamstown Boulevard Development Area of the Adamstown Strategic Development Zone (SDZ).

The lands which are the subject of this application are outlined in red on the enclosed Site Location Map prepared by McCauley Daye O'Connell Architects (MDO Architects) and also on the individual Site Plan drawings. The other lands in the vicinity of the application site in the control of the applicant are outlined in blue on the enclosed Site Location Map. The locations where the 8no. site notices have been erected are shown on the enclosed Site Location Plan, prepared by MDO Architects.

We confirm that prior to making this planning application, extensive pre-planning discussions were entered into with various Departments of South Dublin County Council.

1.1 Compliance with Planning & Development Act 2000, as amended

We confirm that prior to making this planning application the drawings enclosed herewith have been screened by this office with reference to the Planning & Development Act 2000 (as amended) and are consistent with the spirit and intent of the same.

It should be noted, at the outset, that Adamstown is designated as a Strategic Development Zone in accordance with a Government Order on 1st July 2001. This Order was made in accordance with Part IX of the Planning & Development Act 2000 (Statutory Instrument no 272 of 2001 refers). South Dublin County Council is recognised as the named 'Development Agency' under this Order and have prepared a Planning Scheme for the lands in this case.

Section 170 of the Planning & Development Act 2000 sets out the procedure for planning applications within a Strategic Development Zone where they are essentially the same as any other application for planning permission for development. However, three Sections of the Act should be kept in mind, these are quoted as follows: -

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

(3) Notwithstanding Section 37, no appeal shall lie to the Board against a decision of a planning authority on an application for permission in respect of a development in a strategic development zone

(4) Where a planning authority decides to grant permission for a development in a strategic development zone, the grant shall be deemed to be given on the date of the decision."

Considering this information, where an application is submitted to the Planning Authority, it shall be granted planning permission, so long as it complies with the Planning Regulations and the appropriate Planning Scheme. In addition, there is no right to appeal the Council's decision to An Bord Pleanála.

This application for development is made subject to the above provisions. Compliance with both the Planning and Development Regulations 2001, as amended, and the Adamstown Planning Scheme 2014, as amended (hereafter referred to as the Adamstown Planning Scheme) is demonstrated in this report.

A confirmation of the EFT payment already made for the appropriate planning fee is also included with this application.

1.2 Site Description

The development lands are located within the Adamstown Strategic Development Zone and comprise the first phase of development at Adamstown Boulevard (Development Area 10 of the overall SDZ site). The site is generally bounded by two adjacent SDZ Development Areas to the north and east, these being Aderrig and Adamstown Station respectively. The remainder of the site is bounded by the existing rail line to the south and agricultural lands to the west.

The overall Adamstown Boulevard Development Area is one of the larger Development Areas within the Adamstown SDZ Planning Scheme and is characterised as 'high-density' stemming from the location of the Development Area proximate to the rail station. Positioned at the south-western edge of Adamstown itself, the Boulevard tile is a transitional tile between the higher-density areas closest to the rail station, including the Adamstown station tile which also features the district centre, and the medium-density areas such as Aderrig, further north. Higher density development is envisaged at the Boulevard's eastern boundary wrapping around the similarly proposed high-density Station tiles edge.

The total site area to be occupied by Phase 1 of development is c. 10.14 Ha. The overall site area of c. 10.14 Ha includes c. 9.22 Ha (net 8.28 Ha) to be occupied by the housing for which Permission is being sought, c. 0.54 Ha to be occupied by the Apartment Block for which Outline Permission is being sought and c. 0.38 Ha to accommodate the hedgerow mitigation works which forms part of the application for Permission. It is important to highlight that the 0.38Ha area for hedgerow mitigation works lies outside of the Adamstown Boulevard Development Area.

1.3 Summary Description of Development

The proposal in this case comprises:

Phase 1 of the Adamstown Boulevard development seeks Permission for 257no. terraced and semi-detached housing units ranging from 2 to 3-storeys in height; open space is proposed including a Pocket Park, and also a Linear Park which stretches from Adamstown Way to Station Road; all associated ancillary site development and landscape works, including internal roads and services, ESB Sub-Stations, landscaping and boundary treatment works. Outline Permission is also being sought for 166no. apartment units in a block ranging from 5 to 9-storeys in height which will deliver a range of unit types. All on a site of c. 10.14Ha (including lands for Outline Permission).

A full description of development is included in the Site and Newspaper Notices as well as Section 5 of this Report.

1.4 Additional Reports to be Provided for Future Full Application

This planning application seeks Outline Permission for the apartment element of the proposed development. Typically, there is a range of supporting materials and reports which would normally be submitted with any planning application for an apartment development. In this instance, given that only outline permission is being applied for (or permission in principle), it has not been deemed necessary to provide all of the usual detail for an apartment building. This detail will be provided at the time of making an application consequent of an outline permission.

The reason for this application for Outline Permission is to demonstrate to the Planning Authority to an adequate level of detail and certainty that there is capacity to deliver the required density of development in the development as a whole so as to comply with the provisions of the Adamstown Planning Scheme.

For the convenience and clarity of the Planning Authority, we have provided a list below, of reports, surveys, and assessments that will be submitted at that later application stage:

- Part V Identification of Units within the apartment building
- LVIA

- Landscape Plan/Report specific to the apartment building
- Photomontages
- CGIs
- Building Lifecycle Report
- Sunlight/Daylight Study
- Shadow Assessment
- Energy Statement specific to the apartment building.

For clarity and avoidance of doubt, these assessments have not been conducted on the proposed apartments and the Planning Authority are invited to Condition that there are included in any future application for these apartments.

We confirm that this broad approach was discussed and agreed with Eoin Burke, Senior Planner prior to making this application.

2 SITE CONTEXT

2.1 Adamstown

Adamstown is located approximately 16 kilometres to the west of Dublin City Centre, and 1.1 kilometres south of Lucan village. The subject site is situated on lands that have been designated as a Strategic Development Zone (SDZ), on the Gollierstown and Aderrig townlands in Adamstown, Lucan, Co. Dublin. The overall SDZ lands are bound generally to the east by the R120 Newcastle (Lock) Road, to the south by the railway line, to the west by Tuber Lane Road and to the north by Hillcrest housing area.

'Boulevard – Development Area 10', is situated on the western boundary of the SDZ. Boulevard is bounded to the north by the Aderrig Development Zone, east by the Station Development Zone, the existing railway line to the south and agricultural lands to the west.

The Adamstown Planning Scheme promotes the Boulevard Development Area as a high-density character area.

The following infrastructure has already been delivered within the Adamstown SDZ:

- Adamstown Link Road – linking Adamstown with wider external strategic road network
- Adamstown Rail Station & Temporary Park & Ride
- 2 no. Primary Schools
- A Post-Primary School
- A crèche (Giraffe)
- Local Shops
- Neighbourhood Park and Playground
- Trunk Mains Water Supply, Foul and Surface Water drainage including Tobermaclugg Pumping Station
- New ESB 110kV station and full range of utilities
- Adamstown Community Centre
- Adamstown All-Weather Pitch
- Adamstown Park (Loop Road #1)
- Shackleton Drive (Loop Road #2)

- Tandy's Lane Park
- Tobermaclugg Village Centre (Lidl trading)

Permission has also been granted for the following strategic elements of development at Adamstown:

- Phase 1 of Adamstown District Centre (under construction)
- Adamstown Boulevard (including QBC)
- Celbridge Link Road (under construction)
- Airlie Park (under construction)
- Tandy's Lane primary school (site now controlled by the Department of Education)

The provision of Tandy's Lane Park, Airlie Park and the Celbridge Link Road rest with South Dublin County Council to construct under the LIHAF arrangements.

2.2 Application Site

The Boulevard Development Area (Development Area 10) extends to 14.6 Ha and is located on the western boundary of the Adamstown SDZ.

The Adamstown Boulevard Development Area is bounded generally by the adjacent Aderrig tile to the north and Station tile to the east. A portion of the Boulevard tile, towards the north-west, fronts directly onto Adamstown Boulevard itself and the associated green space. Additionally, the south of the Boulevard tile is bounded by the existing rail line with agricultural lands forming the western boundary. This Development shall be characterised by higher-density development to the east, closest to the Station tile, and a gradual transition to medium-density development outwards towards the western boundary and Aderrig to the north.



Figure 1: Subject site at Adamstown Boulevard, with approximate site boundary application outlined in red. We would highlight that this is Phase 1 of development within the Boulevard Development Area. Please refer to the enclosed Site Location Map prepared by MDO Architects for definitive red line boundary.

We refer the Planning Authority to the above Figure 1 where the part of the site that is subject to the application for Outline Permission is denoted by a blue dotted line.

The Outline Planning Permission shall be discussed in greater detail throughout this report.

3 PLANNING HISTORY

Following a search of the SDCC online planning registry and subsequent interactive map, it was found that there are no planning applications which completely encapsulate the entirety of the Boulevard Development Area. However, there are a number of applications which partially infringe upon the subject site. These applications are detailed below for greater detail.

Reg. Ref. Number	Description of Development	Final Decision
S01A/0004	Construction of a new overbridge and access road to replace the existing level crossing	Grant of Permission
SDZ06A/5	Development of approx. 2,780 metres of roadway within the	Grant of Permission

	boundaries of the Adamstown Strategic Development Zone	
SDZ17A/0009	Development of a section of the Celbridge Link Road	Grant of Permission
SDZ06A/11	Development comprising of approximately 1,132 metres of roadway within the boundaries of the Adamstown Strategic Development Zone	Grant of Permission
SDZ06A/8	Relocation of the temporary park and ride car park permitted under SDZ04A/2 to a point c.290m west of the pedestrian entrance to the permitted Adamstown Station	Grant of Permission
SDZ07A/0006	Construction of a 4-storey office building of c.3,020sqm and temporary 100no. space car park.	Grant of Permission (Only temporary car park element of this permission was located in Adamstown Boulevard Site.

Table 1: Related planning history for Adamstown boulevard Development Area.

3.1 Infrastructure in Adamstown

The proposed development will benefit from close proximity to a wide range of amenities, including: - primary and secondary schools, a community building, local parks, the train station and a Quality Bus Corridor. The following table is a record of all grants of permission for Adamstown that involve infrastructure to benefit development in the SDZ.

Reg Ref	Description of Infrastructure	Date of Grant
SDZ04A/2	Adamstown Station	25-Feb-2005
SD04A/0964	Adamstown Link Road and R120 Upgrades	29-Jul-2005
SDZ05A/3	Adamstown Castle Park	13-Dec-2005
SDZ06A/1	Adamstown Castle Bus Shelters	10-Mar-2006
SDZ06A/2	Adamstown Castle Primary Schools	2-Jun-2006
SDZ06A/4	Tobermaclugg Pumping Station	18-Jul-2006
SD06A/0497	ESB Substation Western SDZ Boundary	4-Aug-2006
SDZ06A/5	Adamstown SDZ Strategic Roads	15-Aug-2006
SDZ06A/8	Temporary Park and Ride Relocation	22-Sep-2006
SDZ06A/9	Crowley Overbridge	17-Oct-2006
SDZ06A/11	District Centre Strategic Roads	22-Nov-2006
SDZ07A/0002	Adamstown Post Primary School	12-Dec-2007
SDZ07A/0003	District Centre Enabling Works	5-Jun-2007
SDZ10A/0335	Adamstown Primary School No.2	5-Jun-2007
SDZ11A/0001	Adamstown Primary School (Temporary)	28-Jul-2011
SDZ14A/0001	Adamstown Secondary School (Retention)	4-Jul-2014
SDZ16A/0001	Community Building with Sports Hall	25-Nov-2016
SDZ16A/0003	Northern part of Loop Road 2	23-Jan-2017
SDZ17A/0004	All Weather Pitch	18-Jul-2017
SDZ17A/0007	Loop Road 1	05-Sep-2017
SDZ17A/0009	Celbridge Link Road	26-Feb-2018
SDZ18A/0002	Tobermaclugg 2 (including Northern section of Adamstown Boulevard)	15-Mar-2018
SDZ18A/0003	Tandy's Lane Park	4-Apr-2018
SDZ18A/0009	Adamstown Boulevard Road (southern section) and Realigned Tandy's Lane	25-Sept-2018

SDZ18A/0014	Airlie Park	12-Feb-2019
SDZ18A/0015	Tobermaclugg Village Centre	25-Feb-2019
SDZ20A/0005	Tobermaclugg Park	17-Apr-2020
SDZ20A/0008	Adamstown District Centre Phase 1	17-Sept-2020
SDZ20A/0017	Aderrig Phase 1	01-Mar-2021
SDZ21A/0003	Tobermaclugg Village	05-Jul-2021
SDZ21A/0007	Adamstown District Centre Phase 2	13-Sep-2021
SDZ21A/0014	Aderrig Phase 2	21-Feb-2021

Table 2: Infrastructure Permissions in Adamstown

3.1.1 SDZ06A/5 (Roads Infrastructure)

The Council granted permission on 15 August 2006 for approximately 2,780 metres of roadway throughout the Adamstown SDZ area. These consisted of major avenue roads, including Adamstown Way.

3.1.2 SDZ16A/0001 (Community Building with Sports Hall)

The Council granted permission on 25 November 2016 to Adamstown Infrastructure DAC for a Community Building with Sports Hall on Station Road, Adamstown, Lucan, Co. Dublin. The delivery of a community centre is a key requirement for Phase 2 of the Adamstown Planning Scheme. The proposed development fulfils the requirements in terms of size and function for the community centre.

3.1.3 SDZ16A/0003 (Northern part of Loop Road 2)

The Council granted permission on 23 January 2017 for a development which consisted of 267 no. dwelling units and the construction of part of the main road and busway network for the Adamstown Planning Scheme. The proposed main road will make provision for vehicular access to serve the residential development, online bus services, car parking as required, pedestrian footpaths and cycle paths.

3.1.4 SDZ17A/0004 (All-Weather Pitch)

An application was submitted for the development of an all-weather pitch on the 30 May 2017. The proposed pitch is to be located on a site measuring 0.56ha and is to be located adjacent to the above permitted Community Centre. The pitch is to be accessed via separate entry and exit point onto Station Road. South Dublin County Council granted permission for this development on 18 July 2017. Construction works are complete and the facility has been transferred to SDCC.

3.1.5 SDZ17A/0007 (Loop Road 1/Adamstown Park)

An application was submitted on 13 July 2017 for the development of Loop Road 1, and a number of additional junctions to the south. The proposed road also included a realignment of an existing section of Tandy's Lane. South Dublin County Council granted permission for this development on 5 September 2017. Construction works are complete and the road (Adamstown Park) is now open to traffic and is to be offered to be Taken In Charge by SDCC.

3.1.6 SDZ17A/0009 (Celbridge Link Road)

An application was submitted on 22 December 2017 by Adamstown Infrastructure DAC for a section of the Celbridge Link Road. The proposed development contained 1220m of 7m carriageway with parallel parking bays, planting/grass verges, buffer/lighting strips, off-road cycle tracks and footpaths

to link a section of the proposed Celbridge Link Road (subject of a Part 8 application) to the proposed Adamstown Drive and Adamstown Way, 13 uncontrolled junctions for future access to the Adamstown SDZ development areas. The proposed development included all associated infrastructure works and 178no. car parking spaces. South Dublin County Council granted permission on 26 February 2018.

3.1.7 SDZ18A/0003 (Tandy's Lane Park)

An application was submitted on 8 February 2018 by Adamstown Infrastructure DAC for the development of Tandy's Lane Park on a site of 7.7 Ha., in Tandy's Lane Park amenity area. South Dublin County Council granted permission for this development on 4 April 2018.

3.1.8 SDZ18A/0009 (Adamstown Boulevard Road and Realigned Tandy's Lane)

Adamstown Infrastructure DAC applied for permission on 3 August 2018 for c.480m of road known as the Adamstown Boulevard connecting the permitted section of the Boulevard to the north (Reg. Ref. SDZ18A/0002) to its junction at Adamstown Way. The relocation and realignment of 280m of Tandy's Lane was also proposed within the application. Permission for this road was granted on the 25 September 2018.

3.1.9 SDZ18A/0014 (Airlie Park)

Adamstown Infrastructure DAC applied for permission on 10 December 2018 for development of Airlie Park on a site of c.10.95Ha. Permission was granted on the 12 February 2019.

3.1.10 SDZ18A/0015 (Tob ermaclugg Village Centre)

Cairn Homes Properties applied for permission on 21 December 2018 for a supermarket with ancillary off-licence sales area comprising 3,619.7sq.m GFA (of which 1,693sq.m net retail sales area) with ground floor entrance and circulation area providing access to first floor supermarket and ancillary areas and 1 ground floor retail unit/coffee shop (134sq.m GFA). Permission was granted on 25 February 2019.

There has been a subsequent permission secured to make minor amendments to this development. Works have commenced and construction is on-going.

3.1.11 SDZ20A/0005 Tob ermaclugg Park

Cairn Homes Properties Limited, Tierra Limited and Hugh McGreevy and Sons Limited applied for permission on 10 February 2020 for the provision of a new public park, called 'Tobermaclugg Park' of approximately 3.4 Ha comprising of site development and landscape works. Permission was granted on 17 April 2020.

3.1.12 SDZ20A/0008 Adamstown District Centre Phase 1

Quintain Developments Ireland Limited applied for permission on 28 April 2020 for phase 1 of the Adamstown District Centre development, comprising a mixed use commercial and residential development of c.36,621sq.m (gross floor area) in total (excluding the multi-storey car park) to be constructed in buildings ranging in height from 4-9 storeys. The non-residential element of the development consists of a total of c.9,653sq.m (net sales floor space), as follows: 16 retail units comprising c.8,693sq.m including 1 supermarket (c.6,880sq.m in total) and 2 retail service units (c.290sq.m); 5 retail/restaurant/café units comprising a total of c.959sq.m; projecting signage and awnings on retail and retail/café/restaurant units. The residential element consists of a total of 278 residential units. Permission was granted on 17 September 2020, and construction is underway.

3.1.13 SDZ20A/0017 Aderrig Phase 1

Quintain Developments Ireland limited sought permission for Aderrig Phase 1 comprising 235no. dwellings (up to a maximum of c.23,858.7sq.m GFA) in a mixture of terraced houses and apartments as follows: 159no. houses shall consist of 109no. 2 storey, 3-bedroom houses; 7no. 3 storey, 3-bedroom houses and 43no. 3 storey, 4 bedroom houses; 76no. apartment units shall be accommodated in 2no. 4 storey blocks; to consist of 38no. 1-bed apartments and 38no. 2-bed apartments; approximately 0.89ha of public open space in the form of a linear open space located to the west of the residential development proposed; communal open space associated with the apartment buildings of approximately 6.50sq.m; provision of 322no. car parking spaces, including visitor spaces, provided as a mix of on-curtilage and on-street spaces; 2 ESB substations; new north - south avenue located to the west of the proposed linear open space and also part of Airlie Park linking Adamstown Way with the road to the north linking with Shackleton Drive. Permission was granted on 01 March 2021.

3.1.14 SDZ21A/0003 Tob ermaclugg Village

Cairn Homes Properties Ltd. sought permission for 128no. dwellings (46 no. one bed apartments, 70no. two bed apartments, 6no. three bed duplex units and 6no. four bed houses) arranged over 4 blocks as follows; Block A (4,049sq.m) contains 43no. apartments, ancillary accommodation and associated balconies in a 4 to 5 storey block, comprising 11no. one bed apartments and 32no. 2 bed apartments; Block B (6,096sq.m) contains 67no. apartments, ancillary accommodation, communal open space and associated balconies in a four storey block, comprising 35no. one bed apartments and 32no. two bed apartments; Block C (1,181sq.m) contains 12no. dwellings and associated terraces and gardens in a three storey block, comprising 6no. three bed duplex units over 6no. two bed apartments; Block D (770sq.m) contains 6no. four bed two storey houses and associated gardens; all associated internal roads, car parking (158 spaces), bicycle parking (122 spaces), bin storage areas, associated pedestrian footpaths and cycle paths, public open space, communal and private open space, hard and soft landscaping, boundary treatment and all associated site and development works. Permission was granted on 05 July 2021.

3.1.15 SDZ21A/0007 Adamstown District Centre Phase 2

Quintain Developments Ireland Limited sought permission for Phase Two of the Adamstown District Centre and consists of 17,764sq.m (gross floor area, including car park and storage) of residential development to be constructed in 2 buildings ranging in height from 4 to 9 storeys; a total of 185 apartments, comprising 82 1-bedroom apartments, 102 2-bedroom apartments and 1 3-bedroom apartment; ancillary resident's amenity rooms and facilities are also provided at the ground floor level of Block G1; all apartments are provided with private open space in the form of balconies or gardens. The proposed block description is as follows: Block G1 (c. 6,708sq.m gross floor area, 5,420sq.m net floor area); 4-9 storeys, with a total of 86 apartments (38 1-bedroom apartments and 48 2-bedroom apartments); resident's amenity area (231sq.m) including lounge and gym at ground floor, with direct access to semiprivate communal open space; private front gardens are provided on the west elevation for all ground floor units; private front gardens are also provided for first floor units on the east elevation, with access onto a communal open space between Blocks G1 and G2 above the podium; ancillary plant, storage, waste and internal bicycle parking rooms provided at ground floor level; Block G2 (c.7,808 sq. m gross floor area, 6,480 sq. m net floor area); 4-5 storeys with 1 no. setback storey and a total of 99no. apartments (44 1-bedroom apartments, 54 2-bedroom apartments and 1 3-bedroom apartment). Permission was granted on 13 September 2021.

3.1.16 SDZ21A/0014 Aderrig Phase 2

Permission was sought by Quintain Developments Ireland Ltd. for Development of 227 dwellings (24,513.8sq.m gross floor area); 95 3-bed, 2 storey terraced houses and associated gardens; 28 4-bed, 3 storey terraced houses and associated gardens; 48 3-bed, 2 storey duplex apartments over 48 2-bed apartments (3 storey buildings with 2 storey duplex over single level ground floor unit) and

associated communal and private open space; 4 3-bed, 2 storey duplex apartments over 4 3- bed, 2 storey duplex apartments (4 storey buildings with 2 storey duplex over 2 storey duplex) and associated communal and private open space; all associated site and development works including roads, central public open space (0.12ha), car parking (361 spaces), bicycle parking (168 spaces), bin storage areas, 2 ESB substations (22sq.m), associated pedestrian footpaths and cycle paths, hard and soft landscaping and boundary treatment. Permission was granted on 21 February 2021.

3.2 Record of Residential Development in Adamstown

The below table outlines a list of residential development throughout Adamstown.

Reg. Ref.	Applicant	Description	Date of Grant	Status	No. of Units	Cumulative Total Units
SDZ10A/0001 /EP	Castlethorn	Square III	15-Feb-11	Complete	177	1,587
SDZ16A/0003	Cairn Homes Ltd.	Tobermaclugg I	23-Jan-17	Under Construction	267	1,854
SDZ16A/0005	Castlethorn Developments (Adamstown), UC	Somerton I	26-Apr-17	Under Construction	246	2,100
SDZ17A/0002	Castlethorn Developments (Adamstown), UC and Adamstown Developments DAC	St. Helen's I	19-Jun-17	Under Construction	135	2,235
SDZ17A/0003	Margaret Doyle	Dodsboro Road	06-Jul-17	Permission Granted	1	2,236
SDZ17A/0006	Hugh McGreevy & Sons and Tierra Ltd.	Tubber Lane I	22-Aug-17	Under Construction	169	2,405
SDZ18A/0002	Cairn Homes Ltd.	Tobermaclugg II	15-Mar-18	Under Construction	268	2,673
SDZ18A/0004	Cairn Homes Ltd.	Airlie Stud	22-May-18	Under Construction	237	2,910
SDZ18A/0011	DRES Properties (Holdings) plc	St Helen's II	19-Dec-18	Under Construction	343	3,253
SDZ19A/0004	DRES Properties	Somerton II	15-Oct-19	Permission Granted	237	3,490
SDZ19A/0003	Cairn Homes Ltd	Tobermaclugg III	17-Jul-19	Permission Granted	135	3,625
SDZ19A/0008	Hugh McGreevy & Sons and Tierra Ltd.	Tubber Lane II	06-Feb-20	Permission Granted	148	3,773
SDZ19A/0011	Quintain Developments Ireland Limited	Tandy's Lane Village	22-Jun-20	Permission Granted	245	4,018

SDZ20A/0008	Quintain Developments Ireland Limited	Adamstown Station, Blocks B, E and F	17-Sep-20	Permission Granted	266	4,284
SDZ20A/0011	Cairn Homes	Tobermaclugg IV	20-Jul-20	Permission Granted	40	4,324
SDZ20A/0017	Quintain Developments Ireland Limited	Aderrig Phase 1	01-Mar-21	Permission Granted	235	4,837
SDZ21A/0003	Cairn Homes Properties Ltd.	Tobermaclugg Village	05-Jul-21	Permission Granted	128	4,965
SDZ21A/0007	Quintain Developments Ireland Limited	Adamstown District Centre Phase 2	13-Sep-21	Permission Granted	185	5,150
SDZ21A/0014	Quintain Developments Ireland Limited	Aderrig Phase 2	21-Feb-21	Permission Granted	227	5,377
SDZ20A/0020	Timothy & Helen Crowley	St Helens	12-Aug-21	Permission Granted	113	4,857

Table 3: Sequence of Residential Development in Adamstown

As of 31 December 2021, there were 3,115 occupations in Adamstown.

4 PRE-PLANNING CONSULTATION

Pre-Planning meetings have been ongoing since September 2021 between the Planning Authority, Client and wider design team. Meetings regarding the Boulevard Development Area have so far taken place on 6 September 2021, 13 October 2021, 26 November 2021, 27 January 2022 all via Microsoft Teams. The following individuals from South Dublin County Council have been present for at least one, if not more, of the aforementioned meetings: Tracy McGibbon, Eoin Burke, Laurence Colleran, John Hegarty, Padhraic McGillicuddy and Yasir Khan.

The proposed development and masterplan were generally well received with positive feedback received from the Planning Authority staff at each meeting along with helpful and insightful criticisms. Following extensive discussions with SDCC, necessary amendments to proposals were made particularly around density issues, which aligned proposals more with the Planning Scheme.

These meetings helped to refine and improve upon the initial proposals presented. Following the fourth pre-planning meeting, preparation of the application pack began in earnest.

5 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development at Adamstown Boulevard shall, upon completion, comprise c. 865no. dwellings, as per the adopted planning scheme, spread over the 14.6Ha with a maximum of 90,825 sq.m. residential development.

The proposed Phase 1 of development at Adamstown Boulevard shall comprise 423no. residential units (including 166no. units subject to outline permission) over c. 10.14Ha (inclusive of land subject to outline permission).

The proposed 257no. housing units shall be made up of 2 to 3-storey houses delivering a mix of 2, 3 and 4-bedroom units throughout the development. This development amends aspects at the

interface between the proposed development and the development at The Crossings currently under construction and permitted under Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021). For the convenience of the Planning Authority the boundary to those other applications where it overlaps with the current proposals have been shown in green on the Site Layout Plans prepared by McCauley Daye O'Connell Architects.

Outline proposals for the 166no. apartment units include the development of an apartment block ranging from 5 to 9-storeys in height and shall deliver a mix of studio, 1-bed and 2-bed units located towards the eastern boundary of the Development Area overlooking Adamstown Station.

The residential units proposed can be broken down as follows: -

- Houses:
 - 75no. 2-bedroom units,
 - 113no. 3-bedroom units,
 - 69no. 4-bedroom units.

- Apartment units:
 - 11no. studio units,
 - 76no. 1-bedroom units,
 - 79no. 2-bedroom units.

Also included in proposals are 2no. new public parks within the development including a linear park stretching the length of the site from Adamstown Way to Station Road allowing continuity from Aderrig Park to the north.

The provision of 488no. car parking spaces across Phase 1 with 433no. spaces for the housing (47no. of which are visitor) and a further 55no. spaces for the apartment units (5no. of which are visitor);

2no. ESB Substations;

Roads infrastructure is also proposed and shall provide for necessary connections internally on site as well as extending the existing Adamstown Avenue and Station Road westwards through the Strategic Development Zone. Several other primary and secondary road connections are proposed.

Permission is also sought for all associated site works and hard and soft landscaping, including boundary treatments and tree planting, as well as bin and cycle stores.

The site area subject of this application for Phase 1 of development shall measure c. 10.14Ha including the c. 0.54 Ha which is subject of Outline Planning Permission and a further c. 0.38 Ha to accommodate the western boundaries hedgerow mitigation.

5.1 Residential Development

5.1.1 House Types

The 257no. housing units proposed shall consist of:

- Housing units:
 - 75no. 2-bedroom units,
 - 113no. 3-bedroom units,
 - 69no. 4-bedroom units.

HOUSES				
Unit Types	Unit Types Description	GIA sqm		No. Units
2 BED		Actual	Required	75
H2AB	2 Bed Mid-Terrace House	86.4	80	25
H2AB1	2 Bed Mid-Terrace House	86.4	80	29
H2AC	2 Bed End-Terrace House	86.4	80	11
H2AC1	2 Bed End-Terrace House	86.4	80	3
H2AD	2 Bed Gable Entry House	86.4	80	1
H2AD1	2 Bed Gable Entry House	86.4	80	6
3 BED				113
H3AA	3 Bed End-Terrace House	102.6	92	2
H3AB	3 Bed Mid-Terrace House	102.6	92	34
H3AB1	3 Bed Mid-Terrace House	102.6	92	10
H3AB2	3 Bed Mid-Terrace House	102.6	92	7
H3AC	3 Bed End-Terrace House	102.6	92	17
H3AC1	3 Bed End-Terrace House	102.6	92	6
H3AC2	3 Bed End-Terrace House	102.6	92	9
H3AD	3 Bed Gable Entry House	102.6	92	3
H3AD1	3 Bed Gable Entry House	102.6	92	3
H3AD4	3 Bed Gable Entry House	102.6	92	4
H3BA	3 Bed End-Terrace House	111	92	4
H3DA	3 Bed End-Terrace House	132.02	110	6
H3DB	3 Bed Mid-Terrace House	132.02	110	8
4 BED				69
H4AD	4 Bed Gable Entry House	153.9	120	5
H4BA3	4 Bed End-Terrace House	148.5	120	2
H4BB	4 Bed Mid-Terrace House	148.5	120	6
H4BB2	4 Bed Mid-Terrace House	148.5	120	2
H4BBF2	4 Bed Mid-Terrace House (Flexi)	148.5	120	2
H4BC	4 Bed End-Terrace House	148.5	120	6
H4BC3	4 Bed End-Terrace House	148.5	120	3
H4BCF3	4 Bed End-Terrace House	148.5	120	1
H4BD	4 Bed Gable Entry House	148.5	120	2
H4BD3	4 Bed Gable Entry House	148.5	120	2
H4CB	4 Bed Mid-Terrace House	145.42	120	9
H4CBF	4 Bed Mid-Terrace House (Flexi)	145.42	120	2
H4CC	4 Bed End-Terrace House	145.42	120	2
H4CE	4 Bed End-Terrace House	145.42	120	6
H4CEF	4 Bed End-Terrace House (Flexi)	145.42	120	1
H4HA	4 Bed End-Terrace House	144.72	120	16
H4HAF	4 Bed End-Terrace House (Flexi)	144.72	120	2
Total Houses				257

Figure 2: Extract from Master Unit Schedule, prepared by MDO Architects showing breakdown of proposed housing units.

As can be seen from the drawings accompanying this planning application there are a variety of different dwelling typologies within this single development alone. This assists in ensuring a varied character and appearance of dwellings throughout the scheme. The proposed houses also are generally sized and all exceed minimum requirements.

The houses have been arranged around a series of local streets within the network of Avenues at the edges of the site so as to help with the legibility and formation of local character and sense of place for residents.

The objective of the design for the residential development is the creation of a distinct neighbourhood where each dwelling has a high level of amenity and sense of place within the overall development.

5.2 Architect's Design Statement

An Architect's Design Statement has been prepared by McCauley Daye O'Connell Architects which provides a detailed site analysis and urban design rationale. This document is enclosed with this Planning Application. The enclosed Site Layout Plan also prepared by McCauley Daye O'Connell Architects should be read in conjunction with the Design Statement. The proposed development layout has been informed by consideration of the surrounding context, the Adamstown SDZ Planning Scheme and feedback gathered from the Planning Authority during meetings as evidenced by the factors outlined below.

5.2.1 Layout

The layout of the proposed development is very much informed by the SDZ Planning Scheme in terms of street hierarchy, pattern and permeability, housing layouts and orientation. It includes animated building frontages, providing interface with adjoining streets and avenues, with carefully configured public open space areas.

The Architectural language of the scheme is set out in the Design Statement prepared by McCauley Daye O'Connell Architects and enclosed herewith, which details the material finishes that are to be used in the proposed development. Dwellings will be finished with brick and rendered elevations, and a greater proportion of brick will be used for the principal frontages and avenue roads. The dwellings that front onto the Avenues bounding the site to the north and south as well as the linear park open space are 3 storeys in height, and the houses have been designed as a distinctive front treatment. All other houses in the proposed scheme are 2 storeys in height. The landmark buildings have been designed to present a landmark façade.

In line with the requirements of the Planning Scheme, the apartment block subject to Outline Permission has been designed with flexible use in mind.

We refer to Section 8.6 of this Report which expands further on the proposed landmark and flexible use buildings.

5.2.2 Connectivity, Inclusiveness & Permeability

An integrated design approach has been employed for the design of the internal street layout. This has resulted in a highly permeable, connected street layout that provides a safe, convenient, comfortable and place-based environment for all users. The layout is based on a clear hierarchy of streets as set out in the Planning Scheme and the specific street and junction layouts as set out in the Adamstown Street Design Guide and reflected in the Design Manual for Urban Roads and Streets.

The proposed development incorporates avenues, side streets and back streets within its internal layout and provides for variety and legibility in the layout which will help make this new neighbourhood a place where future residents can enjoy. The layouts are shown in detail on the architectural and engineering drawings. The permeable network facilitates ease of movement within and through the development for pedestrians and cyclists as well as for vehicular traffic. These internal streets are designed to a 30kph design speed, self-regulated through design treatments such as narrower street widths, shorter forward and side street visibility distances, smaller corner radii, raised table junctions and pedestrian crossings, on-street parking and landscaping, all consistent with the Street Design Guide. Permeability is maximised through the scheme along key travel desire lines to deliver convenient, attractive and safe linkages for pedestrians and cyclists.

We refer the Planning Authority to the enclosed reports and drawings, prepared by Atkins Consulting Engineers for full proposed street and access details.

5.2.3 Roads Hierarchy and Design

The site is bounded to the North by Adamstown Way, a major avenue throughout the SDZ site, and is bisected by Adamstown Avenue which separates the northern and southern section of the site. The site's southern boundary is enclosed by another avenue, Station Road, and the rail line beyond that. Along with these Avenue's, the site will be accessed via Stream Road to the east of the development, running along the proposed lengthy section of open space.

The proposed Road Hierarchy can be seen on page 12 of the McCauley Daye O'Connell Design Statement and in the Street Typology Drawing (no. 5150924-HTR-10-DR-0100) prepared by Atkins Consulting Engineers which accompany this application.

We confirm further that Atkins, Consulting Engineers have assessed the sight lines of the road junctions proposed in this case. Further details of this can be found in the enclosed junction visibility drawings, Road Design Report and Road Safety Audit prepared by Atkins, Consulting Engineers.

5.2.4 Car Parking

The proposed development will be served by 488no. car parking spaces in total. Of these, 433no. spaces have been allocated to the housing with 47no. being provided for visitor parking. The apartments shall be served by the remaining 55no. spaces of which 5no. spaces have been set aside for visitors.

Vehicular movement through the site will be accommodated by a series of Side Streets, Back Streets and Homezone streets.

A parking breakdown has been provided by McCauley Daye O'Connell Architects and enclosed herewith. This confirms that the proposed development complies with the parking standards as set out in the Adamstown SDZ Planning Scheme. The proposed development shall consist of studio, 1, 2, 3 and 4-bedroom units which, as per subsection 2.4.28 of the Adamstown SDZ Planning Scheme, shall have a minimum average of 1-space per dwelling.

The Schedule of Accommodation, prepared by MDO Architects, which is included as part of this application, highlights that the proposed development shall comply with, and indeed exceed these minimum requirements by providing a total of 488no. car parking spaces for the proposed 423no. units.

Extracts from the Schedule of Accommodation, prepared by MDO Architects are included below for clarity: -

Dwelling Car Parking Spaces Provided			
Unit Type	No. Units	Space Required	No. Spaces
1 Bed	0	0	0
2 Bed	75	1.5	112.5
3 Bed	113	1.5	169.5
4 Bed	69	1.5	103.5
Subtotal	257		386

Figure 3: Extract from Master Schedule, prepared by MDO Architects showing breakdown of car parking proposed versus what is required for housing under the Planning Scheme.

Dwelling Car Parking Spaces Provided			
Unit Type	No. Units	Space Required	No. Spaces
Studio	11	0.3	3.3
1B2P	76	0.3	22.8
2B3P	9	0.3	2.7
2B4P	70	0.3	21
Subtotal	166	0.3	50

Figure 4: Extract from Master Schedule, prepared by MDO Architects showing breakdown of car parking proposed versus what is required for apartment units under the Planning Scheme.

It is therefore submitted that on the basis of the figures highlighted above regarding car parking provision of c. 1.5 spaces per unit proposed, this planning application is compliant with the Planning Scheme as a whole, as well as the Apartment Guidelines, 2020.

We refer the Planning Authority to the Design Statement and drawing 1238-MDO-ZZ-XX-DR-A-05006, 'Proposed Site Layout Plan – Parking', both prepared by McCauley Daye O'Connell Architects and also the Transport Statement prepared by Atkins Consulting Engineers for greater detail.

5.2.5 Public Open Space

Phase 1 of development at the Boulevard Tile shall feature 2no. notable public open spaces, each distinctive in their own right. To the north-west of the site is the proposed location of the 'Pocket Park'. This Pocket Park is characterised by an existing feature oak tree and shall be overlooked by neighbouring residential units. The park shall be landscaped and treated so as to provide a space for both active and passive recreation for users. Please refer to the Landscape Drawings and Masterplan prepared by NMP Landscape Architects.

Additionally, a lengthy linear park is proposed to run on a north-south axis from Aderrig towards Station Road. The proposed Linear Park shall provide continuation of not just the Aderrig park, but also the water feature inset. The proposed Linear Park shall be overlooked on the western side by housing units and will be enclosed by Stream Road and the remaining future development of Boulevard Tile to the east.

The proposed development incorporates a total of 0.95 Ha of public open space. This exceeds the minimum public open space requirement for the Boulevard Development Area as set out in the SDZ Planning Scheme, even before any further open space is provided in subsequent phases. The Apartment Block that is subject of Outline Permission shall be furnished with appropriate landscaping proposals upon lodgement of a full Planning Application.



Figure 5: Extract from CGI prepared by 3D Design Bureau showing the Pocket Park and neighbouring housing.

5.2.6 Phasing/Sequencing

It is intended that this application would form Phase 1 of development in the Boulevard Development Area. Indicative construction phasing is shown on the enclosed 'Proposed Site Layout Plan – Phasing' (Dwg no. 1238-MDO-ZZ-XX-DR-A-0500), prepared by McCauley Daye O'Connell Architects.

Outline Permission is also being sought in respect of the Apartment Block to the east of the site. It is envisaged that this shall be addressed during a separate phase of construction only after being addressed in a full planning application.

5.3 Landscaping & Boundary Treatment

The landscape proposals in this case have been designed by Niall Montgomery & Partners (NMP), Landscape Architects. These designs have been directly informed by the following studies that have been undertaken in respect of the site and the development being proposed: -

- Tree Survey & Arboricultural Assessment, prepared by Noel Lane Tree Care Services,
- Ecological Impact Assessment, prepared by Brady Shipman Martin, including hedgerow, bird and bat survey reports.
- Public Lighting proposals, Sabre Electrical

There has been a high degree of co-ordination between NMP Landscape Architects, Brady Shipman Martin, Ecologists and Waterman-Moylan, Consulting Engineers to ensure that the often competing requirements for biodiversity, Irish Water, the provision of the required services, the protection of existing trees and the provision of a good quality of landscape is appropriately provided in this case.

5.4 Water Services

The enclosed Engineering Assessment Report, prepared by Waterman Moylan Consulting Engineers, details the proposals for water services to and from the development.

Much of the strategic water services infrastructure has already been put in place to serve Adamstown. This proposal seeks to connect to that existing infrastructure. We refer the Board to the enclosed Confirmation of Feasibility from Irish Water, dated 25 November 2021, which confirms that a connection to Irish Water sewer is feasible at this location.

5.4.1 Water Supply

It is proposed to construct a network of watermains that will tie into the existing mains.

We refer the Planning Authority to the enclosed Watermains Drawings and Engineering Report, prepared by Waterman Moylan Consulting Engineers, for full details of the proposed water supply to the development.

5.4.2 Surface Water Drainage

It is proposed that this development will be primarily drained to the existing attenuation point to the north-east of Lucan Golf Course on the Backstown/Tobermaclugg Stream. SuDS infrastructure has also been incorporated into the design of the development. This includes bio retention tree pits, swales and downstream defenders

We refer the Planning Authority to the enclosed Engineering Report and Drawings, prepared by Waterman Moylan, for full details of the Surface Water Drainage proposed through this planning application.

It is important to point out at this point that the water body being provided in the middle of the linear park proposed in this case does not have a function in terms of the surface water drainage strategy for these lands; rather it is an amenity feature.

5.4.3 Foul Water Drainage

It is proposed to discharge foul water from the Adamstown Boulevard Phase 1 development directly to the existing foul water system which was constructed under the Adamstown SDZ Strategic Drainage Scheme.

We refer the Planning Authority to the enclosed Engineering Report and Drawings prepared by Waterman Moylan, Consulting Engineers for full information regarding these proposals.

5.4.4 Flood Risk Assessment

A Flood Risk Assessment Report has been prepared by Waterman Moylan, Consulting Engineers and is enclosed as part of this application. This document assesses the risk and outlines required mitigation measures associated with flooding on the site, concluding in all instances that the residual risk of flooding to the proposed development is low.

5.4.5 Taking in Charge

It is proposed that various roads, footpaths and open space will be taken in charge by South Dublin County Council. The Applicant's proposals for Taking in Charge are represented on 'Proposed Site Layout Plan - Taking In Charge' (Dwg. No. 1238-MDO-ZZ-XX-DR-A-05003), prepared by McCauley Daye O'Connell Architects.

5.5 Transportation

Atkins, Consulting Engineers, have prepared junction visibility drawings, cross sections and vehicle tracking documents which are enclosed as part of this planning application. As well as this a Transport Statement and Road Design Report have been prepared and are enclosed with this application.

5.6 Other Services

5.6.1 Telecommunications and Information Technology

In accordance with section 2.5 (iv) of the Planning Scheme, all dwellings will be connected to a network of fibre-optic cables routed in accordance with the road layout. All dwellings will be serviced by carrier-neutral multi-duct infrastructure, and at least two telecom ducts.



Figure 6: Extract from CGI prepared by 3D Design Bureau highlighting proposed streetscape with Feature/Accent building to the fore along Adamstown Avenue.

6 STRATEGIC PLANNING CONTEXT

The application site lies within the boundaries of the area covered by the Adamstown Planning Scheme 2014, as amended (Planning Scheme). The Planning Scheme has been prepared by South Dublin County Council, in accordance with the following strategic planning guidance:

- *Regional Planning Guidelines for the Greater Dublin Area, 2010 - 2022*
- *Retail Strategy for the Greater Dublin Area, 2008 - 2016*
- *Greater Dublin Area Transport Strategy, 2011 - 2020*
- *Design Manual for Urban Roads and Streets, March 2013*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) 2009*
- *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2007*
- *Planning and Development of Large Scale, Rail Focused Areas in Dublin, 2013*
- *School Travel Toolkit Smarter Travel Workplaces: A Guide for Implementers*
- *National Cycle Manual Greater Dublin Area Cycle Network Plan 2013*

The Planning Scheme as adopted is in accordance with these strategic planning documents, and therefore any planning application, which is in compliance with the Planning Scheme, can also be said to be in compliance with those documents.

The Design Standards for New Apartments (March 2018) came into effect after the adoption of the current Planning Scheme. Under the Planning and Development Act 2000, as amended, these guidelines identify *specific planning policy requirements* that take precedence over local statutory plans, including SDZ Planning Schemes.

Section 8 of this report details the compliance of the proposed development with the Adamstown Planning Scheme. Section 9 of this report details the compliance of the proposed apartment units with the Apartment Standards Guidelines (March 2018).

7 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2016 – 2022 & DRAFT PLAN 2022 – 2028

The application site is designated to be part of the Adamstown Strategic Development Zone. Section 169(9) of the Planning and Development Act 2000 (as amended) reads as follows:

“(9) A Planning scheme made under this section shall be deemed to form part of any development plan in force in the area of the scheme until the scheme is revoked, and any contrary provisions of the development plan shall be superseded.”

As such, the Adamstown Planning Scheme 2014 is the principal planning document in relation to site and should be deemed to form part of the Development Plan. This report thus examines the proposed development’s compliance with the Adamstown Planning Scheme primarily. In accordance with the above section of the Act, the Planning Scheme is deemed to form part of the Development Plan. Any complementary measures in the Development Plan will still apply within the SDZ, and these are also discussed in this section.

At the time of writing, the new South Dublin County Development Plan 2022 – 2028, is at the material amendments stage of the process prior to being adopted. As such, it is our professional opinion that it would be prudent to take account of both plans, existing and future, to show overall scheme compliance with the Council’s vision(s).

7.1 Land Use Zoning

The application site is zoned 'SDZ' in the South Dublin County Development Plan 2016 – 2022 and is designated to be part of the Adamstown Strategic Development Zone. The land-use objective for the SDZ zoning in the Current Development Plan (2016-2022) reads,

"To provide for strategic development in accordance with approved planning schemes."

The Draft County Development Plan (2022-2028) objective for the SDZ mirrors the above.

8 COMPLIANCE WITH THE ADAMSTOWN PLANNING SCHEME

8.1 Extent of Development

8.1.1 Housing Phase 1

The proposed development shall be the first development to take place at the Boulevard Development Area (Development Area 10).

The min-max extent of total development allowed within the Boulevard Development Area under the Planning Scheme, as illustrated on pg. 80 of the scheme, is 72,450 – 90,824 sq. m., equating to 690 – 865no. residential units in a net area of 14.6 hectares.

The current, full permission proposal is for 257no. housing units (c. 28,663 sq.m.) on a net development area of 8.82 hectares. This will serve as Phase 1 of development at the Adamstown Boulevard Development Area.

8.1.2 Apartments – Outline

As mentioned previously in this report, outline permission for 1no. Apartment Block to the east of the site is also sought.

A total of 166no. apartment units are proposed in a block which ranges from 5 to 9-storeys in height with a mix of studio, 1-bed and 2-bed units to be provided. The apartment block shall have an approximate gross internal floor area of c. 10,105 sq.m. on a net development area of c. 0.54 hectares.

Increased detail on the proposals for the apartment block will be provided come the time for submission of a full planning permission application in respect of this.

8.2 Overall Compliance

8.2.1 Phase 1

The following Tables identify compliance of the proposals with the primary criteria applying to each of the Development Areas.

Criteria (Boulevard Development Area 10)	Planning Scheme	Permitted / Constructed	Proposed in this Application	Remaining Development Area
Net Area	14.6 ha	0 ha	c. 9.76 Ha (incl. lands subject to outline permission)	c. 4.84 ha

Min – Max Dwellings per Ha	60 - 75	0	48 dph (+/- 20% allowance)	91 dph (63 dph across full site once development is complete)
Min-Max Total Dwelling Units	690 - 865	0	423 (incl. 166 subject to outline permission)	267 - 442
Min – Max Total Residential Development	72,450 – 90,825 sq.m.	0 sqm	c. 38,768 sq.m. (incl. area subject to outline permission)	33,682 – 52,057 sq.m.
Min -Max Non-Residential Development	0 – 8,750 sq.m.	0 sqm	0 sqm	0 - 8,750 sqm
Min Local Public Open Space	0.5 ha	0 ha	0.95 ha	0 – as current Application provides over the minimum public open space required.

Table : Table demonstrating area breakdown.

	SDZ REQUIREMENT	OVERALL SCHEME	PHASE 1
GROSS AREA	14.6 ha	14.6 ha	10.14 ha
NET DEVELOPMENT AREA	11.5 ha	11.5 ha	8.82 ha
RESIDENTIAL DEVELOPMENT	72,450 - 90,825 sq.m (MIN/MAX)	TBC	38,768 sq.m (approx.)
DWELLING UNITS (min-max)	690 - 865	865	423
DWELLINGS PER HA (min-max)	60 - 75 uph	75 uph	48 uph
COURTYARD BLDG. HEIGHT (min-max)	2 - 4 (5 corner)	2 - 4 (5 corner)	2 - 3
PERIMETER BLDG. HEIGHT (min-max)	3 - 5 plus setback	3-5 plus set back	3 & 5 plus set back
LANDMARK BUILDINGS (max)	30 m (10 storey)	8-9 storey	3 & 8-9 storey
OPEN SPACE (min)	0.5 ha	Excess 0.5ha	0.95 ha

Figure 7: Extract from MDO Design Statement which shows overall compliance of Boulevard Development Area for Phase 1.

Additionally, the Apartment Block proposed which is subject to Outline Permission is in fact a Landmark Building as designated within the Adamstown Planning Scheme. As such, buildings heights have been configured to suit the increased heights permitted for landmark units. The proposed Apartment Block shall range from 5 to 9-storeys in height.

The Masterplan accompanying this planning application prepared by MDO Architects provides evidence for the Planning Authority that the balance of the Development Area has been designed so as to be compliant with the above provisions.

8.3 Density

8.3.1 Housing

The Boulevard Development Area is identified in the Planning Scheme as a high development density area in the context of Adamstown. The min-max range of dwelling density allowed within the Boulevard Development Area under the Planning Scheme, as illustrated in Table 2.7 thereof, is 60 – 75 dwellings per hectare. The Planning Scheme also provides for a level of flexibility of ± 20% from this range.

Section 2.3.17 of the Planning Scheme reads:

“Development on any individual development site may fall above or below the specified density ranges for that Development Area by a maximum of 20% subject to the specified min-max density ranges being achieved for the area as a whole. The applicant will be required to demonstrate at planning application stage that the provisions of the Scheme with respect to density can feasibly be met through future development proposals within the applicant’s landholding or on adjoining landholdings within that Development Area subject to the written agreement of adjoining landowner(s).”

This would allow for a minimum density of 48 units per hectare in a single phase of development at Adamstown Boulevard. The proposed site area is approximately c 10.14 hectares (gross) in size, all within the Boulevard Development Area.

With regards to the net site area, we would highlight for clarity and avoidance of doubt that the areas of public open space have not been excluded, in accordance with Figure 1.4 of the Planning Scheme, shown below.



Figure 8: Extract from Adamstown Planning Scheme showing net development areas.

It is to be noted that the major road connections which traverse the Boulevard Tile namely, Stream Road, Station Road, Adamstown Avenue and North-South Avenue are to be excluded from the site for calculated net density.

The residential density of the proposed development for Boulevard falls within the density threshold of $\pm 20\%$ that is provided for at paragraph 2.3.17 of the Planning Scheme.

The number of dwellings proposed in this application is 423, on a net site area of c. 8.82 hectares (including lands for Outline Permission). The net density of the proposed development in this Phase 1 of development is therefore c. 48 units per hectare and is in compliance with the absolute minimum set out by the Planning Scheme taking account of the $\pm 20\%$ allowance.

We would note also that the Applicant is the owner of the entirety of the Development Area and is therefore in adequate control to deliver on the requirements of the Planning Scheme.

2.3.17 Average net density in each Development Area shall be within the minimum – maximum density range outlined in Table 2.7. Development on any individual development site may fall above or below the specified density ranges for that Development Area by a maximum of 20% subject to the specified min-max density ranges being achieved for the area as a whole. The applicant will be required to demonstrate at planning application stage that the provisions of the Scheme with respect to density can feasibly be met through future development proposals within the applicant's landholding or on adjoining landholdings within that Development Area subject to the written agreement of adjoining landowner(s).

Figure 9: Extract is from the Adamstown Planning Scheme highlighting the 20% variation allowable for residential density in the scheme.

The allowable density for the Boulevard Development Area is 48 – 90 when the $\pm 20\%$ variation is taken into account. It is respectfully submitted that the proposed development at a net density of 48 units per hectare is within this variation, and therefore acceptable in accordance with the Planning Scheme.

We would further highlight that this is the first development proposal on this Development Area, with a further Phase of development to follow at a later date. The Applicant controls all of the lands within the Boulevard Development Area, and it is their intention to fully develop the area with a density that is in full compliance with the 60 – 75 units per hectare figure within the Planning Scheme. As can be seen in the enclosed drawing entitled "Proposed Site Layout Plan – Overall Masterplan" (Dwg No. 1238-MDO-ZZ-XX-DR-A-05001) prepared by MDO Architects, consideration has already been given to the layout of the future stages of development within the subject development area.

It is submitted that, overall, the Boulevard Development Area will be entirely consistent with the density parameters of the Planning Scheme. We refer the Planning Authority to Page 50 of the enclosed Design Statement, prepared by MDO Architects which shows (preliminarily) that an overall density of 75 units per hectare will be achieved throughout the Development Area over the course of development of Phases 1 and 2.



Figure 10: Extract from Overall Masterplan drawing prepared by MDO Architects. Phase 1 site shown within red line, Outline Permission site shaded pink and remainder of site (Phase 2) shown within blue dashed line.

8.3.2 Apartments

The Boulevard Development Area, as highlighted previously, is a high-density area within the SDZ. The indicative Masterplan as set out in the Planning Scheme highlights the proposed Apartment Block subject to Outline Permission as both a ‘flexible use building’ and a ‘landmark building’ towards the northern end. The maximum landmark building height for the Boulevard Development Area, as set out in the Planning Scheme, is 30 metres (or up to 10-storeys) and therefore the proposals of 5 to 9-storeys under the Outline Permission are in compliance with the scheme.

Min non-residential development	
Max non-residential development	10% of total development up to 8,750 sq. m.
Max retail development	10% of total non-residential up to 875 sq. m.
Min-max courtyard building height	2 - 4 storeys with up to 5 storeys at corner/feature buildings
Min-max perimeter building height	3 storeys plus setback to 5 storeys plus setback
Max landmark building height	30 metres (up to 10 storeys approx.)
Min local public open space	0.5 hectares

Figure 11: Extract from page 80 of the Adamstown Planning Scheme highlighting max. landmark building height.

The inclusion of the Apartment Block within Phase 1 of development at the Boulevard Development Area is key to overall compliance with the Planning Scheme in the context of development density. The proposed apartment building assists in ensuring that the minimum development density required by the Planning Scheme is met.

It is proposed that subject to a positive outcome from the Outline Permission, a subsequent full application for Planning Permission shall follow in due course with greater detail on the apartment block.

8.4 Non-Residential Development

8.4.1 Housing

No non-residential development is proposed as part of this application. Whilst Flexible Use Buildings do form part of this development, the Ground Floor of those buildings have been designed to have greater floor to ceiling heights than the upper floors in line with the requirements of the Apartment Guidelines (2018) so as to accommodate commercial uses in the future, should demand for this arise.

In that regard, it is noted that the Adamstown Station Tile and its associated Civic Square and District Centre, are currently under construction immediately to the east and will be connected directly to Boulevard by way of future side streets. As such, future occupants of this development will benefit from significant non-residential development in very close proximity to them as a result.

8.4.2 Apartments

The Apartment Block proposed subject of the Outline Permission shall not feature any non-residential development. The Planning Scheme identifies a number of flexible use buildings with the SDZ, the Apartment Block being one. While no immediate commercial uses are envisaged for the unit, larger openings on the front elevations have been included to allow for any future change of use.

As highlighted above in Section 8.4.1, Adamstown Station lies immediately to the east of the Boulevard Tile allowing future residents to benefit from the commercial/retail outlets proposed for that Development Area.

8.5 Building Type and Height

8.5.1 Housing

Figure 2.4 of the Planning Scheme indicates that the application site should contain courtyard buildings, some of which are lowered, and perimeter buildings. Table 2.8 of the Planning Scheme defines the buildings heights for those types of building in this part of the Boulevard Development Area as:

- For Courtyard buildings, 2-4 storeys and up to 5 storeys at corners
- For Perimeter buildings, 3 storeys + setback to 5 storeys + setback

Furthermore, landmark buildings may be developed up to a maximum height of 10 storeys in this area.

The houses proposed as part of this development are characterised predominately by 2 and 3-storey units with the landmark and flexible use buildings generally rising to 3-storeys in height. Along Adamstown Avenue and Adamstown Way, heights of 3-storeys are proposed ensuring an appropriate urban scale and adequate passive surveillance. Similar heights are proposed overlooking the 2no. public open spaces on site in order to create a sense of enclosure and safety in design.

We refer the Planning Authority to page 19 of the enclosed Design Statement and 'Proposed Site Layout Plan – Building Height' (Dwg no. 1238-MDO-ZZ-XX-DR-A-05007), prepared by MDO Architects, which details the building heights proposed.

8.5.2 Apartments

Figure 2.4 of the Planning Scheme highlights the Apartment Block which is subject of Outline Permission as not only a flexible use building, but a landmark building also. It is to be noted that landmark buildings within the scheme need not be defined solely by added height – colour, materials and distinctive design can also define a landmark.

Table 2.9 of the Planning Scheme details the maximum buildings heights for landmark buildings throughout the SDZ. As the Boulevard Development Area is deemed high density, a maximum height of 10-storeys is applicable. As such, the proposals that are subject to Outline Permission including a section of the Apartment Block of up to 9-storeys in height are in compliance with the Planning Scheme parameters.

We would again refer the Planning Authority to page 19 of the enclosed Design Statement and 'Proposed Site Layout Plan – Building Height' (Dwg no. 1238-MDO-ZZ-XX-DR-A-05007), prepared by MDO Architects, which details the building heights proposed.

8.6 Landmark Buildings

The indicative layout of the Boulevard Development Area as shown in the Planning Scheme shows 10no. landmark building locations in total within the tile, with 5no. of these within the application site for Phase 1.

In the north-western most corner of the Boulevard Tile lies a landmark perimeter building which, shall be 3-storeys in height and of distinctive design utilising unique roof design and pitch as well as stone cladding finish. Another landmark building to the south, on the junction of Adamstown Avenue and 'West Avenue', shall be of same design.

A series of flexible use landmark buildings of 3-storeys in height are proposed across the site with one block of units fronting Adamstown Way and the remaining units facing the Linear Park and Stream Road. These shall form terraced rows of between 4 and 5 units generally located on block edges or overlooking open space to provide an architecturally distinctive presence.



Figure 12: Extract from DS prepare by MDO highlighting building form in Phase 1.

The proposed height of 3-storeys is considered to be appropriate in this instance, noting that the Planning Scheme outlines maximum heights for landmark buildings. We would highlight Section 2.3.34 of the Planning Scheme which states:

“It is important to note that the significance of these buildings need not be limited to their height and that their presence may be enhanced by changes in building form, colour and construction materials.”

In order to emphasise the flexible, landmark nature of these units, and to differentiate them from the adjoining houses, they have been designed to act as a bookend landmark building. The roof profiles have been varied to provide mono-pitched roofs, with the buildings clad in high quality stone, with generous glazing sections. It is envisaged that these houses would be ideal to convert into flexible use at ground floor level, with living accommodation on upper levels.

It should be highlighted also that the Apartment Block subject of Outline Permission is also a landmark/flexible use building. While it is not envisaged that the ground floor units will be used for commercial/retail uses in the immediate future, actions have been taken, including increased ceiling heights, to ensure that this could take place in future. The Apartment Block has a proposed height of 5 to 9-storeys and is therefore in compliance with the Planning Scheme in relation to flexible/landmark buildings.

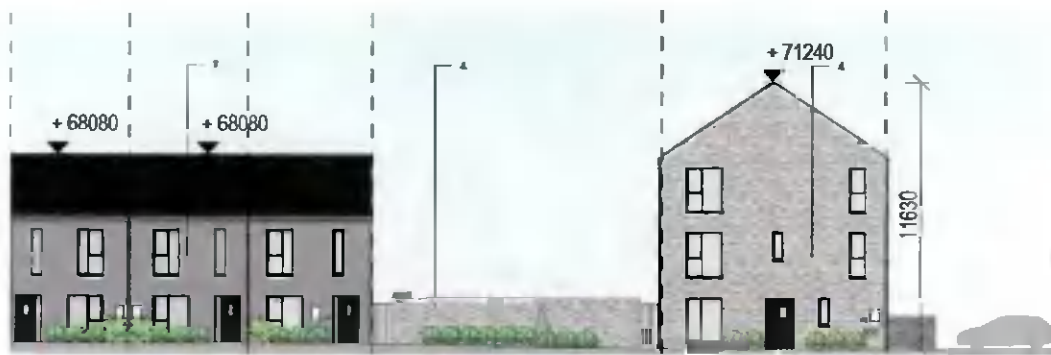


Figure 13: Extract from Design Statement prepared by MDO Architects showing form of proposed buildings as seen from Station Road.

8.6.1 Flexible Use Buildings

The SDZ identifies several flexible use buildings on the Adamstown Boulevard Tile. These are to be located along the northern boundary of Phase 1 overlooking Adamstown Way and also along the eastern boundary fronting Adamstown Way and Stream Road beyond that.

These buildings are designed to incorporate higher floor to ceiling heights on the ground floor to allow for the possibility of future change of use. At present, these units are designated for residential use only.

Due to the location of the units and proximity to Adamstown Station and District Centre it is envisaged that any retail/commercial needs that future residents may have will be facilitated there. However, in the event that circumstances change, and a Change of Use application is submitted in relation to one of the flexible use units, the increased ceiling height will facilitate this.

8.7 Development Standards for Residential Units

8.7.1 Unit Size

Section 2.3.47 of the Planning Scheme specifies that required house unit sizes in Adamstown shall be consistent with the standards set out in the 2007 Ministerial Guidelines, "Quality Housing for Sustainable Communities" as amended upwards by Table 2.10 of the SDZ Planning Scheme.

The Residential Quality Audit prepared by MDO Architects confirms that all proposed dwellings meet and exceed standards set out in the 2007 Ministerial Guidelines and fully comply with Table 2.10 of the Planning Scheme.

Compliance with the *specific planning policy requirements* of the 2020 Apartment Guidelines in respect of unit size is shown in Section 9 of this Report.

8.7.2 Private Amenity Space

The minimum size required for private amenity spaces in houses are defined in Table 2.11 of the Planning Scheme, which gives a minimum requirement of 50m², 60m² and 70m² for 2, 3 and 4-bedroom houses respectively. The Residential Quality Audit prepared by MDO Architects confirms that all proposed dwellings meet or exceed these standards.

Compliance with the Apartment Guidelines in respect of private amenity space is shown in Section 9 of this Report.

8.7.3 Car Parking

Pages 45 of the Design Statement, prepared by MDO Architects and enclosed herewith, confirms that the proposed development complies with the standards for car parking spaces required in the Planning Scheme. The Adamstown SDZ, as an absolute minimum, requires an average of 1no. parking space per proposed unit as detailed in subsection 2.4.28 of the Planning Scheme and outlined below:

'The minimum residential car parking standard is an average of 1 space per dwelling. Where it can be demonstrated that car parking can be shared between complementary land uses, parking standards may be altered accordingly.'

As illustrated in the Parking Schedule, prepared by MDO Architects, the number of spaces proposed is 488 overall (house and apartment units). These are broken down as follows: -

- 386no. car parking spaces for House Units
 - 47no. visitor car parking spaces (including 5no. electric and disabled parking spaces)
- 50no. car parking spaces for Apartment Units
 - 6no. visitor car parking spaces (including 1no. electric and disabled parking spaces)

The provision of on-curtilage parking in the proposed development amounts to just approximately 51%, being well below the maximum allowed for in the Planning Scheme (at 60%). This is in compliance with the Planning Scheme.

8.7.4 Cycle Parking

A minimum standard of 1 cycle parking space per apartment applies, as per Table 2.13 of the Planning Scheme; however, the Scheme contains no requirement for cycle parking per house unit, as bicycles can typically be stored in rear garden sheds. There are 40no. bicycle parking spaces provided throughout the scheme in safe, secure storage facilities.

8.8 Landscaping: Public Open Spaces, Major Parks and Play Areas

We refer the Planning Authority in the first instance to the enclosed Landscape Design Statement, prepared by NMP Landscape Architects.

The Adamstown Planning Scheme sets out guidelines for the provision of Young Children's Areas for Play (YCAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) per each development area of Adamstown. The LEAPs are provided in the major parks, with the NEAPs normally provided in the Development Areas, save for a number of exceptions, includes where the Development Area directly abuts a major park.

The guidelines suggest that those areas that are located close to the major amenity areas of Adamstown will have their requirements for LEAPs and NEAPs provided for in those Amenity Areas.

The proposed development will ultimately be served by the Pocket and Linear Parks which are located within the scheme. Additionally, through the connectivity provided from the Linear Park, Aderrig Park shall be easily accessible to residents as will the major park, Airlie Park, beyond that. Table 2.15 of the Planning Scheme specifies the requirement for 1no. LEAP within the Boulevard Development Area.

As shown on page 20 of the Design Statement prepared by NMP Landscape Architects, significant provision has been made for both Play and Exercise Areas throughout the proposed development, in particular throughout the length of the Linear Park.



Figure 14: Extract from NMP Design Statement highlighting Play and Exercise Areas within Phase 1 of development.

Table 2.15 of the Planning Scheme defines the required public open space for the entire Boulevard Development Area to be 0.5 hectares. The proposed development will feature approximately 0.95 hectares of public open space in Phase 1 alone. This is illustrated on page 18 of the enclosed Design Statement prepared by NMP Landscape Architects.

As it can be seen, the proposed public open space for Phase 1 of the Boulevard Development Area already exceeds the requirements of the Planning Scheme. As noted elsewhere in this Report, the major linear park being provided in this case will be a central element for the new neighbourhood in Boulevard as a whole and not just for this initial phase of development.

Additionally, with the development of further Public Open Space to come in Phase 2, the overall Public Open Space provision within the Boulevard Tile shall far exceed the requirements of the Planning Scheme.

8.9 Transport and Connectivity

8.9.1 Cycling and Walking Routes

Section 2.4 (vi) of the Planning Scheme relates to the primacy that walking and cycling should be afforded over vehicular transport in the design of development in Adamstown. The proposed development provides full permeability for cyclists and pedestrians through side streets and back streets that are designed intentionally to slow down vehicular traffic, and discourage use for traffic not accessing the residential units therein.

We refer the Planning Authority to the pedestrian, cycle and vehicular connectivity diagram and further details contained in the Design Statement prepared by MDO Architects which accompanies this application for further detail on this.

8.9.2 Public Transport

The site is within walking distance of the No. 25B Dublin Bus route, which currently serves Adamstown, with the nearest stop being Adamstown Station. The Adamstown Station rail station is also within walking distance of the site. Figure 2.17 of the Planning Scheme confirms that the site is within a 5-10 minute walk of the existing Adamstown Rail Station.

The site is also within walking distance of the planned Adamstown Quality Bus Corridor (QBC) along Adamstown Boulevard, to the west. Figure 2.18 of the Planning Scheme confirms that the site is within a 5-10 minute walk of the QBC.

As Adamstown grows, the demand and corresponding supply of public transport by bus will increase in the area. Adamstown Boulevard will incorporate the main quality bus corridor route through Adamstown.

8.10 Childcare Facilities

There is no provision made for a childcare facility in this application. It is noted that Table 2.16 of the Planning Scheme does not designate the Boulevard Development Area as a location for a childcare facility within the Planning Scheme.

Accordingly, whilst there is no childcare facility proposed in this planning application, the proposals remain consistent with the Planning Scheme in this regard.

8.10.1 Overall Design of Development

In addition to those other aspects that are detailed above, the following guiding principles – set down in section 2.3.2 of the Planning Scheme – have been followed in the design of the proposed development.

8.10.2 Road and Street Layout and Design

The development provides connectivity and permeability for pedestrians, with direct routes and connections that are subject to passive surveillance throughout, while limiting the movement of cars in vehicular cul-de-sacs. The streets have been designed in accordance with the Design Manual for Urban Roads and Streets, 2013 (DMURS) and the Adamstown Street Design Guidelines, 2009, as required in the Planning Scheme. Atkins, Transport Planning Consultants together with Waterman-Moylan, Consulting Engineers have guided the Design Team so as to ensure these principles were factored into the design from the outset.

The layout of the road network has been informed by the indicative layout provided by figure 2.10 of the Planning Scheme. The road network is therefore comprised of Avenues, Side Streets and Back

Streets. The Side Streets are provided with conventional 5m wide road carriageways, with adjacent concrete footpath. The back streets have a distinctive surface treatment.

For more information on the design of streets, please see enclosed drawing and report prepared by Atkins, Consulting Engineers which illustrate the proposed roads, and also the Design Statement prepared by MDO Architects (page 14).

8.10.3 Block Size

Block sizes in the proposed development accord with the standards recommended in section 2.3 (iii) of the Planning Scheme.

8.10.4 Building Language and Finishes

The proposed materials and finishes include brick and render, and will be broadly consistent, as required by section 2.3.37 of the Planning Scheme. Perimeter buildings have been designed as distinct from 'courtyard' buildings, as is illustrated in the enclosed Design Statement, prepared by MDO Architects.

8.11 Part V- Social Housing

The Planning Scheme requires that all developments must comply with Part V of the Planning & Development Act, 2000 (as amended) and the South Dublin County Housing Strategy 2014 – 2018. As detailed in Section 13 of this Report, the applicant has provided details of how the proposed development will meet the requirements of Part V of the Act.

8.12 Compliance with Phasing Requirements

With c. 5,153 units already permitted, the Adamstown Planning Scheme is currently in Phase 7 (5,001-5,800units). However, it is noted that the occupation of such units are presently still in Phase 4 (2,601-3,400 units) at 3,155 units up to 31st December 2021. The Planning Authority have confirmed that the infrastructure requirements for Phase 3 have all been met. As such, all of the phasing requirements for Phases 1 – 3 are provided. As such, it is possible to occupy up to 3,400 dwellings before the Phase 4 requirements will apply. There are therefore some 245 occupations before these Phase 4 phasing requirements apply.

Section 4 of the Planning Scheme determines the required infrastructure to be delivered prior to the occupation of the 2,601st dwelling in Adamstown. This infrastructure is partially completed, as outlined in the tables below.

We refer the Planning Authority to the below tables showing the progress of infrastructure throughout Adamstown phases 1 – 6.

Infrastructure, Services, Facilities and Amenities	Status
Phase 2 (1,001-1,800 dwellings)	
Adamstown Access Road adjoining the railway line (as Haul Road)	Complete
Upgrade Existing Lucan-Esker and Lucan Low-Level pump stations.	Complete
Construction of Primary Schools 1 + 2 with a minimum of 8 no. classrooms permanently constructed, or a secondary school with minimum 12 no. classrooms of permanent construction.	Complete
<p>Community Centre (Two Options):</p> <p>1 – One community centre with a minimum floor area of 1,200 square metres shall be provided in phase 2. This facility shall incorporate a community sports hall (minimum 33m x 18m), 4 no. multi-purpose meeting rooms, a kitchenette and toilet facilities.</p> <p>OR</p> <p>2 – A school sports hall (minimum 600m²) shall be provided in phase 2 and this shall provide for community use, and in addition a 600m² community centre (4 no. multi-purpose meetings rooms, a kitchenette and toilet facilities).</p>	Complete

Infrastructure, Services, Facilities and Amenities	Status
Provisions of an all-weather pitch with a minimum floor area of 2000m ² .	Complete
Loop Road 1 – Alternative access arrangement for existing eastern section of Tandy's Lane are to be determined by the Planning Authority in consultation with the residents of that section of Tandy's Lane.	Complete
Provision of surface water drainage on a pro-rata basis.	Complete
Completion of the Newcastle Road (R120) study as part of an overall Lucan Movement Framework Plan.	Complete
Any necessary improvement works to the Newcastle Road between Adamstown and the N4, arising from the Newcastle Road Study.	Complete

Table 6: Progress of Phase 2 Infrastructure in Adamstown

Infrastructure, Services, Facilities and Amenities	Status
Phase 3 (1,801-2,600 dwellings)	
Both Sides of Adamstown Link Road (linking Adamstown to the Outer Ring Road to provide a two-way dedicated QBC busway in addition to a two-way carriageway road.	Complete
Adamstown Station Access Road adjoining the Railway line	Complete
Part of the northern section of Loop Road 3 (as a haul road).	Complete
The northern section of Loop Road 2 to replace the existing western section of Tandy's Lane.	Complete

Infrastructure, Services, Facilities and Amenities	Status
Tobermaclugg pumping station and associated overflow management measures and rising mains	Complete
Upgrade to Tobermaclugg pumping station between the SDZ lands and N4 to include upgrading the Tubber Lane surface water drain. Regrading section of the channel and enhancing the capacity of the N4 culvert.	Complete
A dedicated QBC busway on Adamstown Avenue (from outer Ring Road to Adamstown Park)	Complete
Commencement of Tandy's Lane Park OR Airlie Park	Complete Permission has been granted for both Tandys Lane Park and Airlie Park. Site clearance works, drainage and attenuation works for Tandys Lane Park commenced
Floor Space Provision: Provision of minimum floor space of Tandy's Lane Village or Tobermaclugg Local Centre (1,620 m ² or 1800 m ²) OR Minimum 1800 m ² of floorspace provision in the District Centre.	Complete Planning Permission obtained (SDZ18A/0015) and works commenced – Tobermaclugg Village – 3,753.7sq m GFA
The eastern section of the Loop Road around Adamstown District Centre.	Complete
A District Centre Busway Loop Road adjoining Adamstown Station.	This is required only if the required retail provision in this Phase occurs at the District Centre.
65 minimum full-time childcare spaces.	Complete To date 133no. full time childcare spaces provided. 65no. allocated to this Phase 3 requirement. A further 200no spaces have been granted permission, and 100no. are due for completion in Q4 2019 in Tobermaclugg Village.
Surface water drainage on a pro-rata basis.	Proposals for the surface water drainage for the subject site are included in the enclosed Engineering Report, prepared by Waterman Moylan Consulting Engineers.

Infrastructure, Services, Facilities and Amenities	Status
Any necessary improvement works to the Newcastle Road between Adamstown and the N4, arising from the Newcastle Road Study.	Complete

Table 7: Progress of Phase 3 Development Infrastructure in Adamstown

Infrastructure, Services, Facilities and Amenities	Status
Phase 4 (2,601-3,400 dwellings)	
Construction of a Secondary School with a minimum of 12no. classrooms of permanent construction if not constructed as part of Phase 2, or construction of Primary School No.1 and no.2 with a minimum of 8no. classrooms, of permanent construction.	Complete
Completion of Park commenced (Airlie or Tandy's Lane) in Phase 3 including pitches/courts, play facilities, landscaping, and footpaths.	Complete Tandy's Lane Park is complete and open to the public – SDCC have advised that 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 ref SDZ19A/0004, Condition 3 is under construction and is due to be completed in Q3 2022 up to the boundary wall. The recent grant of permission for the extension to Lucan Shopping Centre includes a condition to finish the link.
The northernmost, central and southernmost sections of the central spine of Loop Road 2 (Adamstown Boulevard) and provision of a dedicated QBC Busway.	This is road (J22 to J17) is granted under Planning refs SDZ18A/0002 and SDZ 18A/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.	Complete This road (J22 to J29) was granted planning permission under 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 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 SDZ06A/0005. It is complete and open to the public.
The provision of surface water drainage on a pro-rata basis.	Complete

Table 8: Progress of Phase 4 Development Infrastructure in Adamstown

Infrastructure, Services, Facilities and Amenities	Status
Phase 5 (3,401 – 4,200 dwellings)	
Health Centre Phase 5 (3,401 – 4,200 dwellings)	Quintain are exploring potential locations to fulfil this requirement.
Commencement of Airlie or Tandy's Lane Park (whichever has not been provided in Phase 3-4)	Complete 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.
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 3600 sq.m floorspace provision in the District Centre.	Planning application has been granted under SDZ20A/0008 (Phase 1 of the District Centre) 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 SDZ 06/0005 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	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*. Works are currently ongoing here to upgrade certain active travel

	elements of Station Road are ongoing and will be completed in 2022.
Provision of a minimum of 65 full-time childcare spaces	Complete 200 childcare spaces have been granted permission under Shackleton 2 SDZ19A/0011 and St Helens 2 SDZ18/0002. An operator has purchased the Shackleton Mill Creche and fitout is underway with operation intended to commence in 2023. It must be noted that provision of further facilities is dependent on a suitable third party operator coming forward.
Site made available for primary school no. 3 (min 16 classrooms).	Complete Tandy's Lane Village school site planning (SDZ21A/0001) is granted, and the site has been transferred to the DoES.
Further assessment of the sewerage works and to upgrade the 9B sewer if required as 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	Completed
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 and completion is envisaged in Q3 2022.
Celbridge Road Link and Remaining Section of the Northern Part of Loop Road #3 as haul roads where 400 units or more are provided in the four development areas (as shown in fig 4.7a, page 99 of the Planning Scheme)	Planning permission is granted. This haul road requirement has been met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction and completion is envisaged in Q3 2022.

Table 9: Progress of Phase 5 Development Infrastructure in Adamstown

Infrastructure, Services, Facilities and Amenities	Status
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.

Infrastructure, Services, Facilities and Amenities	Status
Opening of primary school No. 3 (minimum 16 classrooms)	As per Phase 5 above.
Provision of Civic Centre/Library Building (not illustrated).	Design has been included in the Adamstown Station tile masterplan. This item is to be delivered under URDF in accordance with the submitted Preliminary Business Case.
Completion of Park commencement (Airlie or Tandy's Lane) in Phase 5 including pitches/courts, play facilities, landscaping and footpaths.	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	Completed
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 in 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.

Table 10: Progress of Phase 6 Development Infrastructure in Adamstown

The applicant is fully aware of their obligations to deliver those items that are their responsibility under the phasing programme, and in many instances they are on course to deliver infrastructure much earlier than required, as has consistently been the case since the Planning Scheme was first approved in 2003.

The Applicant is committed to carefully ensuring that the necessary infrastructure, services, facilities and amenities outlined in the Adamstown Planning Scheme are delivered in-tandem with residential development, both in the spirit, and to the requirement, of the Planning Scheme.

9 COMPLIANCE WITH APARTMENT GUIDELINES (2020)

Below we outline how the proposed apartment units accord with the document "*Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*" published by the Minister for the Environment, Community and Local Government as amended in 2020. For avoidance of doubt, the following section of this report and therefore compliance relates only to the apartments which as discussed as being applied for **outline permission only**.

For the convenience of the Planning Authority, the application pack includes a Design Statement, Schedule of Accommodation and Housing Quality Assessment, prepared by MDO Architects. These documents should be read in conjunction with this section of the report.

9.1.1 Unit Mix

In overall terms the unit mix for Apartments proposed in this application is as follows: -

- Studio – 11no. dwellings (7%)
- 1 bedroom – 76no. dwellings (45%)
- 2 bedroom – 79no. dwellings (48%)

Having regard to the variety of unit types and sizes of these units generally and also to the variety of heights of buildings proposed, it is considered that an appropriate mix of unit types is being proposed. The mix is also consistent with *specific planning policy requirement 1*. For further details on this variety of unit types, the attention of the Planning Authority is drawn to the Housing Quality Assessment prepared by MDO Architects that accompany this application. For the purposes of this Section of the Planning Report, we have not included house units.

9.1.2 Apartment Floor Area

Under *specific planning policy requirement 3* of the Apartment Guidelines (2020) the following minimum floor areas apply:

- Studio Apartment (1 person): 37 m²
- 1-bedroom apartment (2 persons): 45 m²
- 2-bedroom apartment (3 persons): 63 m²
- 2-bedroom apartment (4 persons): 73 m²
- 3-bedroom apartment (5 persons): 90 m²

All apartments that are the subject of this planning application are in excess of minimum apartment sizes, as confirmed in the enclosed Housing Quality Assessment prepared by MDO Architects. The smallest proposed units are 49.5 m², and the largest units (2-bedroom units) are 86.96 m².

9.1.3 Target Average Floor Areas

It is a *specific planning policy requirement* that the majority of all apartments in a proposed scheme of 10 or more apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%).

We refer the Planning Authority to the Housing Quality Assessment prepared by MDO Architects which demonstrates compliance with this requirement.

9.1.4 Aspect & Orientation

It is a *specific planning policy requirement* that the minimum number of dual aspect apartments that may be provided in any single apartment scheme shall be 50%. Where single aspect apartments are provided, the provision of south facing units should be maximised, with west or east facing single aspect units also being acceptable.

The 2020 Apartment Guidelines state:

"It is a policy requirement that apartment schemes deliver at least 33% of the units as dual aspect in more central and accessible and some intermediate locations, i.e. on sites near to city or town centres, close to high quality public transport or in SDZ areas."

Just shy of 41% of the proposed apartments are dual aspect in this particular case, which we consider appropriate given the site's location directly adjacent to Adamstown District Centre. We refer the Planning Authority to the enclosed Housing Quality Assessment, prepared by MDO Architects. Any subsequent analysis of Sunlight/Daylight in regard to the Apartment Block shall be included in the eventual application for full planning permission on the Apartment Block.

9.1.5 Floor to Ceiling Height

Minimum floor to ceiling height must accord with the Building Regulations requirement of 2.4m, except in relation to ground floor apartments where it should be greater. It is a *specific planning policy requirement* that ground level apartment floor to ceiling heights shall be a minimum of 2.7m.

The proposed apartment blocks each have floor to ceiling heights that meet or exceed these standards, including the flexible use buildings. We refer the Planning Authority to the enclosed Housing Quality Assessment prepared by MDO Architects.

9.1.6 Storage

It is a *specific planning policy requirement* for minimum storage areas to meet the following requirements: -

Minimum storage space requirements

Studio	3 sq m
One bedroom	3 sq m
Two bedrooms (3 person)	5 sq m
Two bedrooms (4 person)	6 sq m
Three or more bedrooms	9 sq m

The proposed apartments all meet the requirement for storage, with storage located within the individual units. We refer the Planning Authority to the enclosed Housing Quality Assessment prepared by MDO Architects.

9.1.7 Private Amenity Space

It is a *specific planning policy requirement* that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels. Private amenity space should be located to optimise solar orientation and designed to minimise overshadowing and overlooking.

The minimum required areas are set out below. The minimum areas must be achieved in a space with a minimum depth of at least 1.5 m.

Minimum floor areas for private amenity space	
Studio	4 sq m
One bedroom	5 sq m
Two bedrooms (3 person)	6 sq m
Two bedrooms (4 person)	7 sq m
Three bedrooms	9 sq m

The proposed scheme provides individual private balconies to all apartments as they are all located on upper floor levels. All units have private amenity space that meets or exceeds the minimum standards above. We refer the Planning Authority to the enclosed Housing Quality Assessment prepared by MDO Architects, and the apartment floor plan drawings enclosed with this application, which clearly label the location and size of all private amenity space.

9.1.8 Communal Amenity Space

In respect of communal amenity space, the minimum required areas are set out below:

Minimum floor areas for communal amenity space	
Studio	4 sq m
One bedrooms	5 sq m
Two bedrooms (3 person)	6 sq m
Two bedrooms (4 person)	7 sq m
Three bedrooms	9 sq m

We refer the Planning Authority to the enclosed Site Layout Plan and Apartment Block Floor Plans prepared by MDO Architects. The proposed development is accompanied by communal amenity space exceeding the required minimum. We also refer the Planning Authority to the Housing Quality Assessment prepared by MDO Architects which demonstrates this fact.

10 ENVIRONMENTAL ASSESSMENT

10.1 Tree Assessment

An Arboricultural Assessment has been prepared by Noel Lane Tree Care Services and is enclosed with this application. These documents have informed the design of the proposed development.

10.2 Street Lighting Proposals

Proposals for street lighting have been prepared by Sabre Electrical and are enclosed with this application. These proposals have been formulated in consultation with the ecological and landscape consultants on the project team to ensure a fully co-ordinated street lighting scheme is proposed.

10.3 Flood Risk Assessment

The enclosed Flood Risk Assessment prepared by Waterman Moylan, Consulting Engineers addresses the question of flood risk. In overall terms a low flood risk arises under the various sources of flood risk identified in the Flood Risk Guidelines. The proposed development is therefore not considered to be at risk of flooding. We refer the Planning Authority to the Waterman Moylan report for further details.

10.4 Mobility Management Plan

We refer the Planning Authority to the enclosed Mobility Management Plan prepared by Atkins. The purpose of this report is to set out a strategy to promote travel by active and sustainable modes within the proposed development. It details the pedestrian, cycle and public transport infrastructure that will be available to future residents of the proposed development.

10.5 Ecological Appraisal

Brady Shipman Martin Consultant Ecologists have prepared an Ecological Appraisal which considers the ecological aspects of the development. This has been informed by surveys, included as appendices within the document. These include bat, bird and hedgerow surveys, as detailed below.

The Ecological Appraisal, prepared by Brady Shipman Martin concludes that there will be no long-term residual impact on any ecological receptors either within or in the vicinity of the site as a result of the proposed development

10.5.1 Hedgerow Survey

This has been informed by the abovementioned tree survey as well as the Hedgerow Survey, prepared by Denyer Ecology (both included as appendices to the Ecological Appraisal Report). Hedgerows on site have been identified as in addition to the presence of *Black Poplar*. It is recommended that the Black Poplar be retained/transplanted on the site if the identified hedgerows are to be removed.

NMP Landscape Architects worked closely with Brady Shipman Martin in devising the landscape proposals appropriate to ensure the protection of this rare plant.

10.5.2 Bat Survey

A bat survey was carried out by Brian and Fionn Keeley and is included as an appendix to the Ecological Report prepared by Brady Shipman Martin. The bat survey confirmed that as a result of development there will be a slight to negligible negative impact on bats.

10.5.3 Bird Survey

A breeding bird survey has been carried out by John Fox and is included as an appendix to the Ecological Appraisal, prepared by Brady Shipman Martin.

This survey confirmed the presence of 23no. species on site, none of which were confirmed to be breeding at that time.

10.6 Screening for Appropriate Assessment

An Appropriate Assessment Screening Report has been prepared by Brady Shipman Martin and is enclosed as part of this application. The report concludes that that the proposed development at Adamstown Boulevard, individually or in combination with another plan or project, will not have a significant effect on any European Sites.

It is also concluded that the report provides sufficient information to allow South Dublin County Council (as the Competent Authority) to carry out an AA Screening, and reach a determination that no likely significant effects on European Sites are foreseen.

11 CONSTRUCTION MANAGEMENT PLANS

11.1 Construction Management Plan

We refer the Planning Authority to the enclosed Construction Management Plan, prepared by Waterman-Moylan, Consulting Engineers.

This document sets out information needed to ensure the management of construction as well as construction and demolition waste at the application site is undertaken in accordance with relevant standards.

11.2 Construction Environmental Management Plan (CEMP)

We refer the Planning Authority to the enclosed CEMP, prepared by Quintain. This report details how the construction phase will be managed, to ensure protection of sensitive environmental receptors, both on and off site. We refer the Planning Authority to the mitigation measures set out in this report.

11.3 Operational Waste Management Plan

We refer the Planning Authority to the enclosed Operational Waste Management Plan, prepared by AWN Consulting.

This document sets out information needed to ensure the management of waste during operational phase of the development.

12 ENERGY STATEMENT

An Energy Statement prepared by Waterman-Moylan Consulting Engineers which outlines the energy standards with which the proposed development will be required to comply is enclosed as part of this application.

13 PART V PROPOSAL

In line with the requirements of S.I. No. 387 of 2015, the Applicant sets out below their proposal to comply with Part V of the Planning & Development Act 2000, as amended as follows:

Representatives of the Applicant have been in contact with the Housing Department of South Dublin County Council to initiate discussions with respect to Part V and how our Client's obligations under Section 96 of the Planning and Development Act 2000, as amended, would be met with respect to the subject site.

We hereby wish to confirm that the Applicant is prepared to enter into an agreement under a Condition of planning permission that fully meets the requirements of Part V in a manner that is acceptable to the Council.

We can also confirm that this has been calculated in accordance with the methodology as set out in Table 2 of Circular Letter 10/2015.

The transfer of these dwellings would naturally be subject to securing planning permission and agreement with the Housing Department on attributable costs.

A copy of the Part V Proposal Letter is enclosed with this application as well as a copy of a letter from SDCC Housing confirming that initial discussions have taken place.

Our client will be available to review the above or other alternative proposals with the Housing Department as required.

14 CONCLUSION

It is our considered professional planning opinion that the proposed development subject to this planning application should be supported by the Planning Authority on the grounds that: -

- The proposed development is consistent with the SDZ Planning Scheme.
- The proposed development is complementary to its immediate environs within Adamstown.
- The proposed development will facilitate a further 423no. much needed residential units, as supported by Rebuilding Ireland, the government's Action Plan for Housing and Homelessness.

15 ENCLOSURES

The following items are included with this application: -

1. Application Cover Letter, prepared by Stephen Little & Associates.
2. Completed Application Form
3. Newspaper Notice published in the Irish Daily Star on 6 May 2022 (1 no. copy of the original newspaper notice)
4. Site Notice erected at 8no. locations on 5 May 2022 (1 no. copy enclosed)
5. Receipt for total Planning Fee of €25,773.50 paid by Electronic Fund Transfers to South Dublin County Council
6. Part V Validation Letter dated 6 April 2022 issued by South Dublin County Council
7. Part V Proposal Letter
8. Letters of Consent from AIDAC and CREH, both

6 no. copies of the following documents and drawings:

9. Planning Application Report, prepared by Stephen Little & Associates.
10. Aboricultural Assessment, prepared by Noel Lane Tree Care Services.
11. Tree Condition Drawing, prepared by Noel Lane Tree Care Services.
12. Tree Constraints Drawing, prepared by Noel Lane Tree Care Services.
13. Mobility Management Plan, prepared by Atkins Consulting Engineers.
14. Roads Safety Audit, prepared by Atkins Consulting Engineers.
15. Transport Statement, prepared by Atkins Consulting Engineers.
16. Roads Design Report, prepared by Atkins Consulting Engineers.
17. Traffic Management Plan, prepared by Atkins Consulting Engineers.
18. Mobility Management Plan, prepared by Atkins Consulting Engineers.
19. Roads Drawings, prepared by Atkins Consulting Engineers.
20. Operational Waste Management Plan, prepared by AWN Consulting.
21. Appropriate Assessment Screening Report, prepared by Brady Shipman Martin.
22. Ecological Appraisal, prepared by Brady Shipman Martin.
23. Irish Water Confirmation of Feasibility, dated 25 November 2021.
24. Design Statement, prepared by MDO Architects.
25. Schedule of Accommodation, prepared by MDO Architects.
26. Outline Apartment Drawings, prepared by MDO Architects.
27. Housing Drawings, prepared by MDO Architects.
28. Housing Quality Assessment, prepared by MDO Architects.
29. Site Plans, prepared by MDO Architects.
30. Landscape Design Statement, prepared by NMP Landscape Architects.
31. Hedgerow Mitigation Drawing, prepared by NMP Landscape Architects.
32. Landscape Masterplan drawings, prepared by NMP Landscape Architects.
33. Boundary Treatment Drawings, prepared by NMP Landscape Architects.

34. Construction & Environmental Management Plan, prepared by Quintain Developments Ireland Ltd.
35. Surface Water Drainage Engineering Assessment Report, prepared by WatermanMoylan Consulting Engineers.
36. Construction & Demolition Waste Management Plan, prepared by WatermanMoylan Consulting Engineers.
37. Engineering Assessment Report, prepared by WatermanMoylan Consulting Engineers.
38. Flood Risk Assessment, prepared by WatermanMoylan Consulting Engineers.
39. Construction Management Plan, prepared by WatermanMoylan Consulting Engineers.
40. Energy Statement, prepared by WatermanMoylan Consulting Engineers.
41. Engineering Drawings, prepared by WatermanMoylan Consulting Engineers.
42. Public Lighting Drawings and Report, prepared by Sabre.

We trust that everything is in order, and we look forward to receiving a favourable decision from the Planning Authority in due course.

We confirm that we act for the Applicant in this case and would ask that all future correspondence in relation to this planning application be directed to this office.

STEPHEN LITTLE & ASSOCIATES
6 May 2022

Stephen Little & Associates are committed to progressing and achieving sustainable development goals.

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