

PLANNING PERMISSION  
**ADAMSTOWN BOULEVARD**  
**PHASE 1**

MCCAULEY DAYE O'CONNELL ARCHITECTS



QUINTAIN

April 2022



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# INTRODUCTION

## ADAMSTOWN BOULEVARD

This architectural design statement has been prepared by McCauley Daye O'Connell Architects on behalf of Adamstown Station & Boulevard Ltd. This architectural design statement intends to demonstrate how the proposed Phase 1 of the Adamstown SDZ Development Tile No. 10; Boulevard complies with the SDZ Planning Scheme.

Phase 1 of the Adamstown Boulevard development seeks Permission for 257 no. 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 6 to 9-storeys in height which will deliver a range of unit types. All on a site of c.9.76Ha (including lands for Outline Permission).

Full planning permission is sought for the housing and outline permission sought for the apartment building as demonstrated on our Proposed Site Layout Plan.

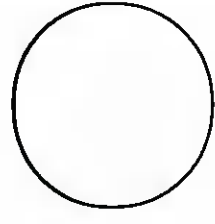
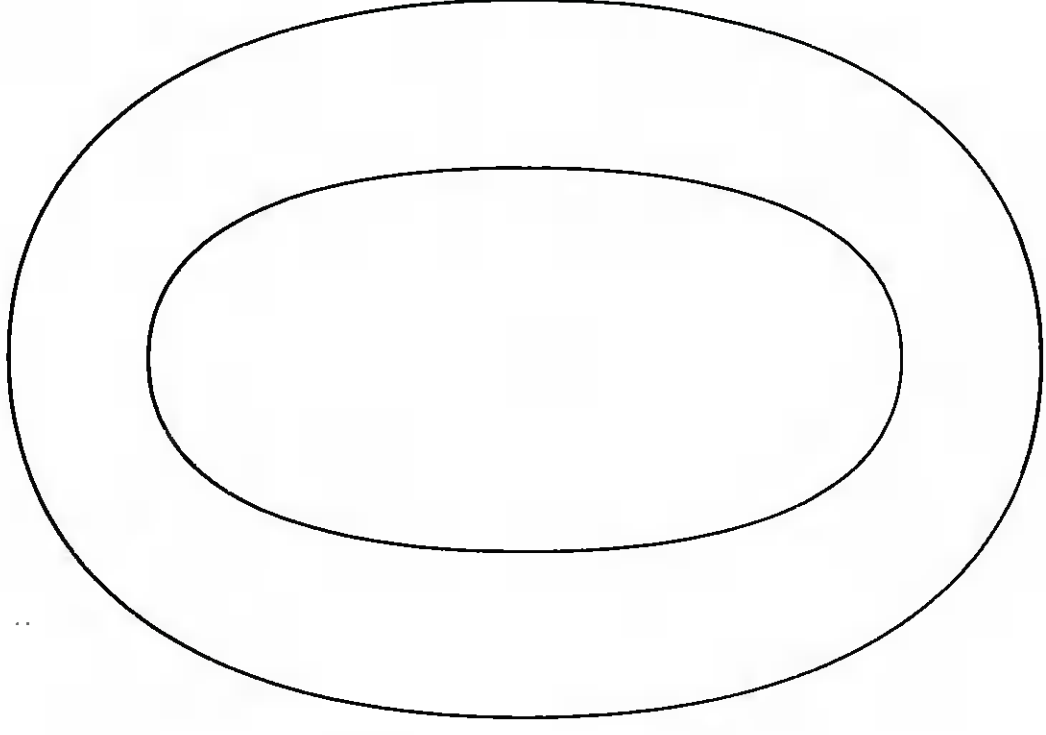
The information presented in this report has been informed by a team of the following consultants:

- McCauley Daye O'Connell Architects - Architects
- Stephen Little & Associates - Planning Consultants
- Waterman Moylan - Civil / Structural Consultants
- Waterman Moylan - M&E Consultants
- Atkins Ireland - Traffic Consultants
- NMP Architecture - Landscape Architects

It should be noted that the 3D images use throughout this report are conceptual visualisations for massing purposes only and are not representative of materials or tones proposed.



— Adamstown Boulevard Phase 1 boundary



# CONTEXT

HOW DOES THE DEVELOPMENT RESPOND TO ITS SURROUNDINGS?



# 1.1 CONTEXT SITE LOCATION

Figure 1.1 Adamstown SDZ - Regional Context



Adamstown SDZ is approximately 15km west of Dublin's City Centre. Located directly to the south-west of Lucan Village and accessed via the N4 motorway.

Adamstown is a 220-hectare site, Ireland's first Strategic Development Zone, with development potential for 10,000 residential units. The concept of Adamstown is to provide a self-contained and sustainable community, with the provision of physical and social infrastructure and services coming on stream in tandem with the development of housing.

The area is serviced by high frequency bus routes which serve the Lucan area to and from Dublin City Centre. The location benefits from a purpose-built train station on the main west Dublin commuter and intercity train lines. This is located to the south of Adamstown SDZ as is the Boulevard Development tile, thus providing quick and convenient access for future Boulevard residents to Dublin City Centre.

Adamstown is conveniently located to larger employer bases at Intel Leixlip, Parkwest, Citywest, Grange Castle and M50 belt. The Phase 1 of Adamstown SDZ District Centre, currently under construction and due for completion in 2023 will provide further amenities and employment to the area.



# 1.2 CONTEXT LOCAL CONTEXT

Adamstown SDZ boundary



The Adamstown Boulevard development tile sits on the southwestern side of the Adamstown SDZ, to the south of Aderrig and immediately west of Adamstown Station. To the west are unzoned lands. It has frontage onto Adamstown Way and Station Road, and is transected by Adamstown Avenue, which are three major roads in the SDZ. These roads are completed, and provide instant connection to the other development areas

Adamstown Boulevard is a transitional tile between Adamstown Station and Aderrig. Higher density is envisaged along the District Centre edge, with density reducing as we continue west with medium density next to Aderrig and lower density by the unzoned lands.

Adamstown Boulevard for planning and development purposes has been split into two phases, essentially divided by Stream Rd and the linear reserve. This divide also provides for the transition of lower to higher building heights and densities.

Phase 1 (subject application) will provide for 257 houses and 166 apartments\*. Phase 2 is intended to include the higher density District Centre edge, and will be subject to a future application .

\*Apartments are subject to an outline permission

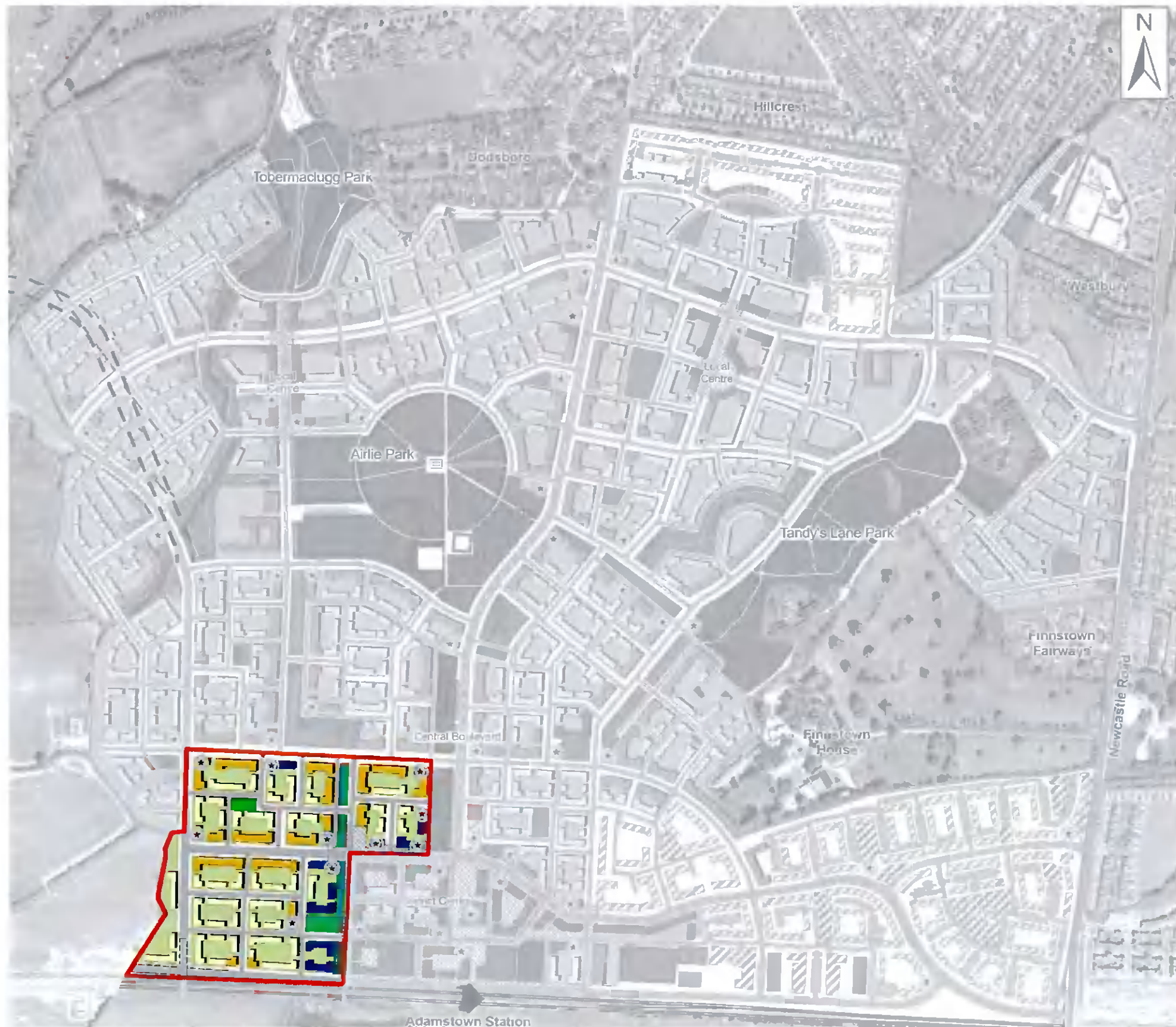
— — Boulevard Tile Outlined



# 1.3 CONTEXT

## SDZ CONTEXT

Adamstown Boulevard SDZ boundary



Adamstown Boulevard is known as Development Area 10 within the SDZ. Boulevard Phase 1 is the first phase of the Boulevard Development Area. It is located in the south western corner of the Adamstown SDZ.

Adamstown Boulevard has a total gross area of 14.6 hectares and has an 11.3 hectare net development area. It is well positioned on the periphery of the District Centre which is the main commercial hub and adjacent the train station, which is on the main commuter line into Dublin City.

Under the SDZ Adamstown Boulevard has been characterised by high density development of 60-75 units per hectare or 690-865 units in total.

Phase 1 development area contains two public open spaces including a water feature, and residential units.

Adamstown SDZ tile map



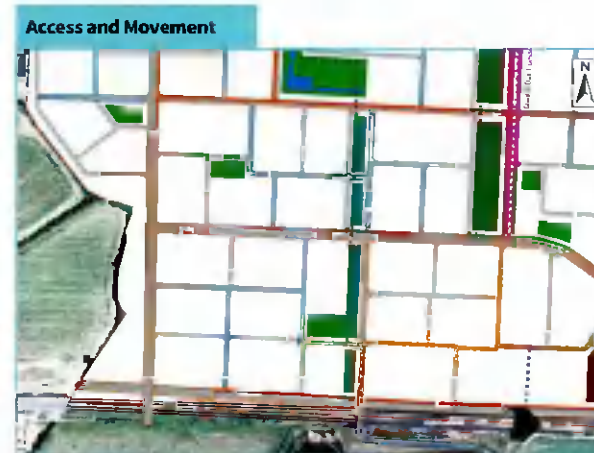


# 1.4 CONTEXT DEVELOPMENT AREA

Area character type	High development density
Gross area	14.6 hectares
Net development area	11.5 hectares
Min-max total residential development	72,450 - 90,825 sq.m.
Min-max dwellings per Ha.	60-75
Min-max total dwelling units	690 - 865
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy

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

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



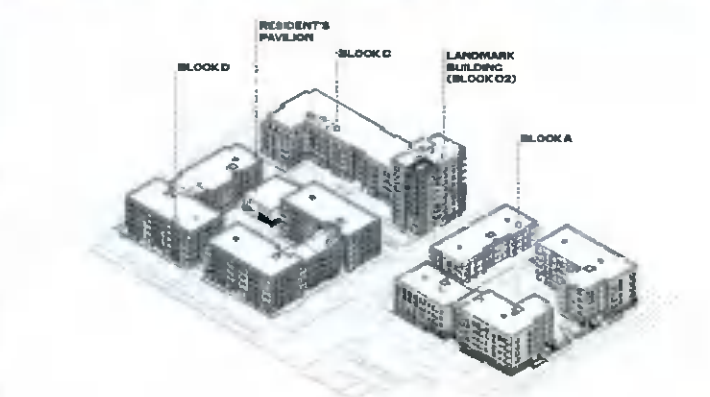
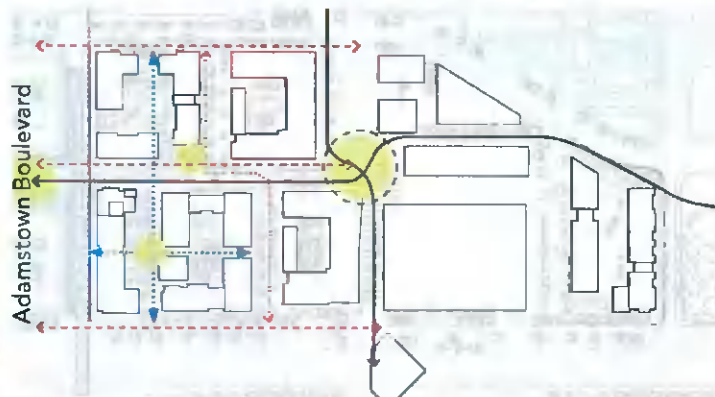
Some key urban considerations for this development area are as follows:

- New District Centre periphery
- High Density: 60-75 units per hectare or 690-865 units in total
- Proximity to the Railway Station
- Water feature/linear park – Connection with Aderrig and Tobermaclugg stream
- 0.5 hectares of open space (minimum)
- Pedestrian and cyclist permeability
- Landmark buildings



# 1.5 CONTEXT ADJACENT DEVELOPMENT

Adamstown Station



The surrounding land use is primarily residential to the east and north with agricultural lands to the west and the railway line to the south.

To the east is Adamstown Station Phase 1 which is under construction and due for completion early 2024, will see the delivery of an established urban core for Adamstown which will provide 279 residential units and 9,000sqm of retail accommodation comprising two large grocery stores, cafes, restaurants and neighbourhood retailers.

To the north is Aderrig 2, which comprises of houses and duplex units, delivering 227 units. Construction is imminent.

The existing trees and hedgerow pertaining to the site have been surveyed by the Project Arborist Noel Lane Tree Care Services, the completed survey and associated drawings are submitted as part of the Planning application.

Aderrig Phase 2



The photographs shown on this page show the perimeter of the site.

ADAMSTOWN BOULEVARD



# 1.6 CONTEXT SITE ANALYSIS



Adamstown Boulevard is on agricultural land, it is broadly devoid of vegetation other than the hedgerow and trees along the western boundary. The site is uneven with localised 'hillocks', sloping from south to north.

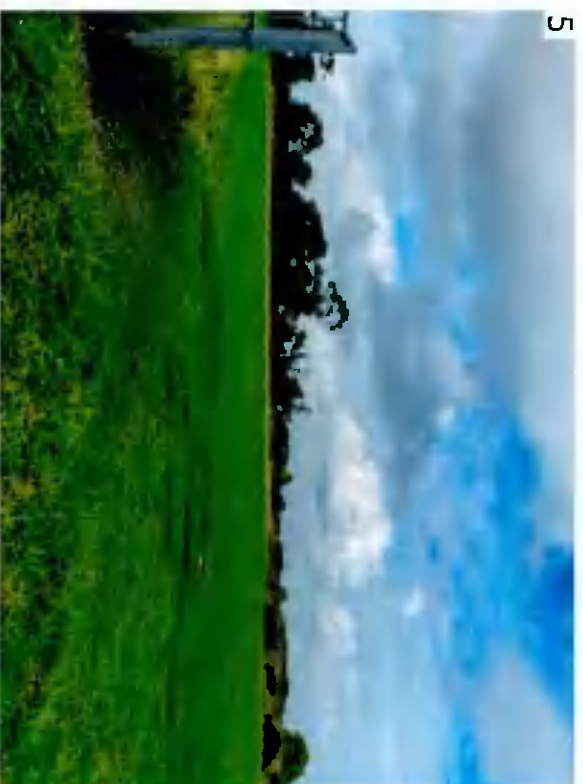
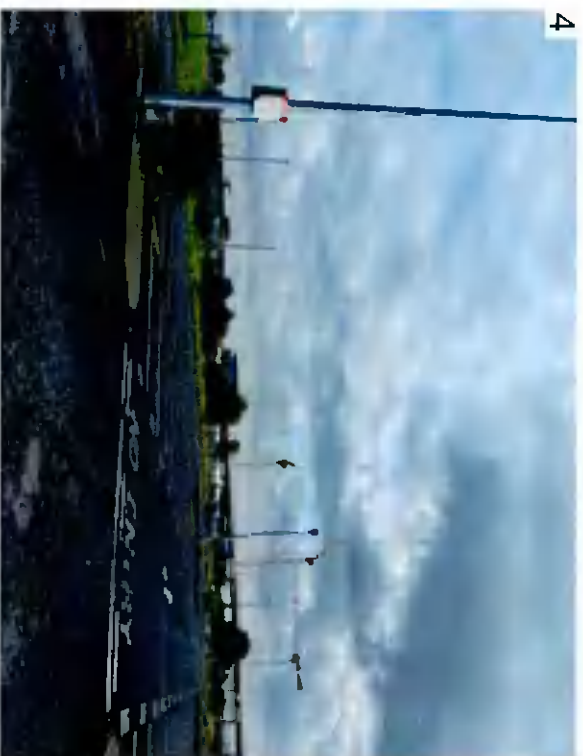
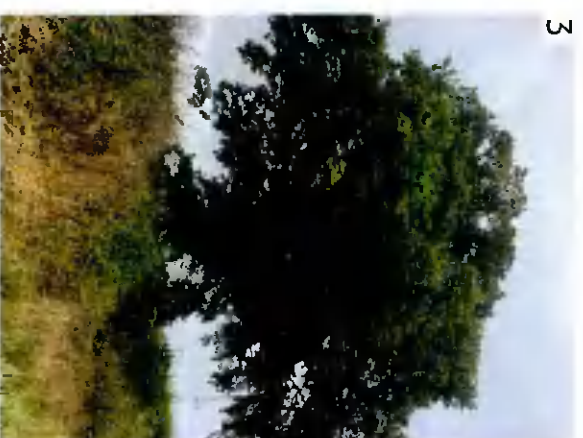
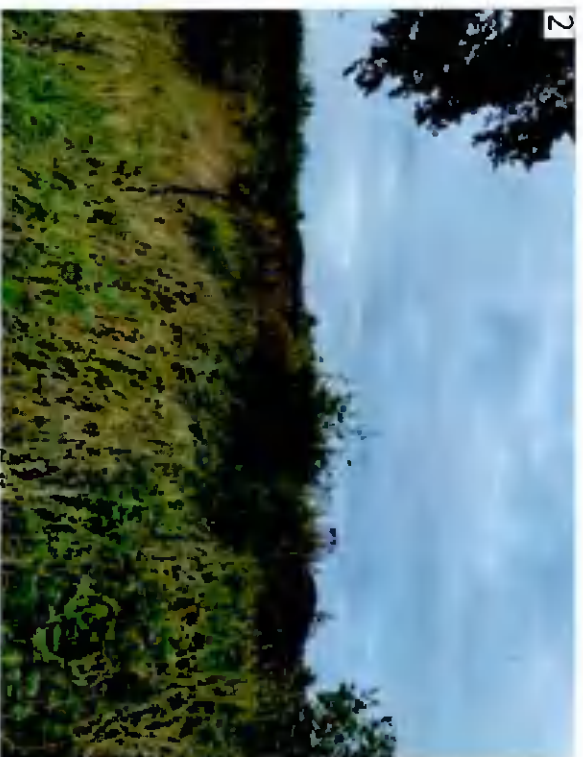
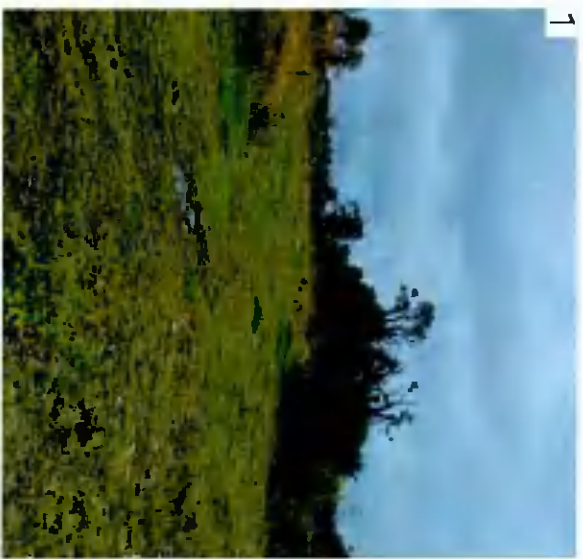
Over the years stockpiles and other construction material have been placed on the site, and there is an existing series of roadways dissecting the site. A temporary park and ride facility was constructed on the lands in line with the opening of the Railway Station and a turning circle established and used by the NTA to service existing bus routes, both are positioned off Station Road and Stream Road.

The southern end of the site is bounded by the railway line.





# 1.6 CONTEXT SITE ANALYSIS



- 1&2. Existing Vegetation
- 3. Existing oak tree
- 4. Existing temporary Park'n'Ride
- 5. Existing temporary football pitch

It should be noted that it is proposed to retain an existing oak tree that is located to the north west of the site and will be incorporated into our proposed pocket park. This oak tree is within the existing hedgerow and is shown in one of the images to the left (please also refer to Tree 1529 in Arborist Report).

On site there is also an existing temporary park and ride facility to service the Adamstown railway and a football pitch that has been used by a local club as supplementary training space.

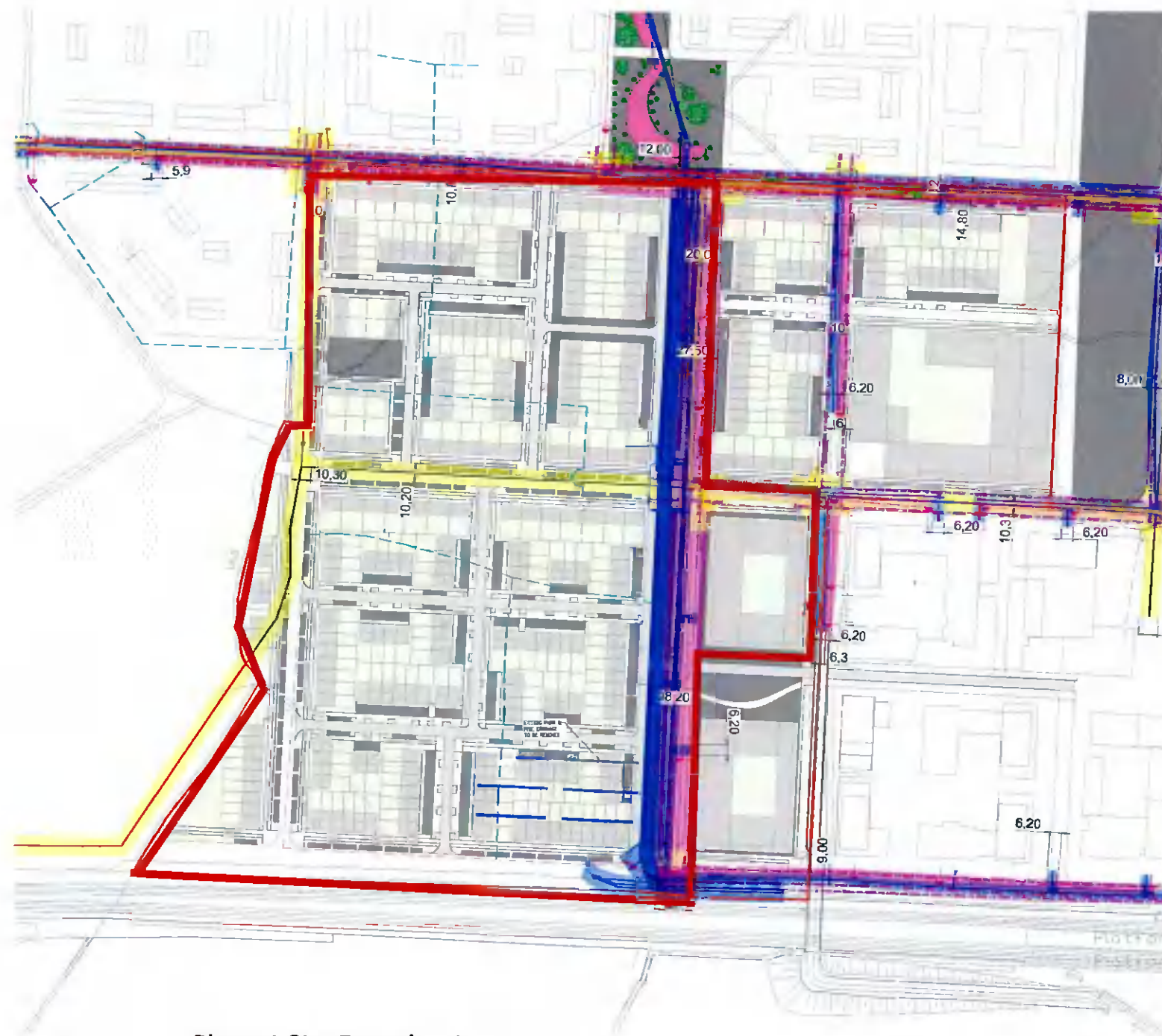
Existing Conditions





# 1.7 CONTEXT

## SITE HISTORY & EXISTING SITE CONSTRAINTS



**LEGEND**

- EXISTING WATERMAIN ————
- EXISTING #600 WATERMAIN AND ASSOCIATED WAYLEAVE ————
- PROPOSED #150 WATERMAIN ————
- PROPOSED #100 WATERMAIN ————
- EXISTING FOUL WATER NETWORK AND ASSOCIATED WAYLEAVES ————
- EXISTING SURFACE WATER NETWORK AND ASSOCIATED WAYLEAVES ————
- EXISTING GAS NETWORK AND ASSOCIATED WAYLEAVE ————
- EXISTING EEROM SERVICES AND ASSOCIATED WAYLEAVE ————
- EXISTING E381 LV SERVICES AND ASSOCIATED WAYLEAVE ————
- EXISTING E381 HW SERVICES AND ASSOCIATED WAYLEAVE ————
- EXISTING DITCH AND ASSOCIATED WAYLEAVE - BUILT AS PART OF JTB WORKS ————

**Phase 1 Site Boundary\***

\* Updated in drawings to reflect hedgerow augmentation

Overall Existing Services drawing 21-074-SK001

Waterman Moylan

Over the years an extensive network of existing services have been constructed within the Boulevard tile. Additionally, a road network has been constructed which typically corresponds to the existing services layout.

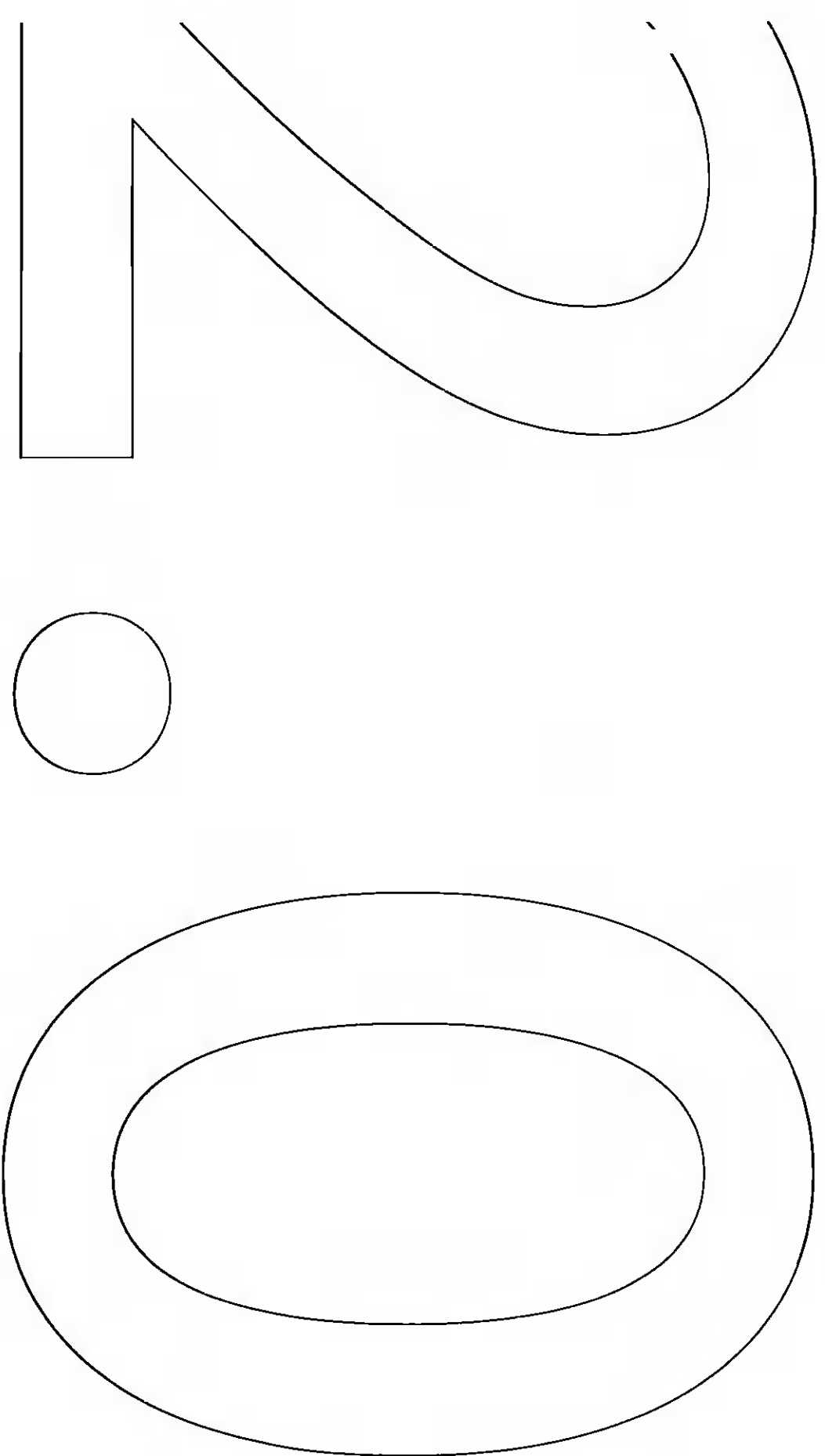
The main constraint; a 1350 surface pipe which extends the full length of the Boulevard tile from Aderrig in the north to Station Rd in the south. The northern section of this pipe has been engineered to facilitate the creation of a man-made water feature.

The as built position of this, coupled with the extensive service way-leaves along this axis has required us to reposition the linear park to the west of the proposed location in the SDZ.

The below image shows the impact the existing services have on the SDZ plan for this tile.





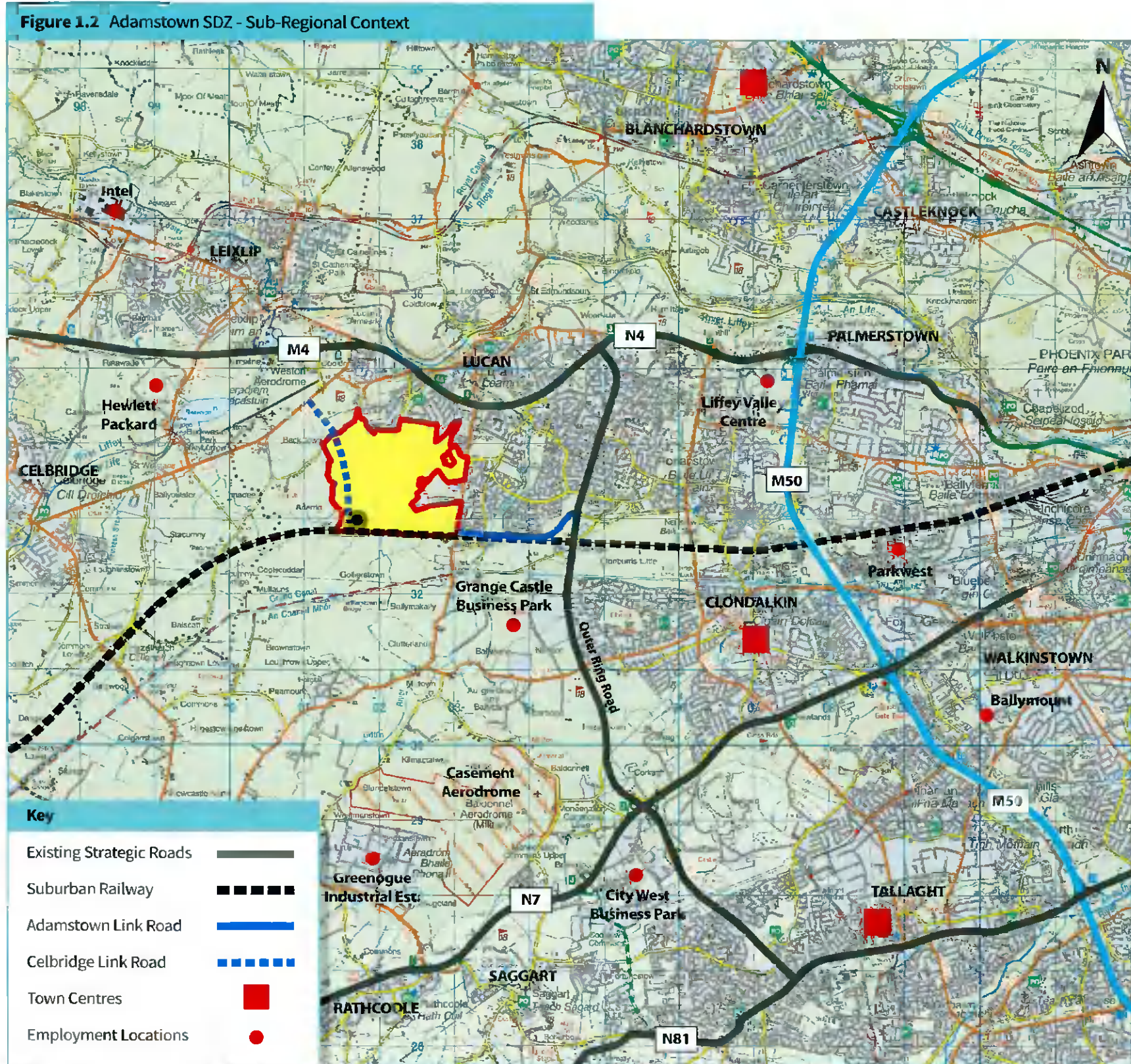


# CONNECTIONS

*HOW WELL CONNECTED IS THE NEW NEIGHBOURHOOD?*



## 2.1 CONNECTIONS SITE LAYOUT & CONTEXT



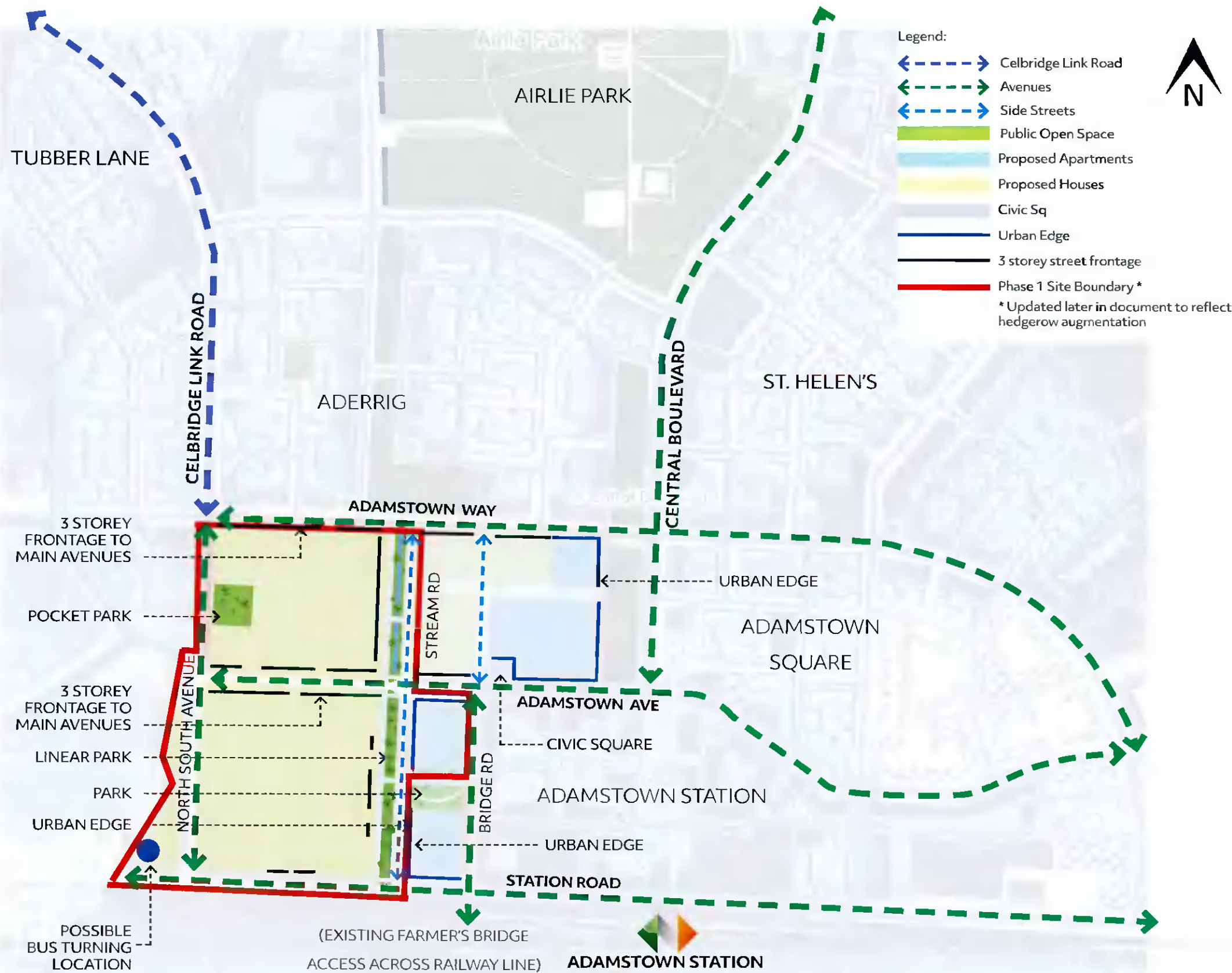
Adamstown Boulevard is linked to Station Road on its southern boundary and two additional avenues; Adamstown Way and Adamstown Avenue running east west. These avenues connect the development to the wider SDZ, providing for cycle, pedestrian, public transport and vehicular connectivity and permeability.

Adamstown Railway Station is located c. 200m from Adamstown Boulevard which is a 2 minutes walk. The Station is served by the Grand Canal Dock and Dublin Heuston – Portlaoise rail service. Average frequency of service is 10-12 minutes with travel time of approximately 40 minutes to Grand Canal Dock or approximately 15 to 20 minutes to Heuston Station.

The National Development Plan 2018-2027 contains proposals for the DART Expansion Programme, part of this Programme is the provision of high-frequency electrified services to Celbridge/Hazelhatch on the Kildare Line, delivering an increase in peak-hour capacity. Residents of Adamstown Boulevard will benefit from the increased services once implemented.



## 2.1 CONNECTIONS SITE LAYOUT & CONTEXT



The Site is a 25 minute drive from Dublin City Centre and is served by several public bus routes. There are 3 bus stops proposed within Phase 1, connecting the site to the District Centre, Lucan, and Dublin City Centre, they are positioned on North South Avenue and Adamstown Way.

Lucan Shopping Centre is approximately 2.5km and has a choice of shops, cafes and takeaways. The Phase 1 of District Centre is currently under construction will be within walking distance, providing further retail and recreation amenities. There are several schools in Adamstown including, St John the Evangelist National School, Adamstown Educate Together and Adamstown Community College. There are also creche provisions close by.

The layout is highly permeable, roads, footpaths and cycle networks connect the development with the surrounding roads and facilities in the area. The location and layout of the open spaces create further linkages, particularly to Aderrig in the north where a new linear park is proposed, and crossings to Station Road and the Station tile. All the streets are tree-lined green streets which connect to the proposed linear reserve green spine.

The sites proximity to the variety of amenities makes it a well connected and sustainable community.



NO

NO

NO

# INCLUSIVITY

■ HOW EASILY CAN PEOPLE USE AND ACCESS THE DEVELOPMENT?



### 3.1 INCLUSIVITY PEOPLE & HOUSING

Phase 1 of Adamstown Boulevard is based around a hierarchy of streets: avenues creating urban blocks, side streets allowing permeability and smaller back streets defining home zones.

This first Phase is expected to meet the needs of a wide range of people. First time buyers are likely to be the predominant demographic of residents, supported by families trading up and downsizers. Given proximity to the District Centre and Railway Station, Phase 1 will also appeal to the rental market.

The range of housing typologies and the quality of spaces will satisfy the requirements of future residents. Private open space is positioned to the rear of the dwelling of each house. The following housing mix is provided in the scheme:

- 2 Bed Houses = 75
- 3 Bed Houses = 113
- 4 Bed Houses = 69
- Total = 257

The scheme provides 10% social housing, which are pepper-potted throughout and fully integrated.



Legend:

- Celbridge Link Road
- Avenues
- Side Streets
- Back Streets
- Pedestrian/Cycle Route
- Urban Blocks
- Public Open Space
- Civic Sq
- Urban Edge
- 3 storey street frontage
- Phase 1 Site Boundary
- Landmark buildings



## 3.2 INCLUSIVITY PUBLIC REALM AND LANDSCAPE



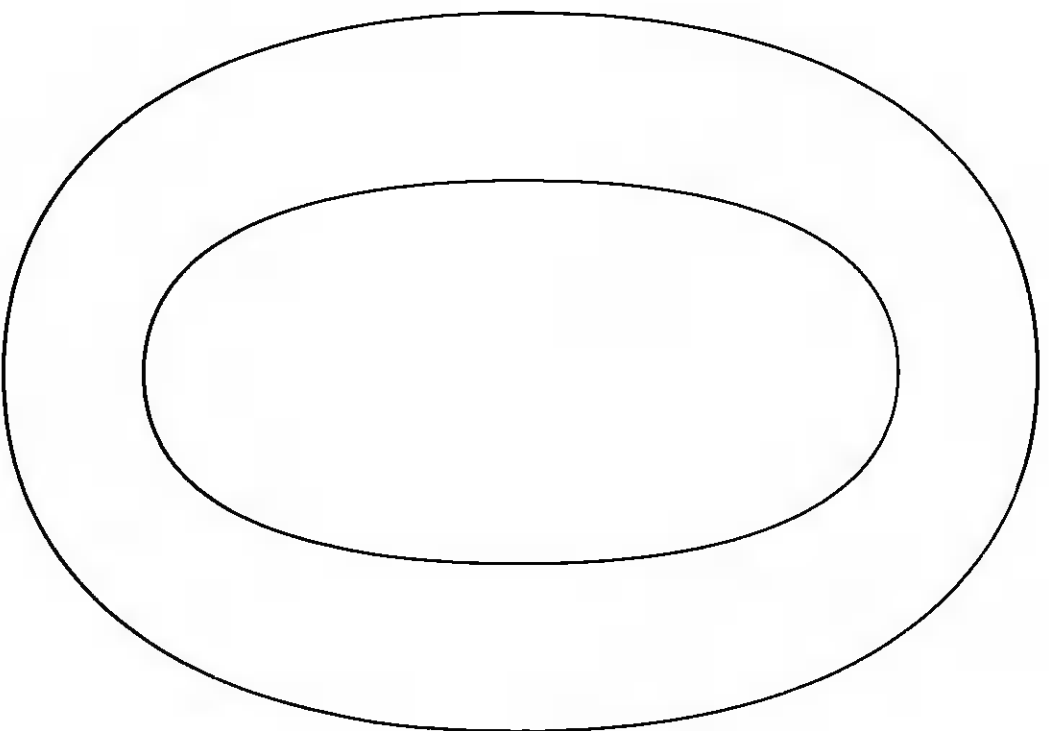
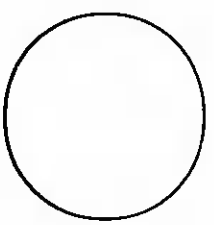
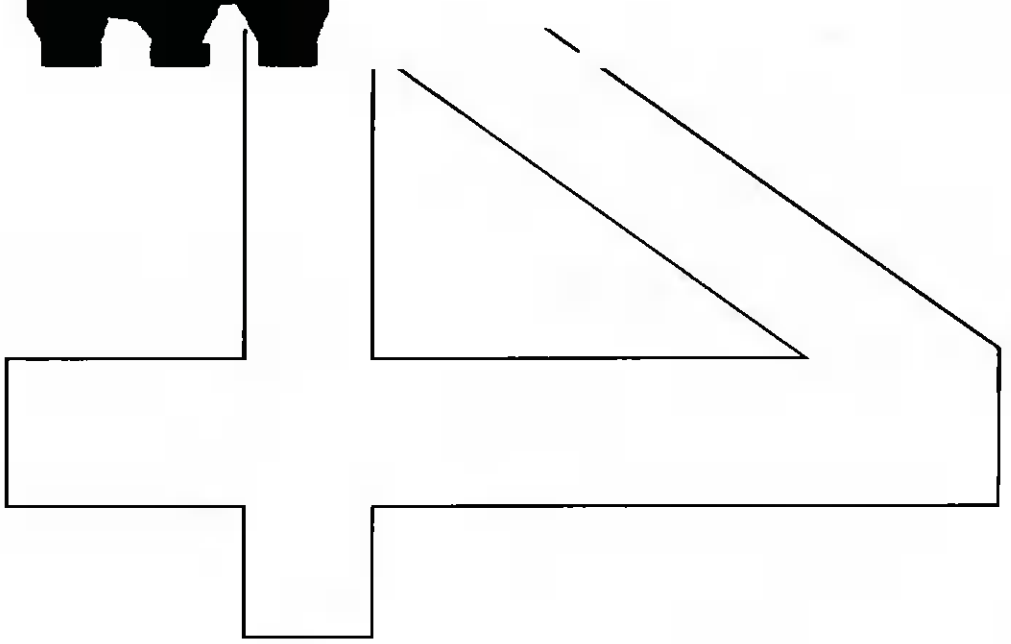
Indicative CGI view of the Linear Park and Home Zone 3 looking south

The public realm will be accessible to all. The landscape strategy provides open spaces which are both passive and active, providing different uses, catering to varying needs. Inclusive play spaces have been proposed to provide opportunities for everyone to play together.

The play spaces are accessible, engage children of all ages and abilities. The detailing of the streets and footpaths will provide accessible routes for people with impaired mobility with rollover kerbs and level crossing of all streets. Refer to NMP Landscape Architect drawings for more information.

The overall layout prioritises the movement of pedestrians and cyclists. All dwellings are oriented towards or overlooking the streets, and open spaces providing passive surveillance. The block layout ensures not to inhibit views to and from the site. There will be a clear delineation between public, communal and private areas.





# **VARIETY**

*HOW DOES THE DEVELOPMENT PROMOTE A GOOD MIX OF ACTIVITIES?*



# 4.1 VARIETY PROPOSED SITE - PHASE 1

Aderrig  
Phase 2  
(Permitted)

Aderrig  
Phase 1  
(Permitted)



Subject of future phase

Pocket Park

Subject of future phase

- House Typologies
- 2 BED HOUSE
  - 3 BED HOUSE
  - 4 BED HOUSE

Throughout the proposed scheme there is a wide variety of open spaces, each unique in nature, that offer a mixture of different environments for the future residents of Adamstown Boulevard to enjoy.

### House Mix

As demonstrated on the plan shown, there are a range of house types proposed from 2 - 4 beds. Within these there are further variations of size and layout to suit the future needs of different user types.

A full schedule showing all unit types is provided in **Chapter 13.0 Schedules**.

### Density & Heights

House heights vary across the site ranging from 2 and 3 storey. The apartment building as part of the outline permission, varies from 5 storey (+ set back) to 9 storeys.

### Open Space

The linear park stretches the length of the site allowing for easy access for all residents and connects the north and south areas of the site offering both passive and active recreation opportunities along the way, providing variety and interest for the users.

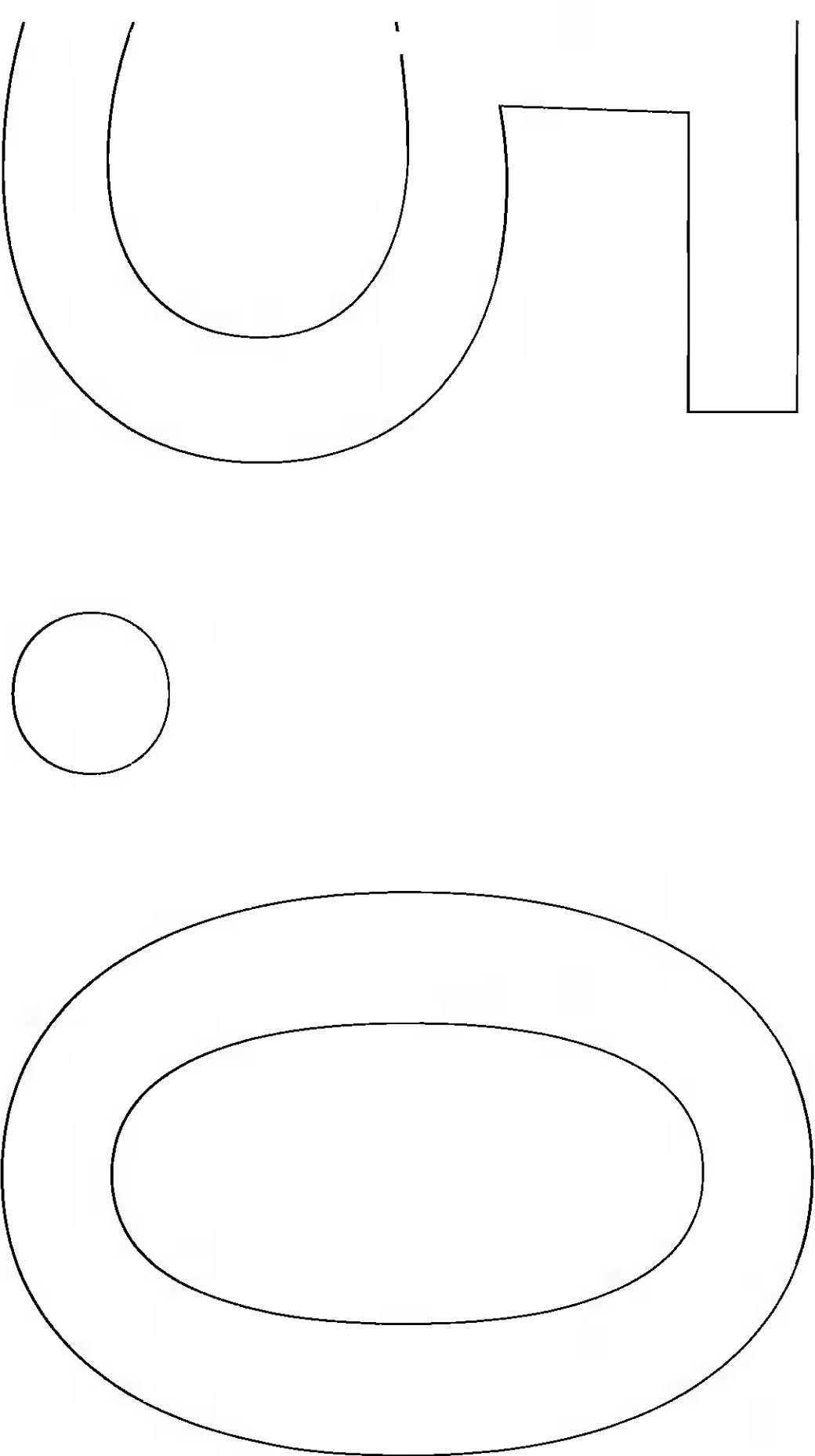
### Materiality

Furthermore, the mix of materiality and architectural styles proposed within each character area, in addition to the special treatment proposed for landmark and flexible use buildings, render the development one which embodies variety and interest. This is demonstrated in **Chapter 6.0 Distinctiveness**.

### Facilities

The close proximity to the Station tile enables residents to access commercial, healthcare or creche facilities conveniently.





# **EFFICIENCY**

*HOW DOES THE DEVELOPMENT MAKE APPROPRIATE USE OF RESOURCES, INCLUDING LAND?*



# 5.0 EFFICIENCY PROPOSED SITE - PHASE 1



The development provides an average density of 48 units/hectare across Phase 1 and includes an over provision of public open space, above the SDZ requirement.

- SDZ open space requirement: 0.5 hectare
- Adamstown Boulevard Phase 1 open space provision: 0.95 hectares

The landscape proposal promotes ecology and biodiversity through a series of measures:

- SUDs features and bio-retention trees pits are proposed.
- The Pollinator Plan 2020 has informed the planting palette to maximise native planting and enrich biodiversity.
- Inclusion of bird and bat boxes
- Retention and augmentation of the existing hedgerow on the western boundary and a single existing oak tree (Tree no.1529 – Refer arborist report).
- Introduction of the Miyawaki Method of planting

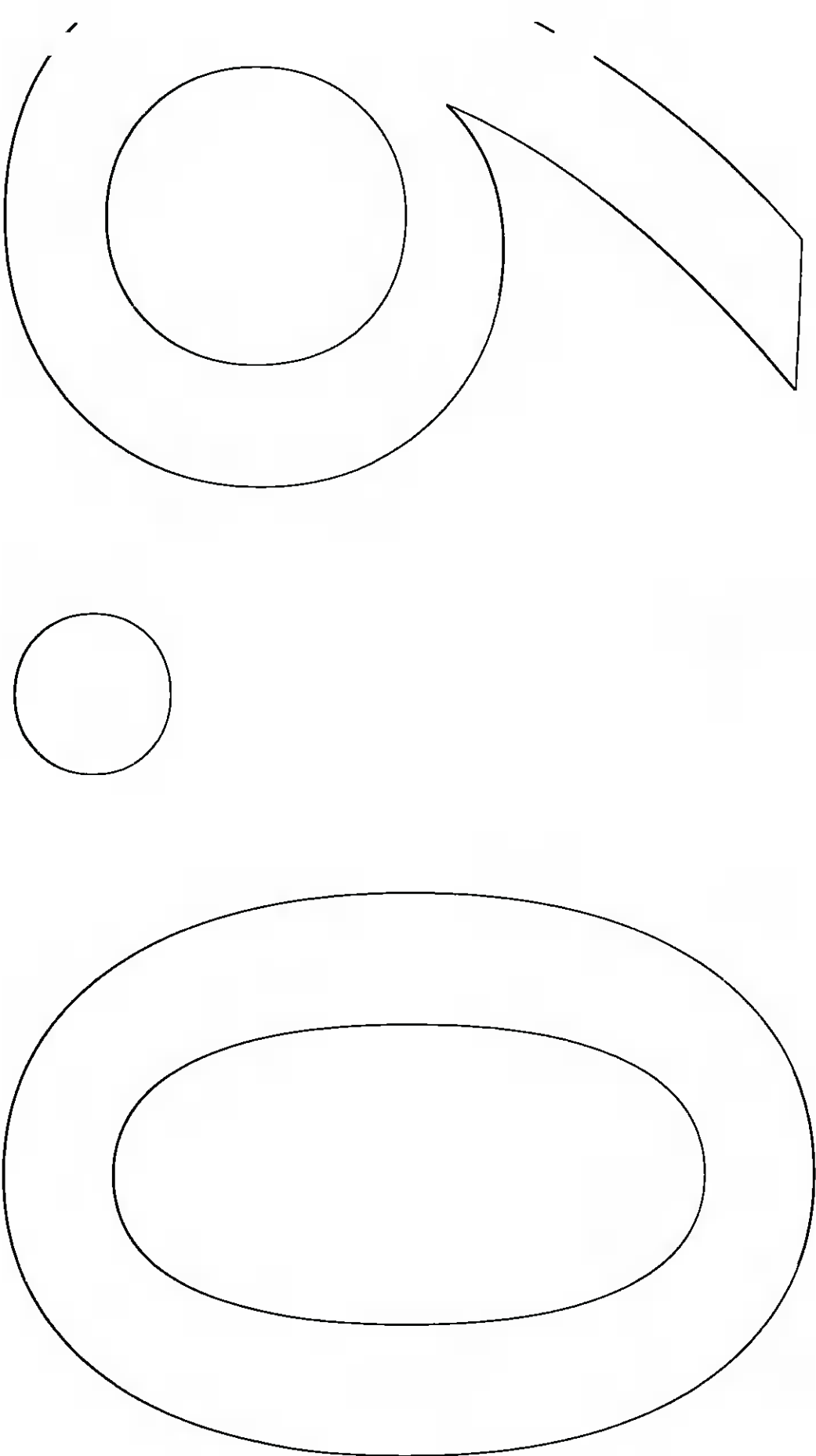
All house types, which are 2 & 3 storey in height are dual aspect, with corner/end terraced units being triple aspect. Houses are positioned to exploit the best possible solar orientation within the indicative layout of the SDZ.

Pedestrian links and cycle routes are maximised within the development. Open spaces strategically positioned to encourage accessibility and use.

All houses have their own dedicated bin storage enclosure located within the curtilage of the property or side access to the rear garden for refuse and recycling bins.

The houses will be timber framed construction, with brick and render finish, all of which are low embodied carbon materials.





# **DISTINCTIVENESS**

*HOW DOES THE PROPOSAL CREATE A SENSE OF PLACE?*



## 6.1 DISTINCTIVENESS SITE FEATURES & LANDMARKS



The scheme is anchored around Adamstown Avenue and the linear park; this is supported by secondary streets, feature buildings and pocket-parks that add character to each neighbourhood zone, ensuring that there are a variety of amenity spaces catering to differing needs.

Gateway buildings are located in strategic positions, creating a sense of arrival. Feature or accent buildings create diversity in form and height to create a sense of place.

The proposed scheme is well connected to a good range of facilities within walking distance; it promotes social integration by providing a diverse range of dwelling typologies for a variety of tenures to reflect the demand of the local context.

The SDZ stipulates 10 number of Landmark Buildings for the Boulevard Tile. Phase 1 will have 6. The locations marked by the STAR denote their positioning within the Phase, which correlates to the SDZ map preferred locations.

The Landmark Buildings are strategically placed on major junctions as a means of way finding, and for added visual interest, and to discern the journey from one development tile to the next.

Varying treatments are proposed so Landmark Buildings are easily distinguishable and identifiable; alternative brick treatments, different roof profiles & heights.



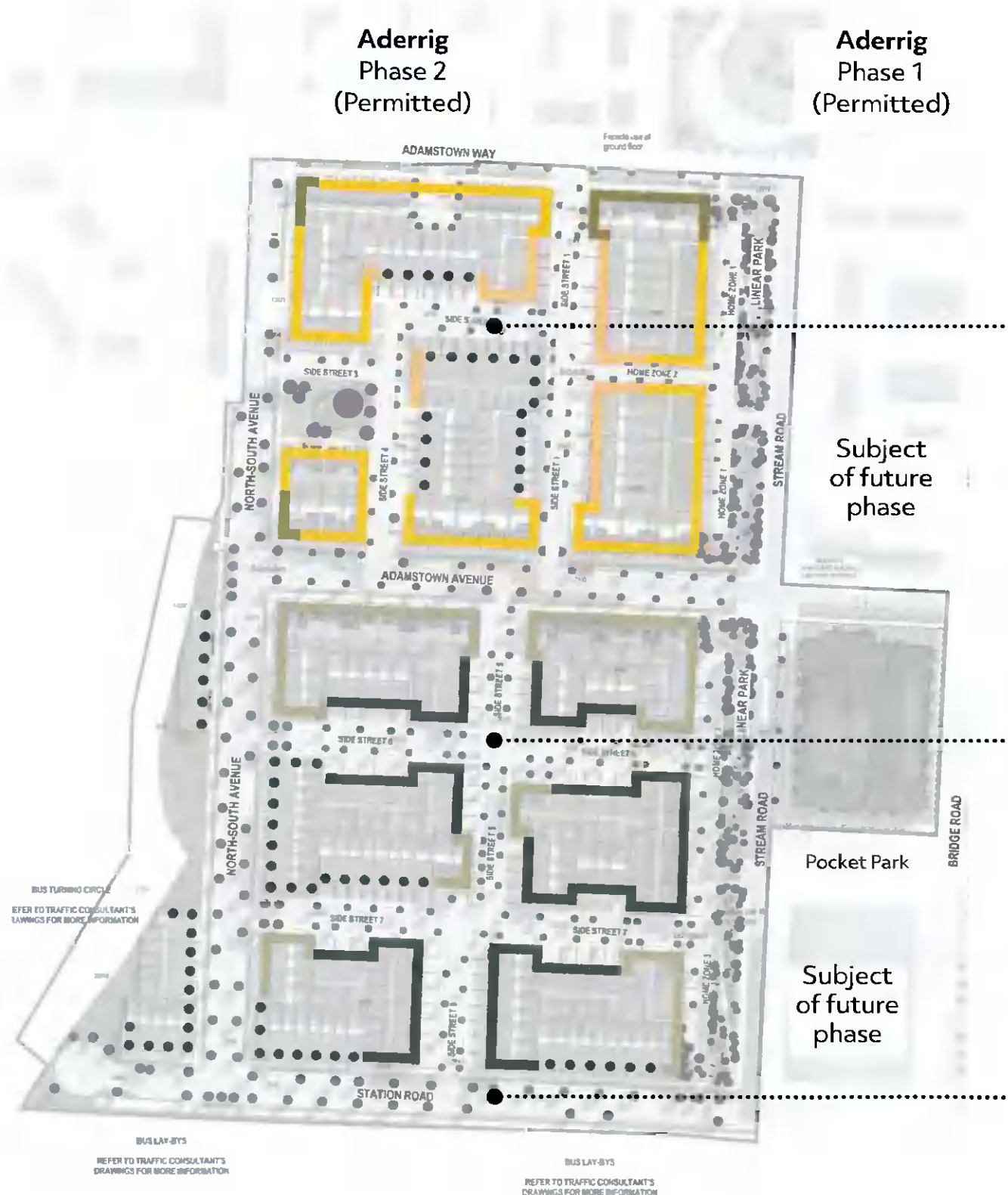
## 6.2 DISTINCTIVENESS LANDMARK BUILDINGS

Landmark Buildings - Precedents & Materiality





## 6.3 DISTINCTIVENESS CHARACTER AREAS



### Character Area 1:

Positioned at the boundary between Adamstown Boulevard and Aderrig Phase 2, a symbiotic approach to materiality and scale is proposed to ensure that there is a certain consistency between the two tiles in terms of architectural language.

Character Area 1 to the north will have its own selection of materials that differentiate it from its southern neighbour. A mixture of brick and render is proposed in addition to concrete roof tiles.

### Character Area 2:

Positioned at the boundary between Character Area 1 and Character Area 2, a symbiotic approach to materiality and scale is proposed to ensure that there is a certain consistency between the two character areas.

Character Area 2 to the south will have its own selection of materials that differentiate it from its southern neighbour. A mixture of brick and render is proposed in addition to concrete roof tiles.

### Station Road:

Positioned to the southern edge of the SDZ boundary and adjacent to the railway tracks, the style here is to be in a similar vein to its character area but with a more urban style.

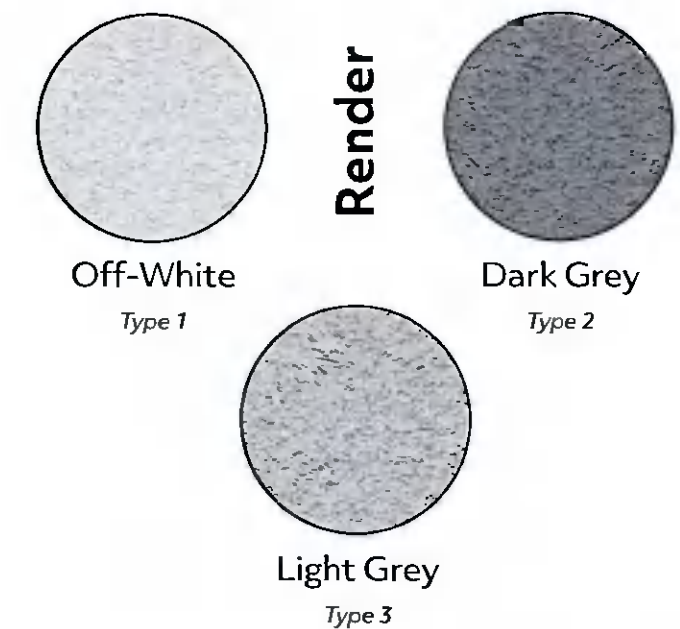
-  Beige Brick - Type 1
-  Light Buff Brick - Type 2
-  Brown Brick - Type 3
-  Dark Grey Brick - Type 4
-  Light Grey Brick - Type 5
-  Full Render (various tones)

\*Refer to streetscapes for materiality extent



**Brick**

\*All materials are indicative.  
\* Refer to contextual sections for material locations.



**Render**



## 6.3 DISTINCTIVENESS CHARACTER AREAS

### Adamstown Avenue



Adamstown Avenue is the second of the two major avenues running east-west across the Adamstown Boulevard tile.

Gateway buildings are placed on either end of the avenue to create the sense of place and arrival within a major thoroughfare of the tile.

The style will remain urban, with townhouses proposed leading you to the town centre. Material treatment in this location will differ, so as to differentiate from Adamstown Way and flaunt its own independent character, unreliant on the influence of an adjoining tile.

Adamstown Avenue also serves as the joint between two character areas, divided north and south that will contain distinct characteristics.

### Adamstown Avenue - Precedents & Materiality



Sample Streetscape - Adamstown Avenue (Refer to drawing 1238-MDO-Z1-ZZ-DR-A-08003 for full elevation)



## 6.3 DISTINCTIVENESS CHARACTER AREAS

### Adamstown Way



Adamstown Way is the northern most Avenue, running east-west and providing a connection to Aderrig 2 and Blocks ACD of the Station file.

This avenue is located to the north of the site and bounds Aderrig Phase 2, granted under SDZ21A/0014.

We have reviewed the adjacent grant and have taken the design and materiality into account in order to create a symbiotic relationship both in terms of scale and materiality, as shown to the right.

Aderrig Phase 2 - Materiality (BKD Architects)



Adamstown Boulevard Phase 1 - Materiality



Sample Streetscape - Adamstown Way (Refer to drawing 1238-MDO-Z1-ZZ-DR-A-08001 for full elevation)



# 6.3 DISTINCTIVENESS CHARACTER AREAS

## Linear Park



Linear parks connect Airlie Park to the north and the Adamstown Station to the south through Aderig and Adamstown Boulevard.

A prominent landscaped feature within the Adamstown Boulevard tile, it stretches from Aderig to the north and Station Road to the south, linking in the pocket park between the two apartment buildings on its way.

The majority of houses overlooking this linear park are 3 storey, displaying a mixture of brick and render.

**For more detailed information on the landscape proposals, please refer to NMP information.**

## Linear Park - Precedents & Materiality



Refer to NMP Landscape Architects' documents for more information on the linear park.



Sample Streetscape - Home Zone 1 (Refer to drawing 1238-MDO-Z1-ZZ-DR-A-08002 for full elevation)



## 6.3 DISTINCTIVENESS CHARACTER AREAS

### Station Road



Facing the railway tracks and within close walking distance to the train Station, Station Road feels more urban in its context.

Two-storey in height with taller accent buildings inviting you into the courtyards, this stretch of houses is intended to feel less like the courtyards and homezones and more like a city terrace.

Variation in height, colour and materiality add interest and character to this unique part of the Boulevard Tile and indeed the overall SDZ site.

### Station Road - Precedents & Materiality



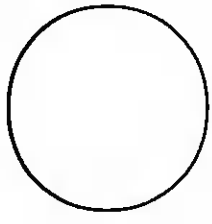
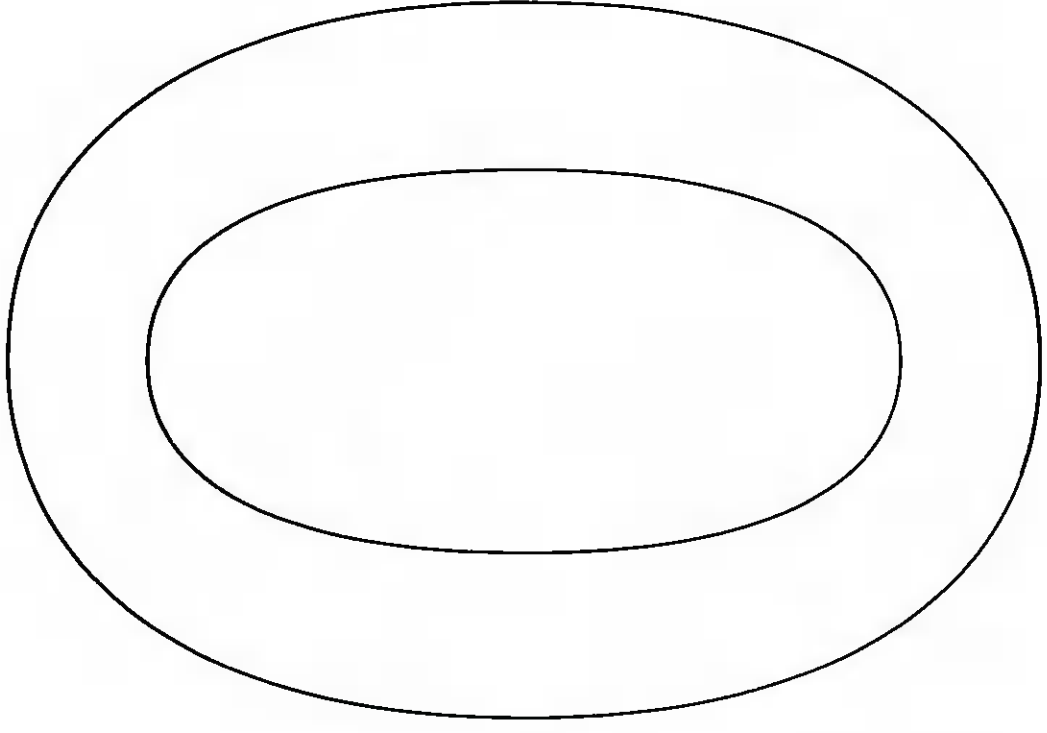
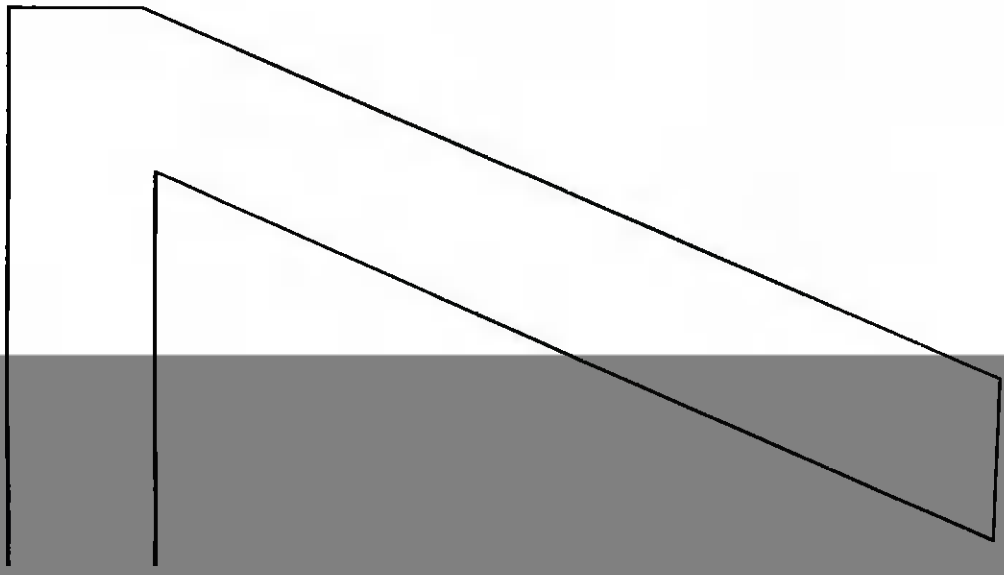
Sample Streetscape - Station Road (Refer to drawing 1238-MDO-Z1-ZZ-DR-A-08003 for full elevation)





Indicative CGI view of Adamstown Avenue looking west





# LAYOUT

HOW DOES THE PROPOSAL CREATE PEOPLE FRIENDLY STREETS AND SPACES?



# 7.1 LAYOUT SITE CONCEPT



The proposal creates people friendly streets and spaces by encouraging connectivity between the proposed public realm with surrounding roads and areas. Permeability for pedestrians and cyclists has been provided and carefully considered.

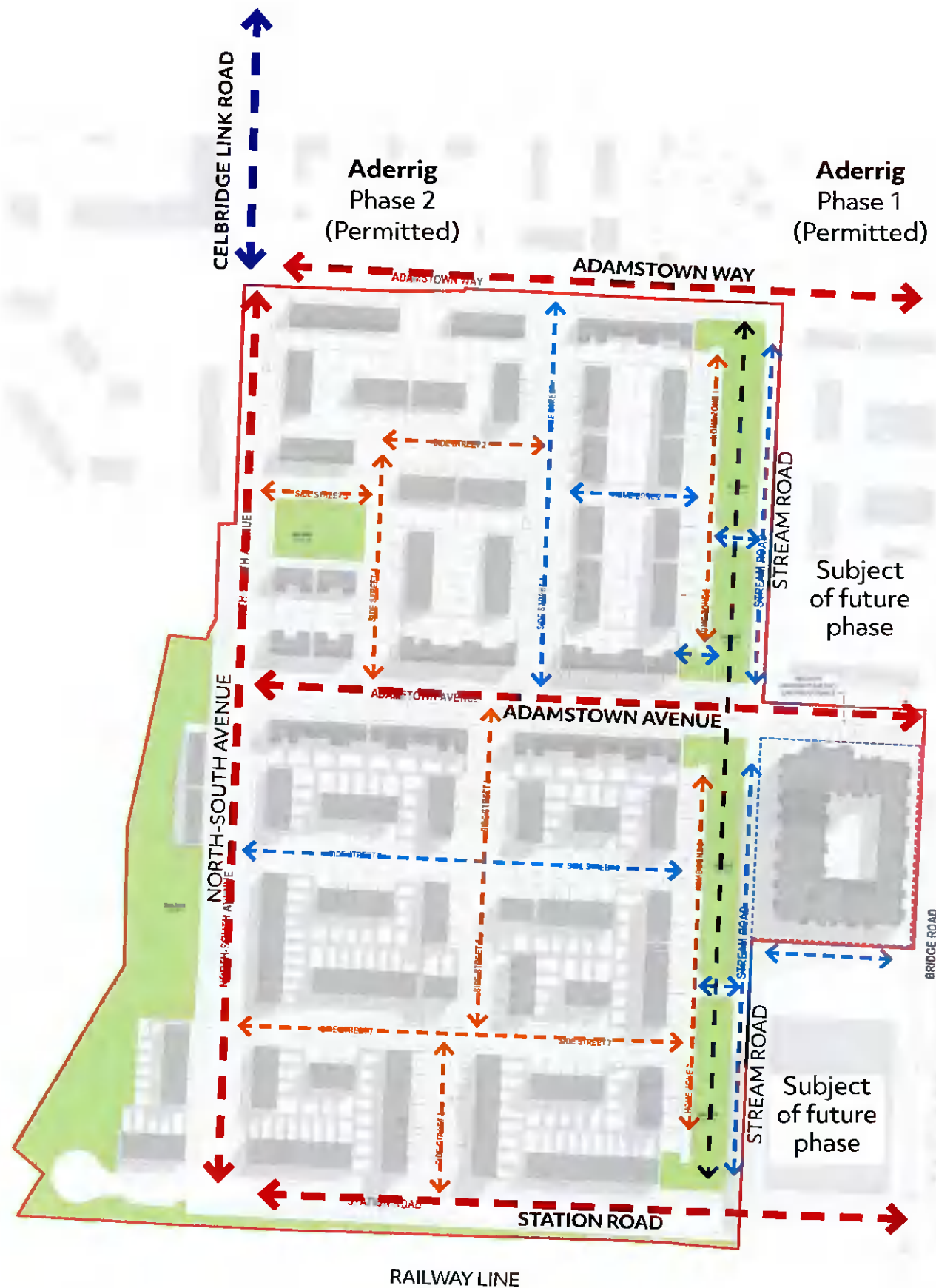
The scheme contains a variety of streets, open space and building typologies that create interesting streetscapes with gateway and feature buildings located in key areas.

The perimeter housing is typically higher in scale at 3 storeys and more urban in style, while the housing within the inner streets is smaller in scale at 2 storeys with a more village-like, suburban character.

A mix of 2, 3 and 4 bedroom homes that differ in size and layout offer a variety of solutions to people of all ages and family size.



## 7.2 LAYOUT STREET HIERARCHY



Legend:

- Celbridge Link Road
- Avenue
- Side Street
- Back Street
- Pedestrian/Cyclist Only Route

Refer to Atkins' information for more details on road and street design.

The topography of the site has been carefully considered to ensure that the scheme is universally accessible to all residents. All public footpaths are 2.2m in width, providing safe routes through the site. Street trees have been incorporated into the scheme on all streets, creating a green infrastructure, which is depicted on the following slides

**Adamstown Way** is a major east-west avenue that provides a connection between Celbridge Link Road in the west to the R120 Newcastle Road in the east. **Adamstown Avenue** is a single carriageway road that runs in an east-west direction through the SDZ providing an important connection between the western extent of the SDZ to Adamstown Station to the east.

**Station Road** provides an east-west connection along the southern boundary of the site past Adamstown Station where it provides an onward connection west.

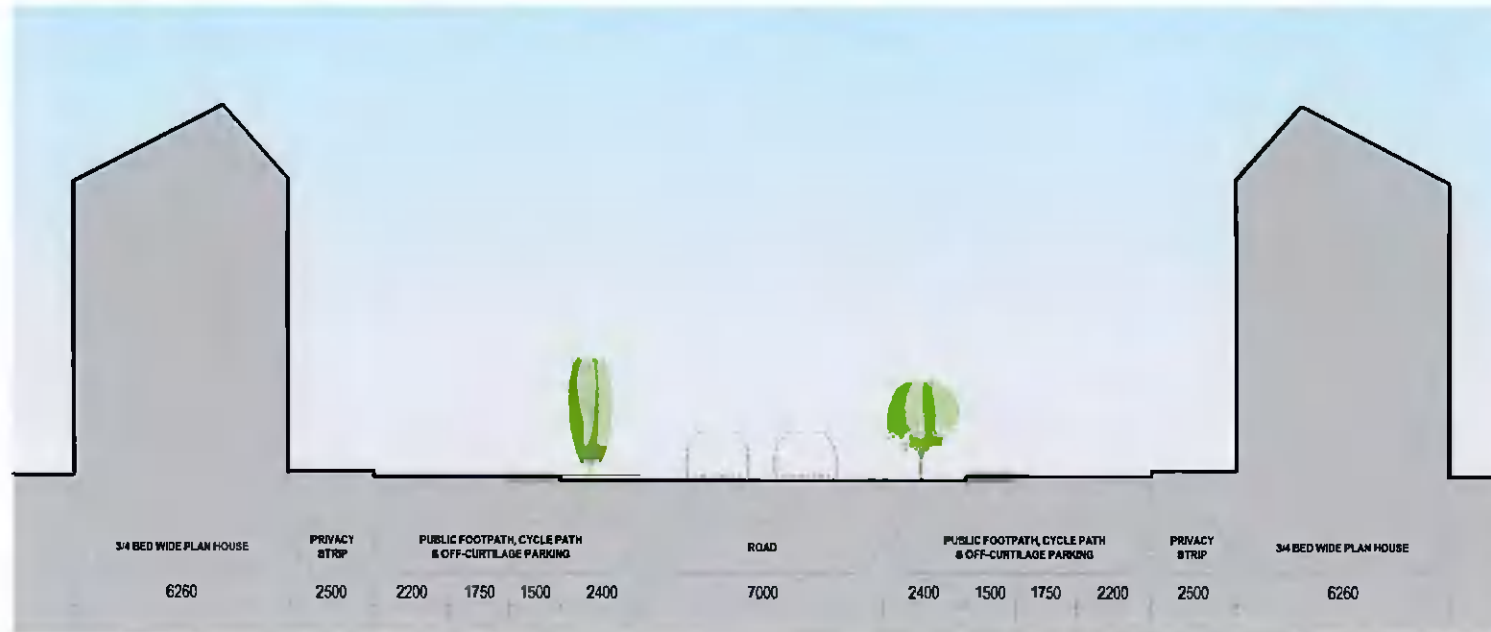
The **North-South Avenue** runs along the western edge of the proposed development providing interconnectivity with the three east west avenues mentioned above and linking the site to the Celbridge Link Road.

**Stream Road** is a local road that runs north-south along the eastern boundary of the Phase1 development. This local road intersects with Station Road, Adamstown Avenue and Adamstown Way providing opportunities for movements between these higher capacity roads.

The proposed layout is highly permeable and provides for numerous access points from the development onto Avenue type roads, that form the higher capacity roads connections with the SDZ Planning Scheme.



# 7.3 LAYOUT TYPICAL STREET TYPOLOGIES

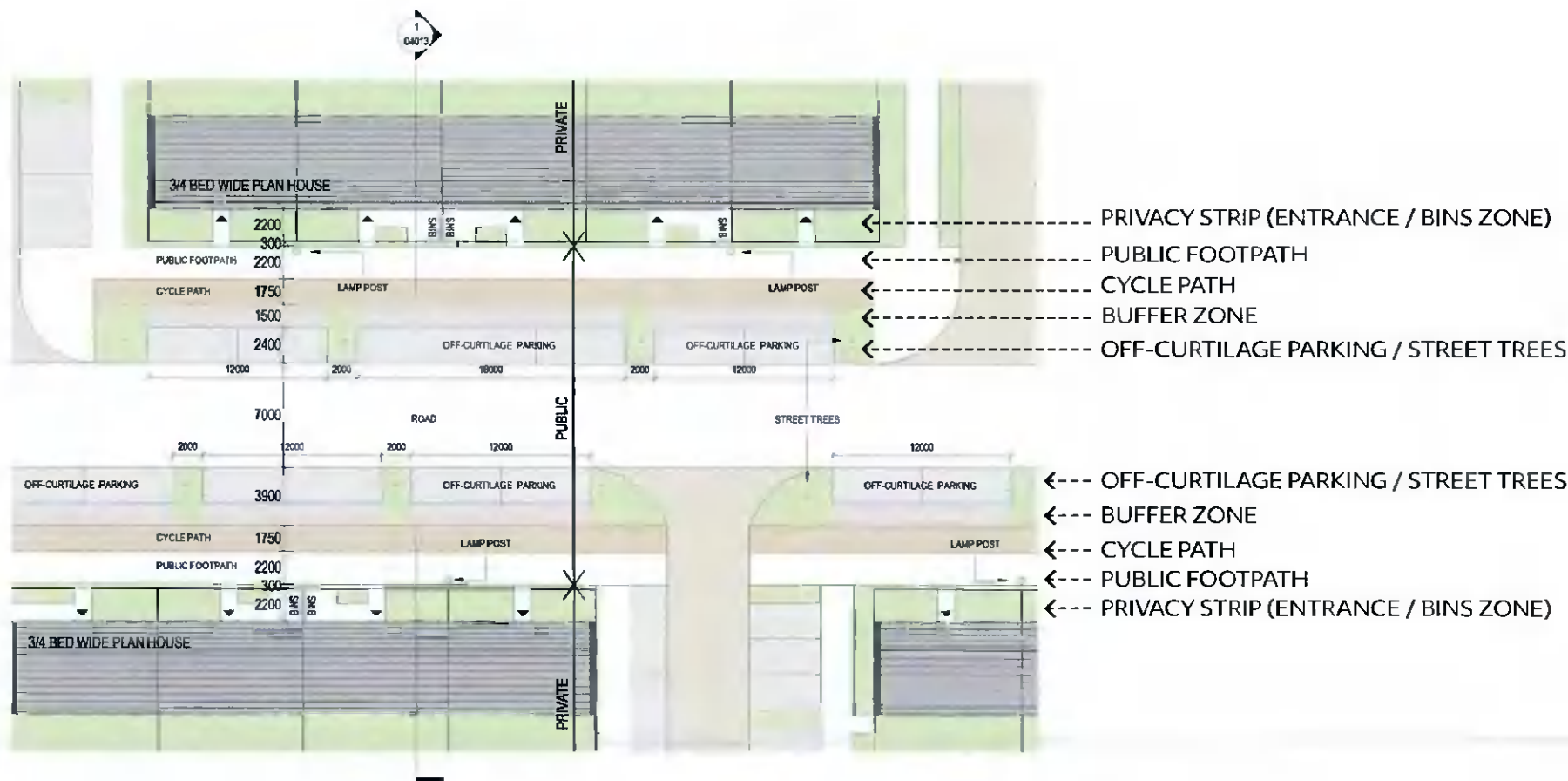


### Avenue Street Profile:

The avenues/perimeter streets are framed by three storey houses with a street, parallel parking, buffer zone, cycle path, footpath and a privacy zone for bin storage or landscaping.

The main avenues, Adamstown Avenue and Adamstown Way run east-west connecting the Boulevard tile with the Station tile corresponding with the SDZ Masterplan.

Refer to 1238-MDO-ZZ-XX-DR-A-05002 for latest site layout plan.



### Key Plan



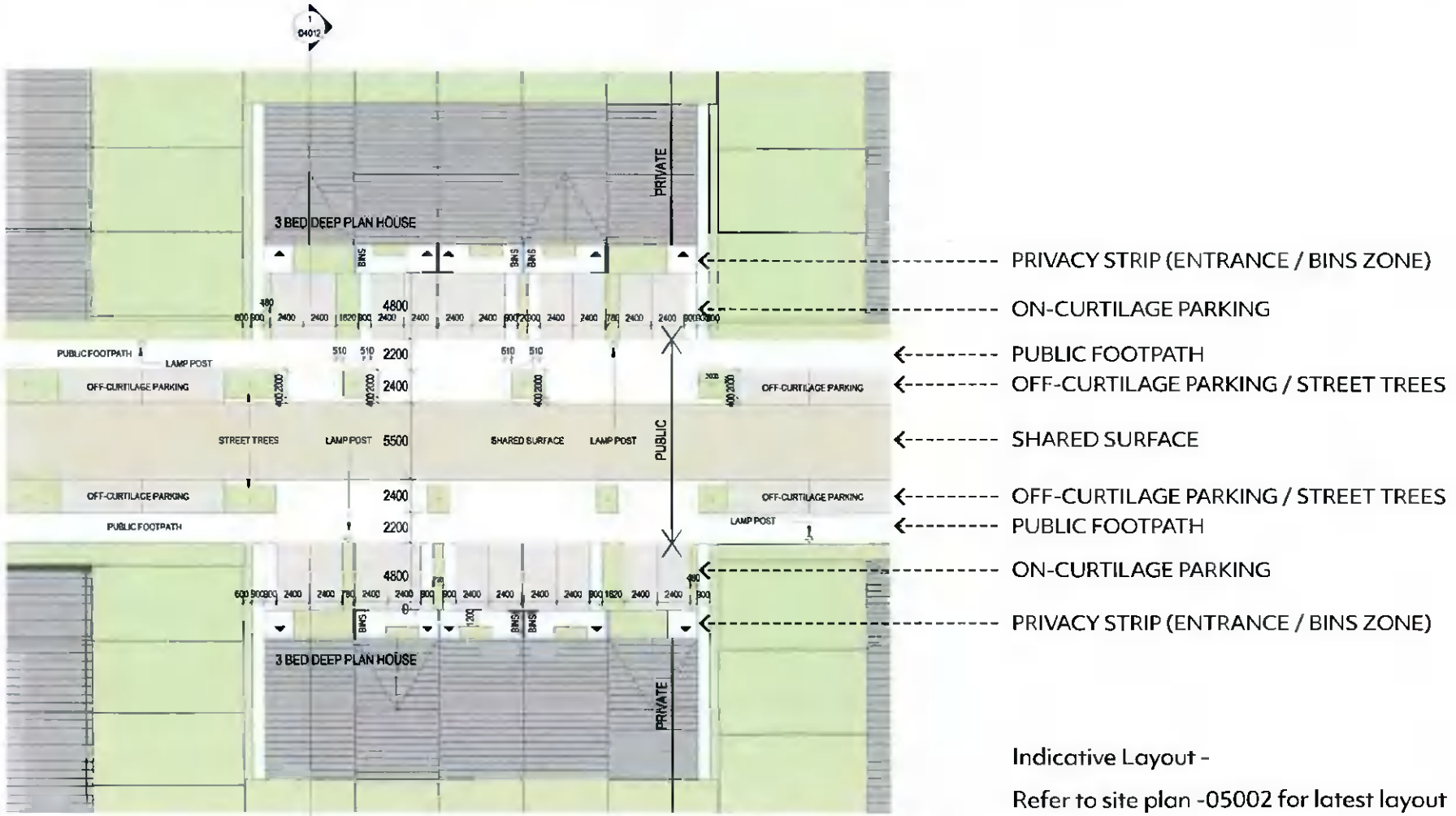


# 7.4 LAYOUT TYPICAL STREET TYPOLOGIES

### Inner Street Profile:

The home zones are welcoming neighbourhoods, surrounded by majority two storey houses with in-curtilage and off-curtilage parking. These are narrow, more intimate streets defined by trees and landscaping.

*Refer to 1238-MDO-ZZ-XX-DR-A-05002 for latest site layout plan.*

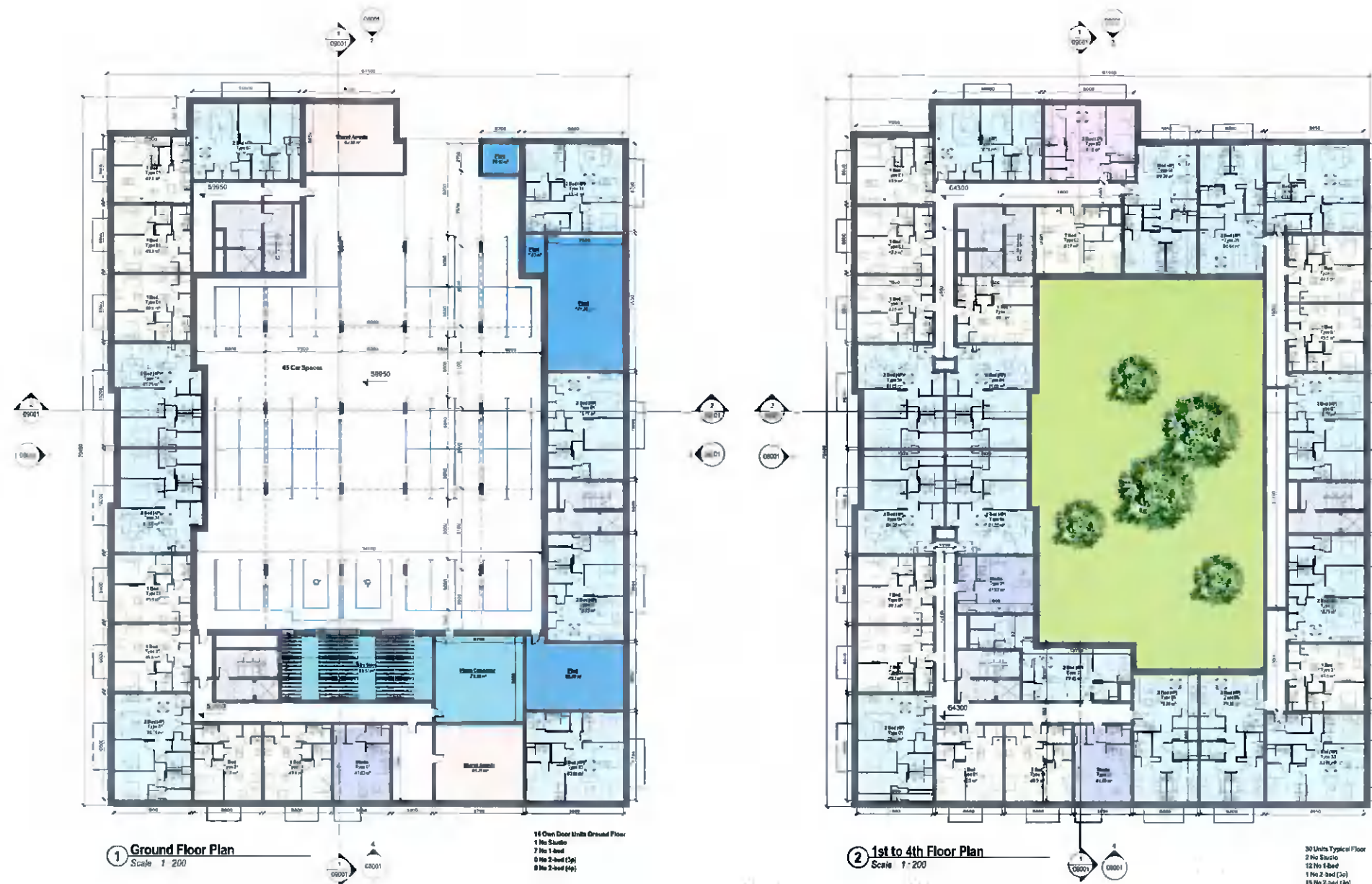


### Key Plan





# 7.5 LAYOUT APARTMENT BLOCK



Outline Permission is being sought for 166 no. apartment units in a block ranging from 6 to 9-storeys in height which will deliver a range of unit types. The apartment building is located on the eastern boundary of the Adamstown Boulevard tile adjacent to Blocks ACD on the Adamstown Station tile

A donut shaped apartment building with a ground floor, undercroft car park and green podium above. It is a Landmark building and as such has a 9 storey feature element on its north face, in accordance with the SDZ.

Proposed apartment mix:

7% studios

46% 1-bed apartments

47% 2-bed apartments (incl. 5% 3 person units)

Key Plan



Refer to drawings below for more information:

1238-MDO-BLB-ZZ-DR-A-07001

1238-MDO-BLB-ZZ-DR-A-07002

1238-MDO-BLB-ZZ-DR-A-07003

1238-MDO-BLB-ZZ-DR-A-08001

1238-MDO-BLB-ZZ-DR-A-09001



# 7.6 LAYOUT FUTURE DEVELOPMENT

The remaining development area within the Adamstown Boulevard tile will be subject to a future planning application, which will comprise of a mixture of houses, duplexes and apartments - 442 units in total (mix to be confirmed).

This layout has been the subject of initial pre-planning discussions with SDCC whereby the overall strategy was presented. As a result, the design of this first phase has been considered holistically across the entire tile.

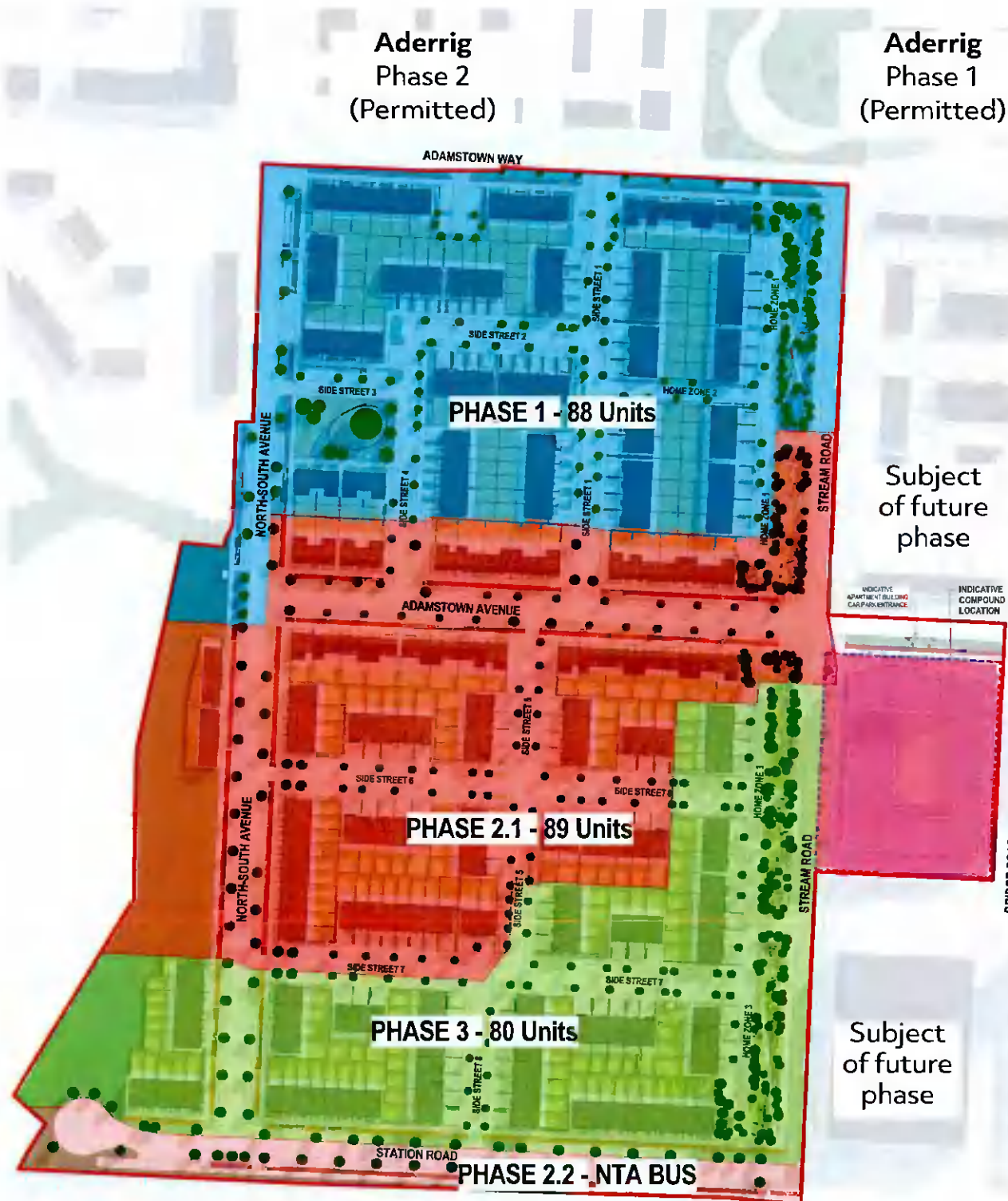
The indicative layout of the future phase has been designed to allow for future links of roads, pedestrian and cycle routes that tie in with the subject application.



PHASE	CURRENT PROPOSED SCHEME
<b>PHASE 1</b>	
HOUSES	257
APARTMENTS	166
<b>SUBTOTAL</b>	<b>423</b>
<b>FUTURE PHASE(S)</b>	
HOUSES & APARTMENTS	442 (MIX TBC)
<b>TOTAL No OF UNITS</b>	<b>865</b>



# 7.7 LAYOUT CONSTRUCTION PHASING



- Phasing
- Phase 1
  - Phase 2
  - Phase 3
  - Outline Permission

The proposed construction phasing of Phase 1 is as follows -

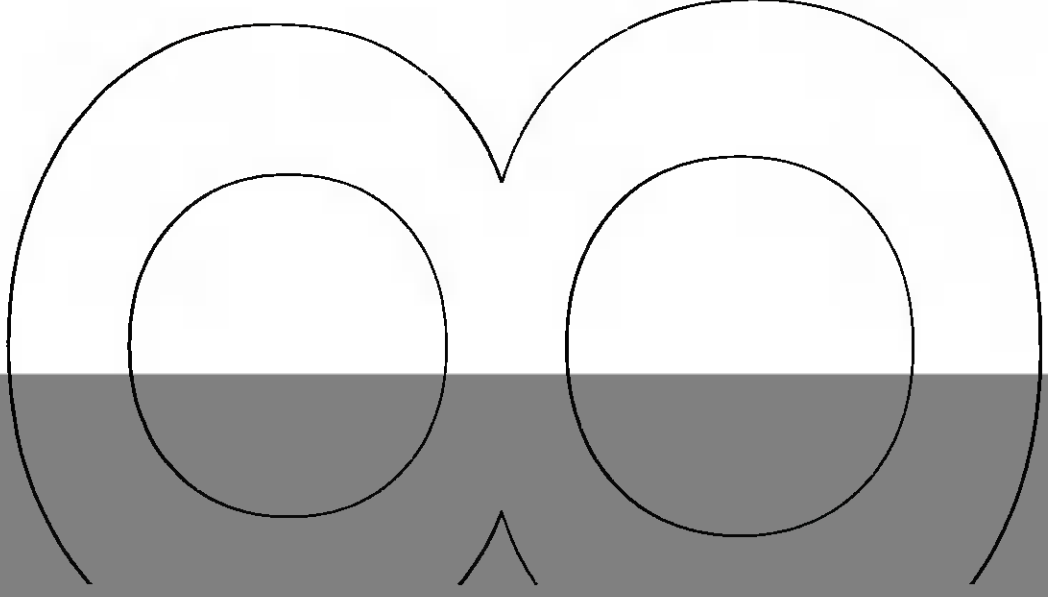
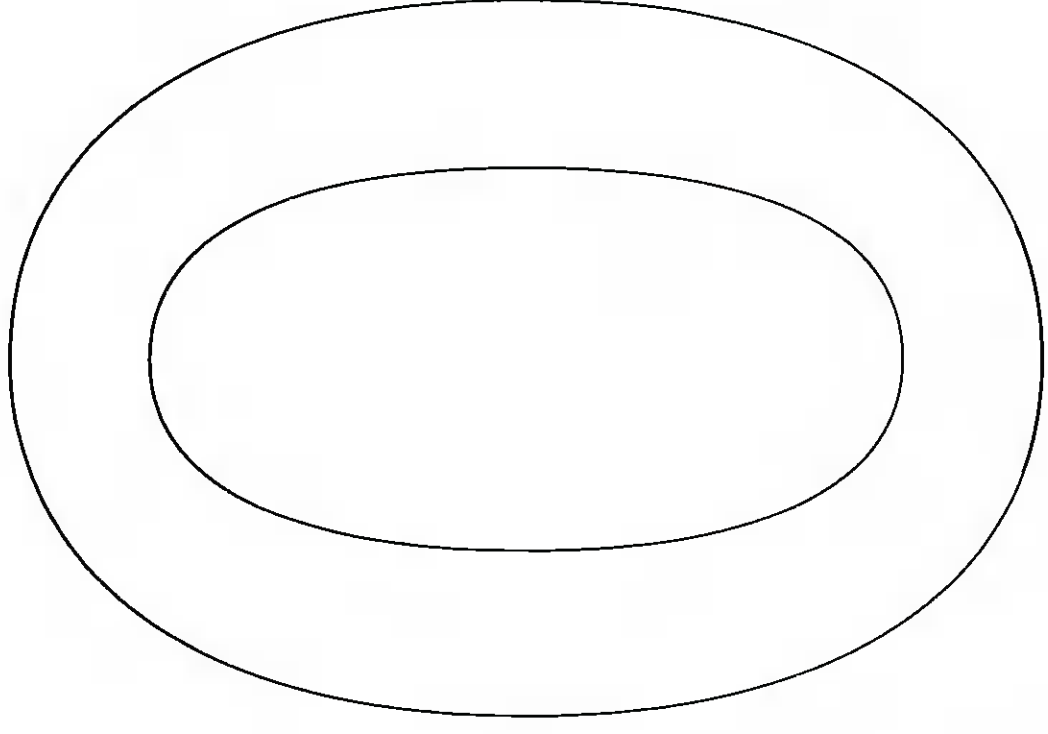
Phase 1 is proposed as the most northern section of the site, it will include 88 units, northern portion of the linear reserve, Stream Road and North-South Avenue, as well as a number of inner streets. This first phase is closest to Aderrig 2, which is under construction

Phase 2 consists of the central section of the site; Adamstown Avenue, a portion of the linear reserve, portion of North-South Avenue and inner streets.

Station Road will be programmed for construction in Phase 2. This is to allow for the construction of the turning circle in the south west corner to come on line before the current temporary one is made redundant.

Phase 3 is proposed as the final construction phase, completing the Phase 1 development.





# PUBLIC REALM

HOW SAFE, SECURE AND ENJOYABLE ARE THE PUBLIC AREAS?

# 8.1 PUBLIC REALM

## PUBLIC REALM AND PUBLIC OPEN SPACE

Open Space



### ADAMSTOWN BOULEVARD SDZ:

REQUIREMENT: 0.5 ha minimum local public open space

#### PHASE 1:

PROVIDED: 0.95 ha

**It is proposed to exceed the required POS requirement in Phase 1 and therefore overall.**

The design intent is to create a public realm that residents relate to, brings a community together, and creates opportunities for interactions through active and passive recreation. The public realm will be flexible and responsive to the community's needs.

The public realm, will be largely delivered in the form of the linear park running north to south and the pocket park in the north west. Planting styles and types vary depending on use, with the Pollinator Plan richly informing the approach. Raingardens and bioretention tree pits are carefully designed and will be planted with appropriate species. For the most part play will be delivered as informal and natural, encouraging imaginative play and accessible to all.

The site layout creates a unifying streetscape, which has placed street trees at the fore. Car bays have been designed to incorporate tree planting every two or three parallel parking spaces. Open spaces are directly overlooked by dwellings, providing passive surveillance. Varying textures and materiality are proposed to distinguish the different character areas.

The landscape strategy recognises the importance of landscape protection and its connection with biodiversity and climate change. The design intent for Adamstown Boulevard Phase 1 will help support a living landscape and strengthen community identity.

The required open space for Adamstown Boulevard Area in the SDZ is 0.5 hectares. The open space provided in Phase 1 is 0.95 hectares. There will also be future open space provisions within the Phase 2 masterplan.

Please refer to NMP's (Landscape Architect) information for further landscaping detail.



## 8.2 PUBLIC REALM ECOLOGY & BIODIVERSITY



ADAMSTOWN BOULEVARD

The landscape strategy focuses on biodiversity enhancement and is anticipated to offer a net gain through the positive ecological measures introduced -

- Planting proposed will be an appropriate mixture of native trees and shrubs of local provenance, incorporate a range of species attracting wildlife and offering food and shelter for native biodiversity.

- A key element of the landscape design and ecological mitigation is the enhancement of the western boundary hedgerow, which is to be retained and protected. Clippings of species from the hedgerow will be planted in a buffer strip on the adjacent lands, strengthening this natural corridor and maximising its ecological value.

- The Miyawaki Method of densely planting saplings is proposed, providing additional tree canopy, cover for nesting birds as well as introducing food sources in a more natural habitat.

- The Oak Tree is Ireland's national tree, and its ability to sustain biodiversity makes it hugely important to our wildlife. The design intent of the Pocket Park was to retain and celebrate this existing Oak Tree (Tree no 1529 – Refer Arborist Report)

- Installation of bat boxes, and new public lighting will be constructed in line with the Bat Conservation Trust.

- The Linear Park, designed for biodiversity will include a water feature that will connect with Aderrig to the north, providing an open water habitat.

A detailed landscape proposal by NMP Landscape Architect has been included in this planning application.

### Legend

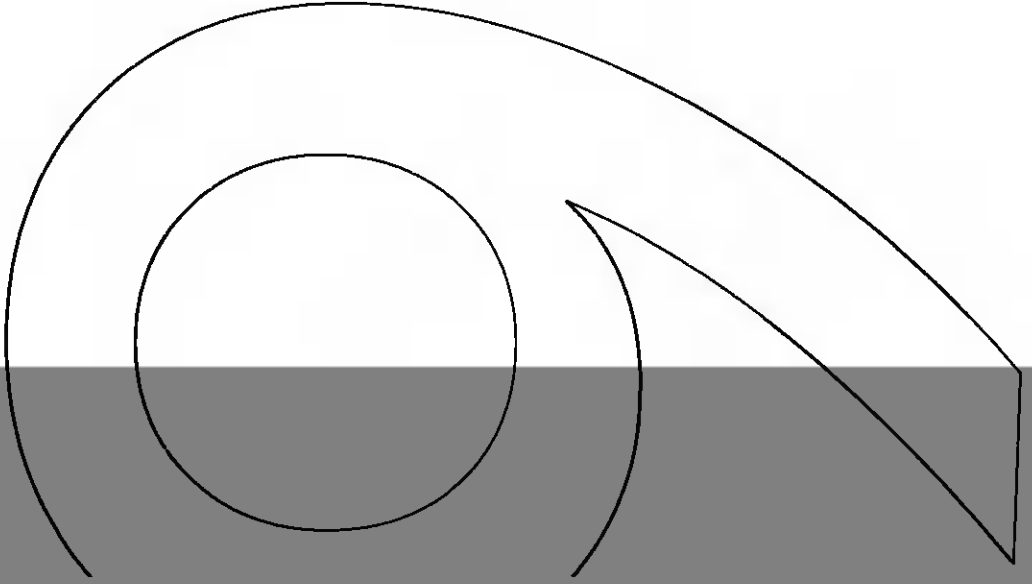
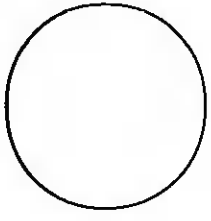
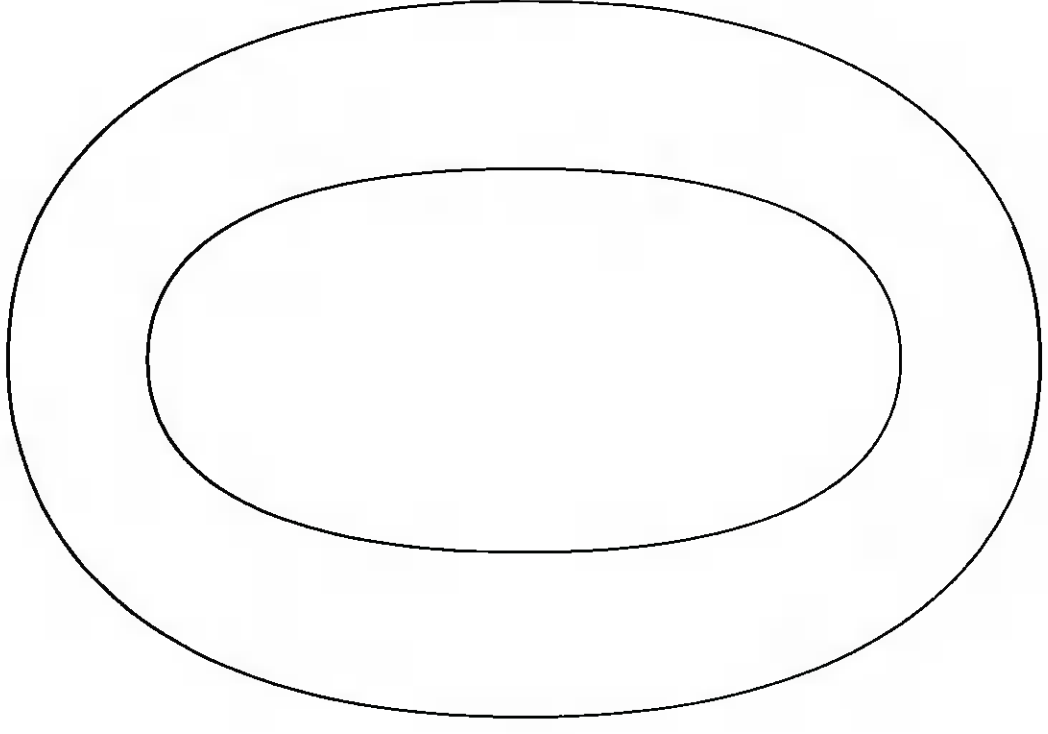
- 01 Linear Park
- 02 Existing Hedge Row
- 03 Water Feature
- 04 Private Gardens
- 05 Apartment Block Courtyard
- 06 Avenue
- 07 Station Road
- 08 Homezone
- 09 Pocket Park
- 10 Boulevard P2





Indicative CGI view of the Pocket Park looking north-east





# ADAPTABILITY

■ HOW WILL THE BUILDING COPE WITH CHANGE?



# 9.1 ADAPTABILITY HOUSE LAYOUTS

The proposed house designs have been developed in conjunction with Quintain Ireland and are based on good practice and lessons learned by both parties through previous successful developments completed in recent years.

All house types are designed to meet, or in many cases exceed, the requirements in 'Quality Housing for Sustainable Communities' (2007) as is demonstrated in the Housing Quality Assessment accompanying this application. All dwellings are Part M compliant from an access and use perspective.

It is proposed, as standard, that homes will be designed in an energy efficient manner and constructed in compliance with Part L and all other current Building Regulation Technical Guidance Documents.

The structure of the homes are designed so that they can be adapted to enable future re-modelling which caters for a wide range of uses, and ever changing family dynamics.

There are a variety of house types proposed, including wide frontage, shallow units and narrow front deep plan.



Selection of varied house forms above provided within the proposed scheme.

# 9.1 ADAPTABILITY FLEXIBLE USE BUILDINGS

Flexible use buildings

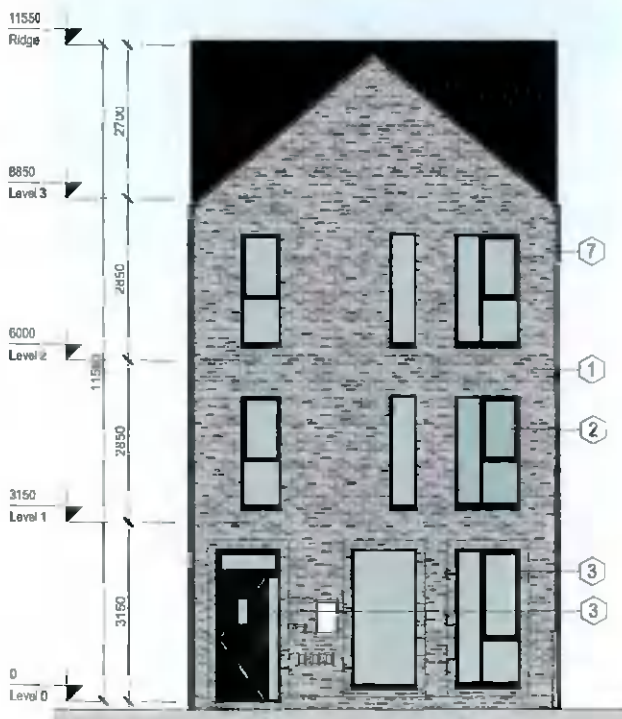


The SDZ identifies several flexible use buildings on the Adamstown Boulevard tile.

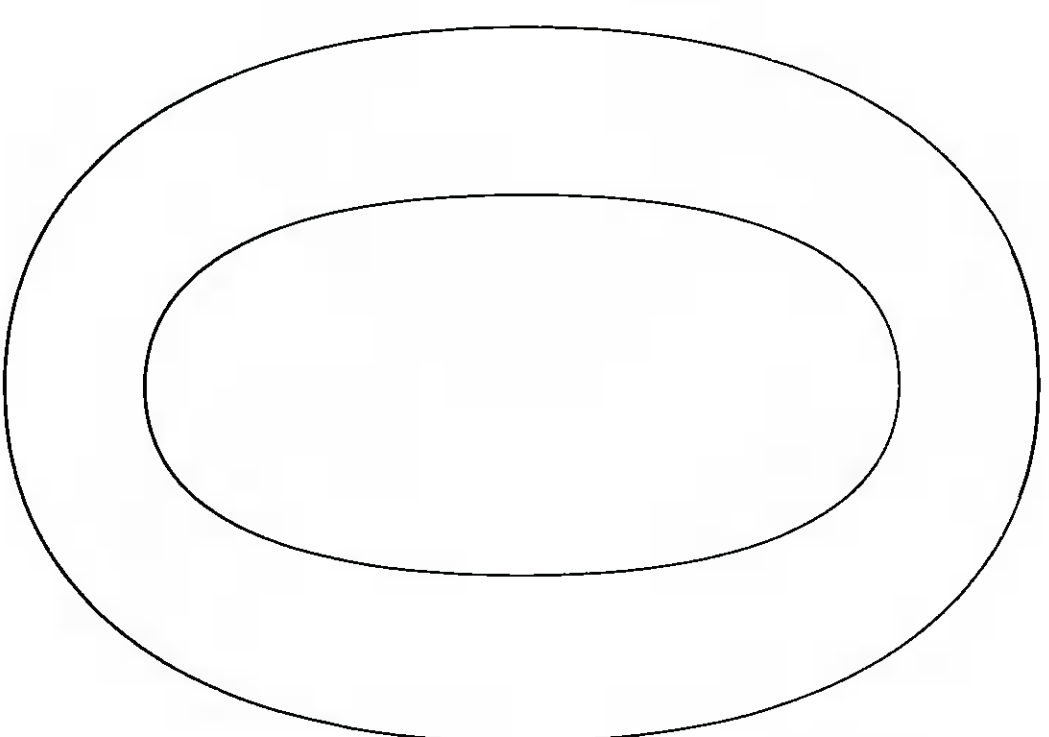
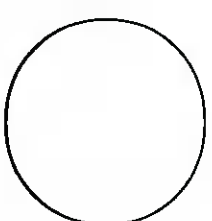
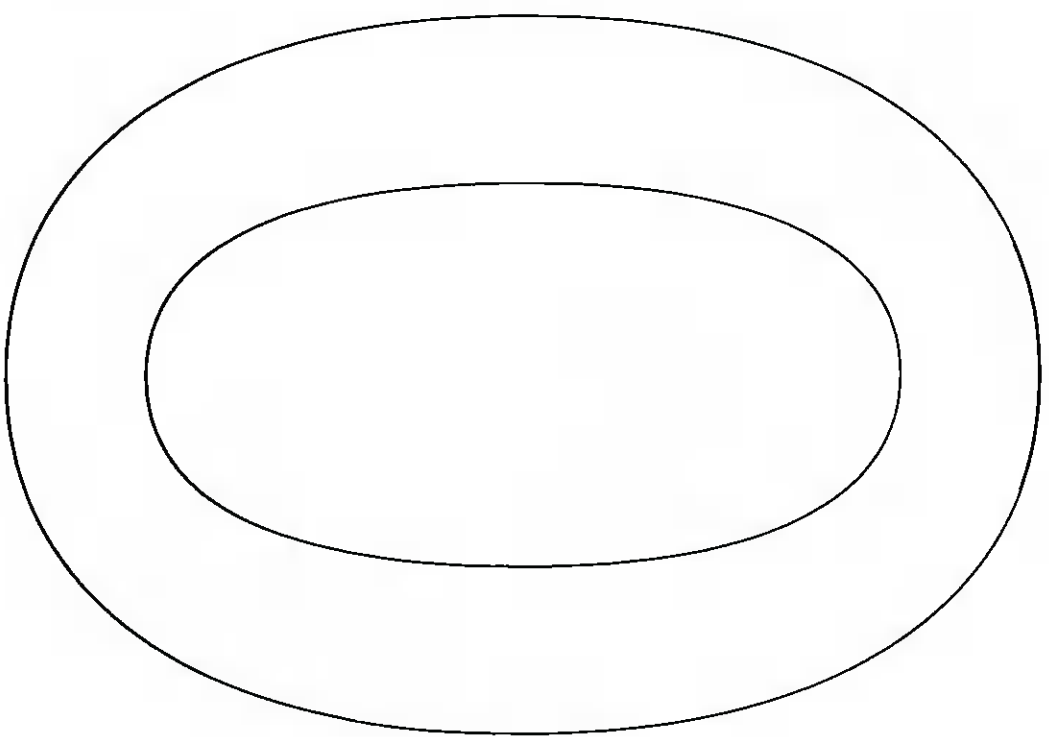
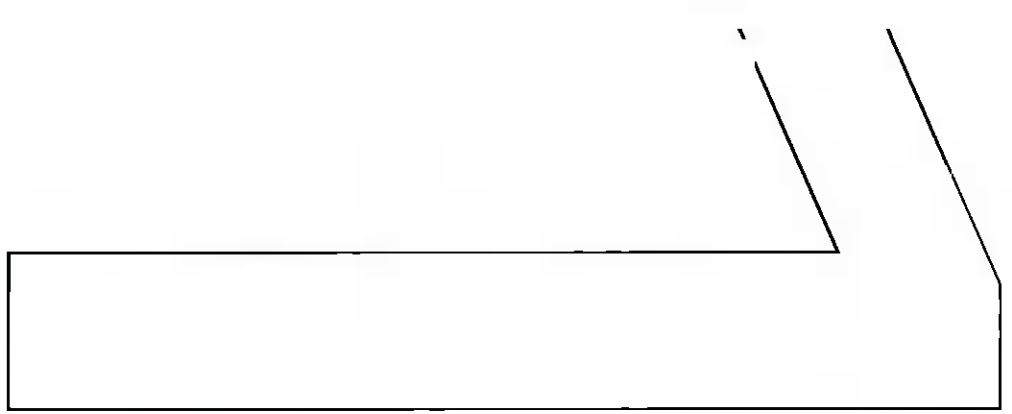
Locations of those positioned within Phase 1 are shown on the proposed site plan to the left and the SDZ plan to the right to demonstrate compliance. They are primarily positioned along Adamstown Way and opposite the Linear Park.

Flexible use buildings are proposed to have higher floor to ceilings at ground floor level. These could be used for various functions including offices/workspaces, dental or doctor's surgeries or for community based use.

The images below show how the standard H4B house model is adapted to increase the floor to ceiling at ground floor level.







# **PRIVACY AND AMENITY**

*HOW DOES THE SCHEME PROVIDE A DECENT STANDARD OF AMENITY?*

## 10.1 PRIVACY AND AMENITY



Privacy zone treatment



All houses are provided with private rear gardens (with patio) that meet or, in many cases, exceed the minimal standards required.

Houses are appropriately distanced from one another to provide adequate separation distances (22m) between rooms at first floor level to avoid overlooking. This is in accordance with Design Manual for Urban Roads and Streets (DMURS).

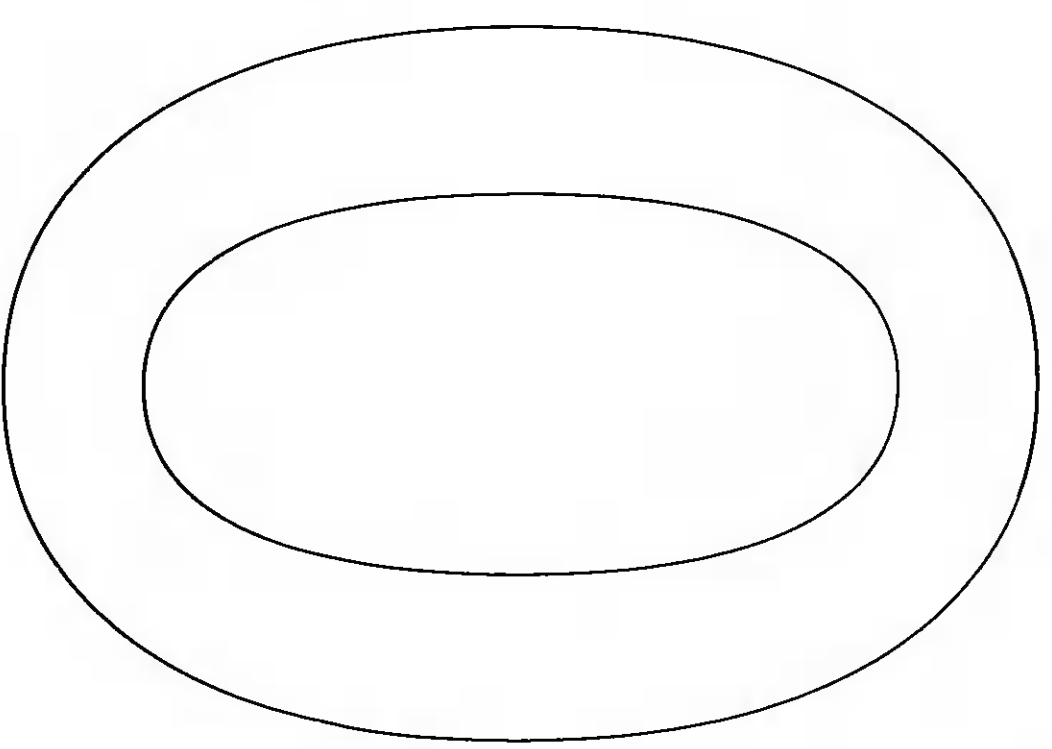
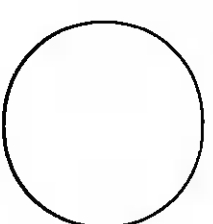
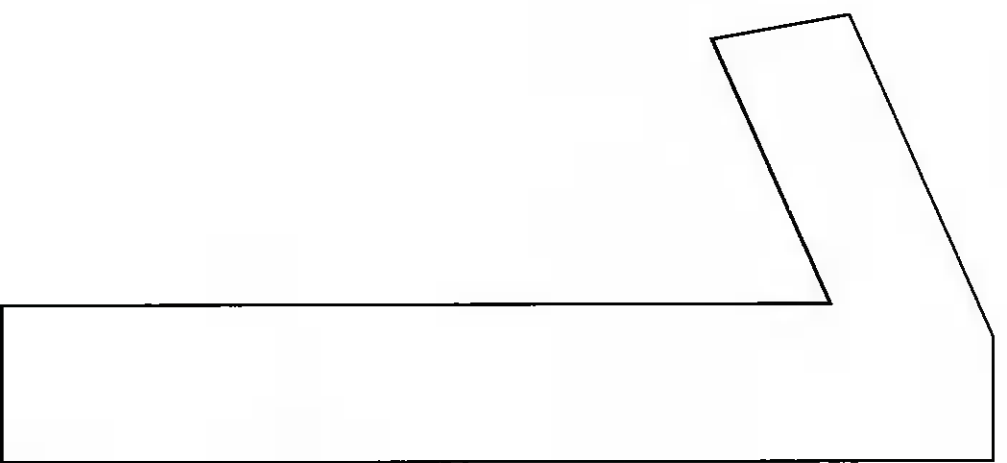
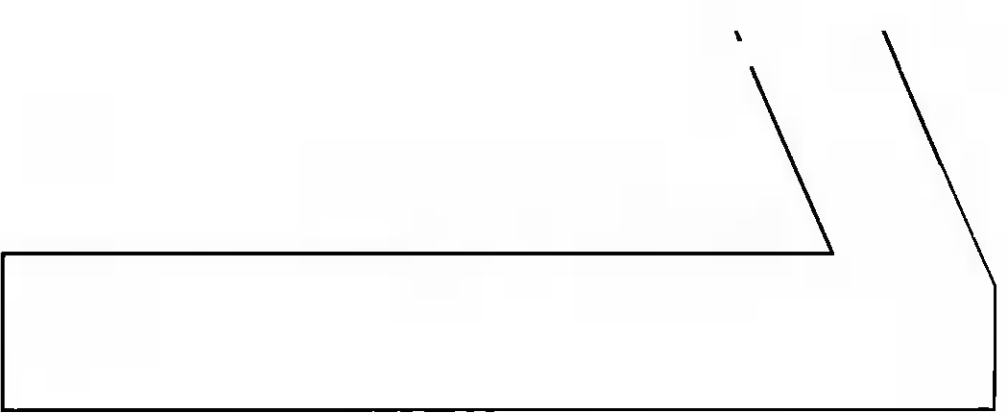
In a small number of cases where this distance is less than 22m, obscured glass is used or windows are omitted on this elevation.

Just under 50% of parking throughout the development is on-curtilage, in cases where units do not have on-curtilage parking, a planted privacy strip of typically 2.2m is provided in front of each house to create a buffer from the street and a defined private zone for the unit that is separated from the public realm.

All houses are at minimum dual aspect, with many corner units enjoying triple aspect as demonstrated on the proposed plan.

The homes are designed to provide adequate storage, including space within the home for the sorting and storage of recyclables.

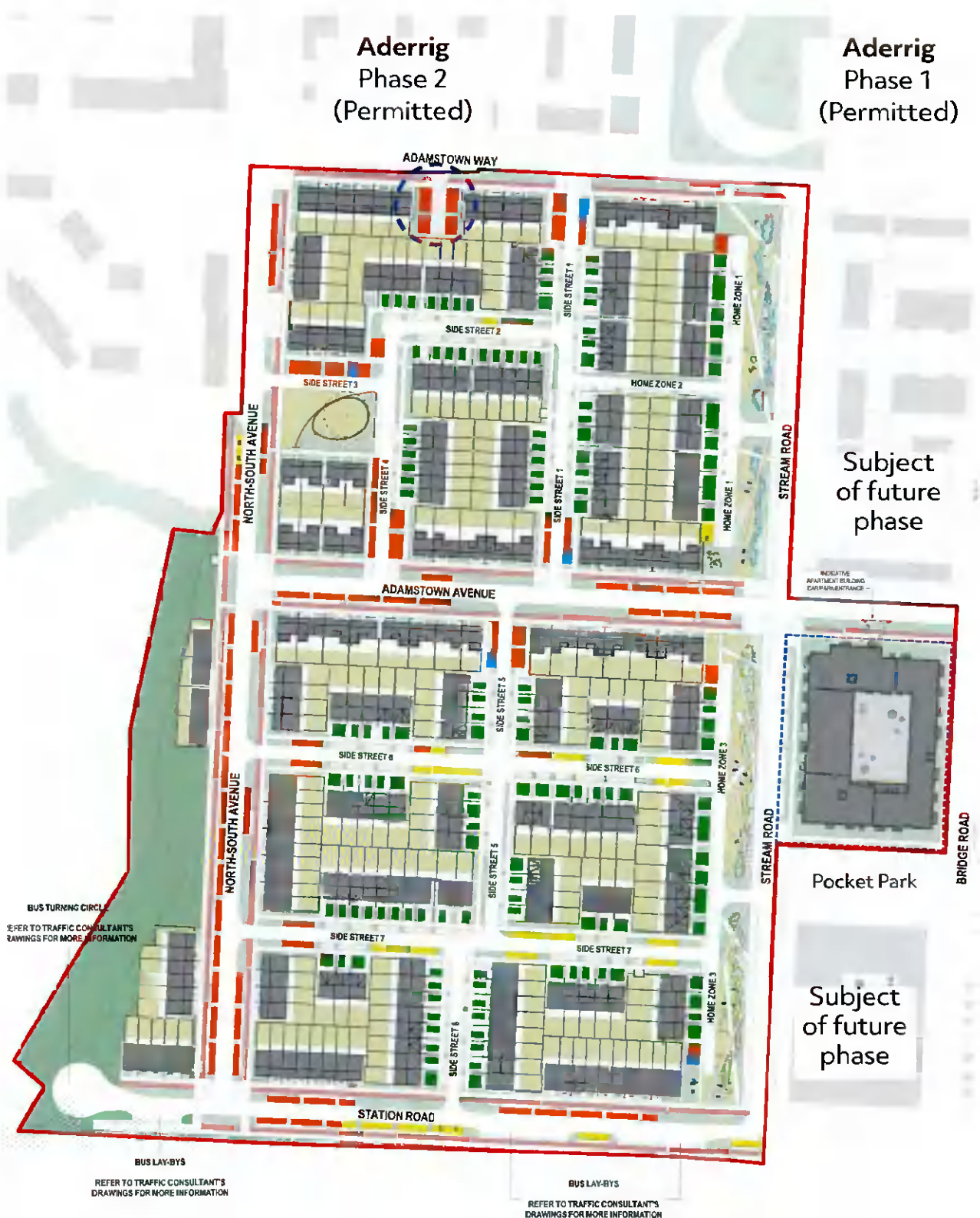




# **PARKING**

*HOW WILL THE PARKING BE SECURE AND ATTRACTIVE?*

# 11.1 PARKING PARKING



## House Parking

Unit Type	No. Units	Space Required	No. Spaces
2 Bed	75	1.5	112.5
3 Bed	113	1.5	169.5
4 Bed	69	1.5	103.5
<b>Subtotal</b>	<b>257</b>		<b>386</b>

Visitor Car Parking Spaces Provided	
Standard	38
Disabled	5
Electric Vehicle	5
<b>Subtotal</b>	<b>47</b>

<b>Total Car Parking Spaces Provided</b>	<b>433</b>
--	------------

Criteria	No.	%
On-Curtilage	206	48%
Off-Curtilage	227	52%

Criteria	No.	%
Visitor	47	11%
Disabled Parking	5	10%
Electric Vehicle	5	10%

\* % of overall spaces  
\*\* % of visitor spaces

## Apartment Building Parking

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
<b>Subtotal</b>	<b>166</b>	<b>0.3</b>	<b>50</b>

Visitor Car Parking Spaces Provided	
Standard	4
Disabled	1
Electric Vehicle	1
<b>Subtotal</b>	<b>5</b>

<b>Total Car Parking Spaces Provided</b>	<b>55</b>
--	-----------

Criteria	No.	%
On-Curtilage	46	84%
Off-Curtilage	9	16%

Criteria	No.	%
Visitor	5	9%
Disabled Parking	1	10%
Electric Vehicle	1	10%

\* % of overall spaces  
\*\* % of visitor spaces

- Off-Curtilage
- Visitor
- Accessible
- EV Charging
- On-Curtilage



Parking is provided in this scheme as follows:

- On curtilage parking
- Off curtilage parking, consisting of:
  - Parallel parking
  - Pocket parking
  - Perpendicular parking

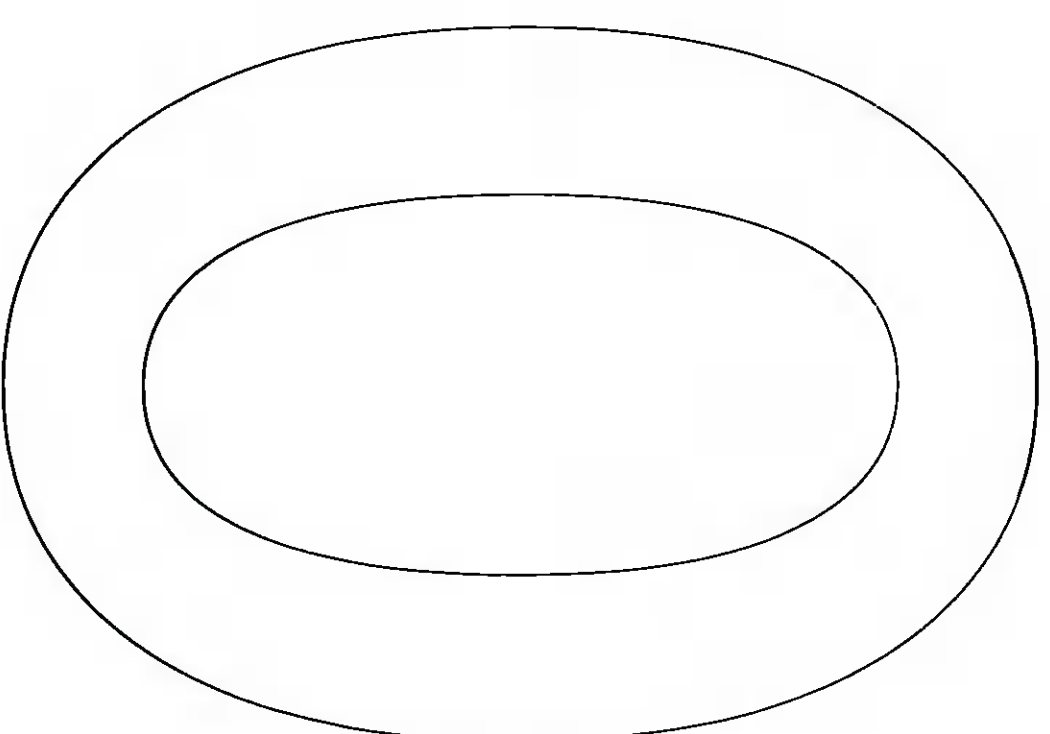
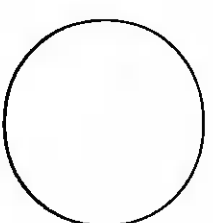
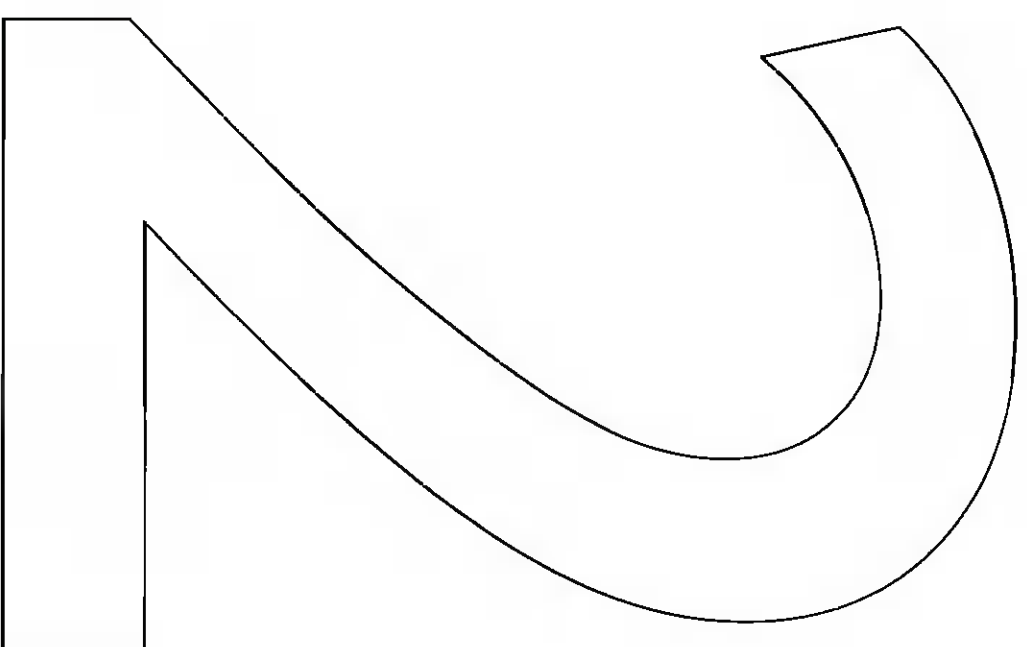
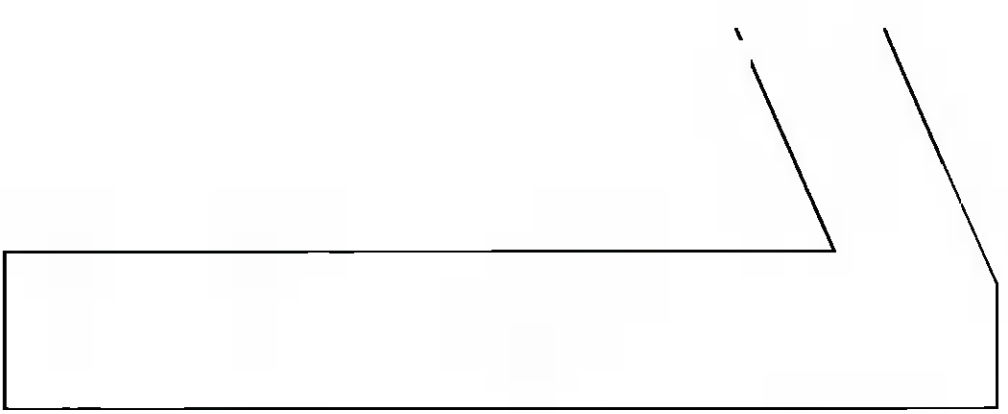
All car parking spaces are designed to national and local standards. 10% of off curtilage parking will be EV parking spaces, which also act as visitor spaces. 10% of off curtilage parking will be accessible.

Parallel parking has been provided along the avenues and are in line with the Adamstown Street Design Guide. The parallel parking bays are interspersed every 3 spaces with tree planting and landscaping, and every 5 spaces for perpendicular parking.

A pocket parking arrangement has been designed for Adamstown Way (see plan). This provides car parking to for five dwellings, where parking along Adamstown Way is prohibited due to the proximity of the Celbridge Link Road junction. The area has been softened by appropriate landscaping and the units are within easy access of the units they serve and are overlooked for passive surveillance.

Bike parking will be accommodated in the rear private areas of the dwellings. Within the public realm 40 no. Sheffield bike stands are proposed in 4 key locations.





# DETAILED DESIGN

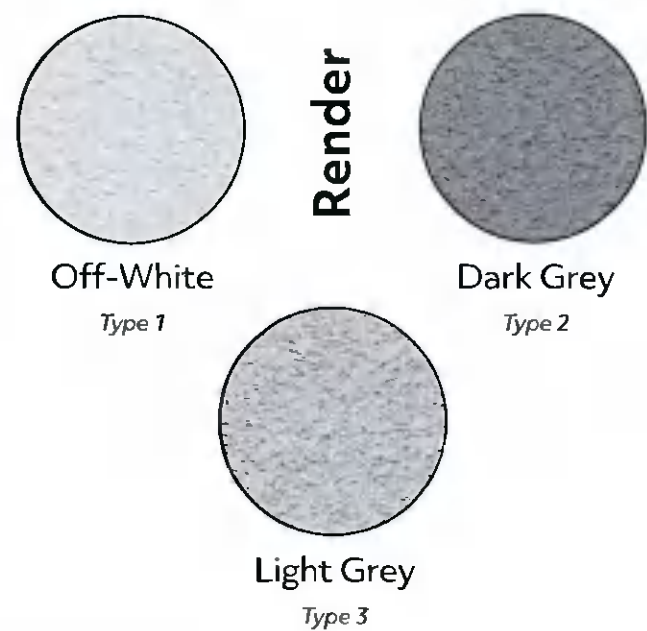
ARCHITECTURAL TREATMENT & MATERIALS

# 12.1 DETAILED DESIGN MATERIALITY



**Brick**

\*All materials are indicative.  
\* Refer to contextual sections for material locations.



**Render**



Blue/Black Roof Tiles



Dark guttering and downpipes



Dark window and door frames

## Overall Design

The architectural style implemented at the Boulevard is in response to its very different neighbouring tiles in terms of density and character. Aderrig Phase 2 is medium density with a more suburban feel whereas Adamstown Station is high density (as is Adamstown Boulevard) which is the urban centre of the entire Adamstown SDZ. The Boulevard will act as a transition, providing tree-lined avenues with three-storey houses either side. The materials have been chosen to reflect this; in colour, durability and style.

A variety of surface treatment is proposed, including landscape treatment which has been carefully considered, as is demonstrated in NMP's drawings and information.

## Materials

The materials proposed are robust and low maintenance, with high quality brick and render proposed throughout the development.

A number of potential brick types have been chosen, as represented to the left, with different bricks used that relate to their location and the status of the building, such as landmarks.

Dark flat roof tiles are proposed, with dark rainwater goods, windows and doors chosen to match.

The design in combination with materiality proposed seeks to create a smart, practical and contemporary urban scheme.

*\*All finishes are indicative and subject to agreement with the local authority through compliance.*



## 12.2 DETAILED DESIGN PRECEDENTS

### Precedents & Design Intent

In addition to the various materials proposed on the previous page, a range of architectural features are intended to create texture and variety to the scheme.

Houses located on the perimeter streets, both 2 and 3 storey, utilise asymmetric roof pitches to establish a more urban contemporary character to the streets.

The inner streets have standard roof trusses, but with front gables peppered throughout the scheme to break up the streetscape. Refer to Contextual Elevations for more information.

As previously mentioned, landmark buildings are adorned with decorative brick detailing to establish importance and aid the sense of place.

In mid-terrace houses, bin stores are located to the front elevation, concealed by a nib walls and landscaping. Bins are stored to side passages at end terrace houses.







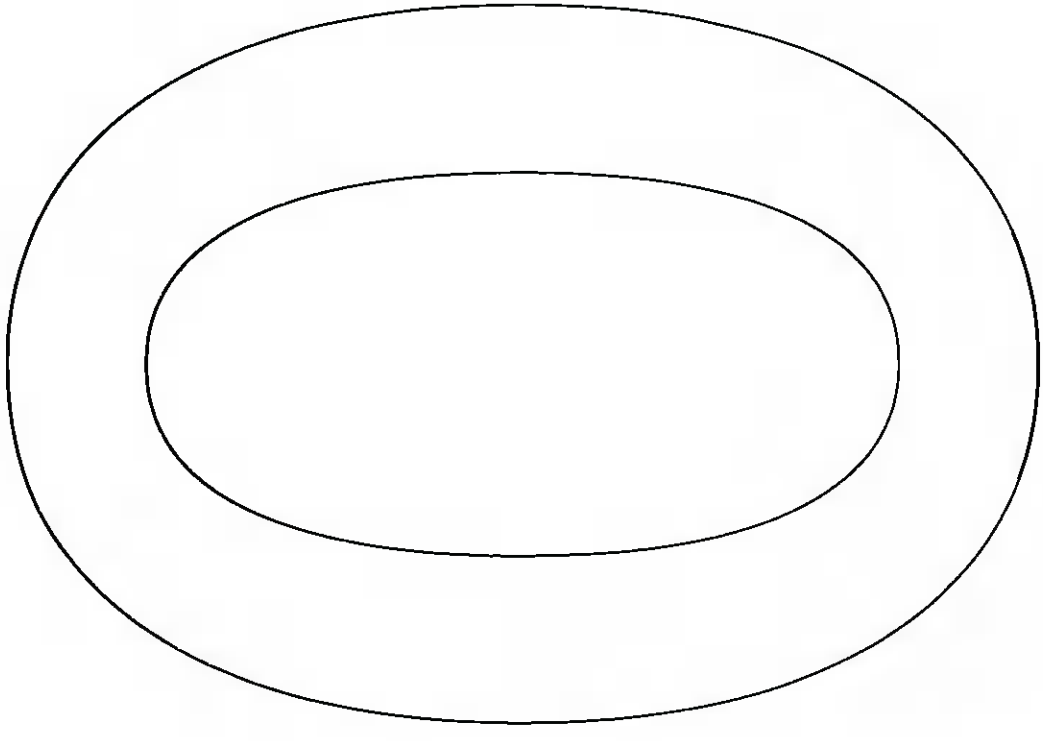
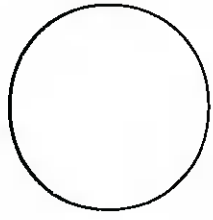
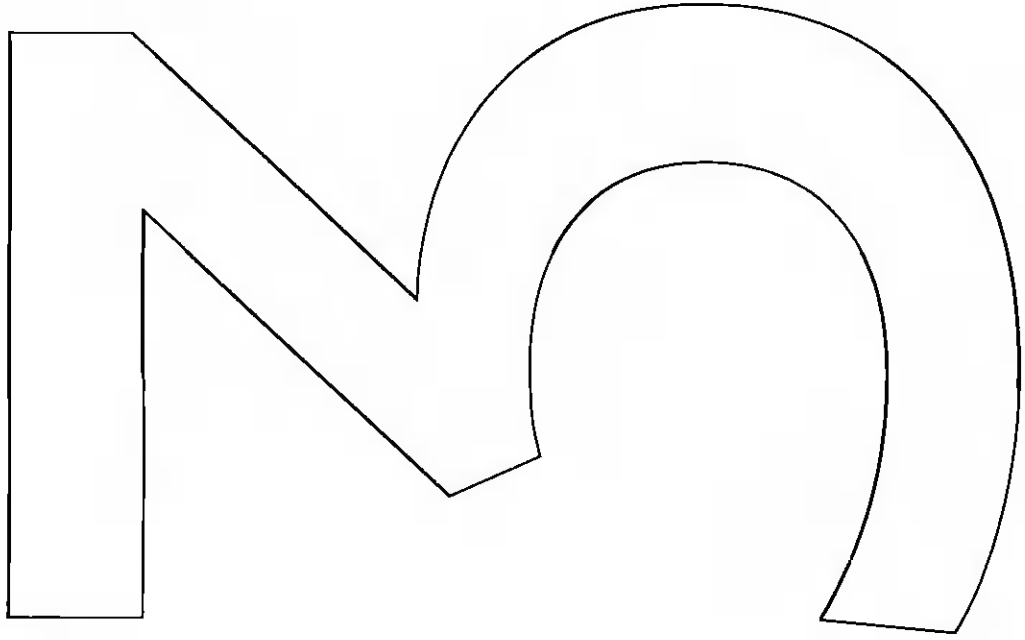
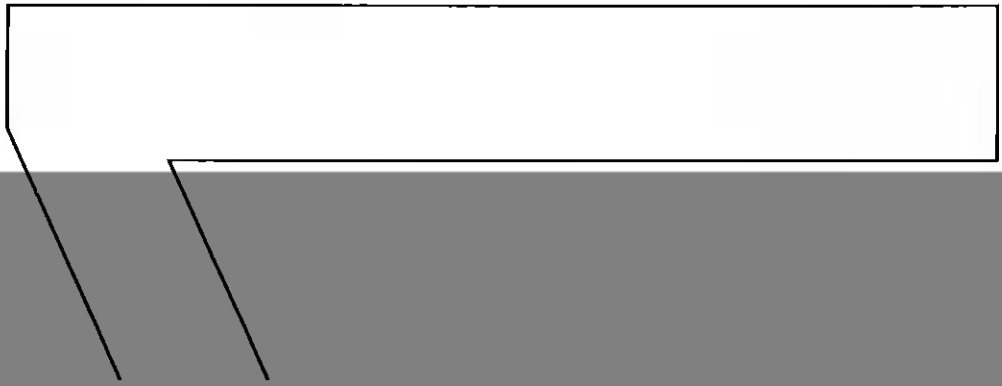
Indicative CGI view of Side Street 1 looking north-east





Indicative CGI view of Station Road looking north-west





# SCHEDULES

ACCOMMODATION SCHEDULES AND SDZ COMPLIANCE



# 13.1 SCHEDULES

## PHASE 1 - ACCOMMODATION SCHEDULE

PHASE 1 LAYOUT



Unit Schedule - Housing

HOUSES		GIA sqm		No. Units	Total GIA sqm	Bedspaces	Total Bedspaces
Unit Types	Unit Types Description	Actual	Required				
<b>2 BED</b>							
H2AB	2 Bed Mid-Terrace House	86.4	80	25	2160	4	100
H2AB1	2 Bed Mid-Terrace House	86.4	80	29	2505.6	4	116
H2AC	2 Bed End-Terrace House	86.4	80	11	950.4	4	44
H2AC1	2 Bed End-Terrace House	86.4	80	3	259.2	4	12
H2AD	2 Bed Gable Entry House	86.4	80	1	86.4	4	4
H2AD1	2 Bed Gable Entry House	86.4	80	6	518.4	4	24
<b>3 BED</b>							
H3AA	3 Bed End-Terrace House	102.6	92	2	205.2	5	10
H3AB	3 Bed Mid-Terrace House	102.6	92	24	2462.4	5	120
H3AB1	3 Bed Mid-Terrace House	102.6	92	10	1026	5	50
H3AB2	3 Bed Mid-Terrace House	102.6	92	17	1744.2	5	85
H3AC	3 Bed End-Terrace House	102.6	92	15	1539	5	75
H3AC1	3 Bed End-Terrace House	102.6	92	6	615.6	5	30
H3AC2	3 Bed End-Terrace House	102.6	92	11	1128.6	5	55
H3AD	3 Bed Gable Entry House	102.6	92	3	307.8	5	15
H3AD1	3 Bed Gable Entry House	102.6	92	3	307.8	5	15
H3AD4	3 Bed Gable Entry House	102.6	92	4	410.4	5	20
H3BA	3 Bed End-Terrace House	111	92	4	444	5	20
H3DA	3 Bed End-Terrace House	132.02	110	6	792.12	6	36
H3DB	3 Bed Mid-Terrace House	132.02	110	8	1056.16	6	48
<b>4 BED</b>							
H4AD	4 Bed Gable Entry House	153.9	120	5	769.5	7	35
H4BA3	4 Bed End-Terrace House	148.5	120	2	297	7	14
H4BB	4 Bed Mid-Terrace House	148.5	120	6	891	7	42
H4BB2	4 Bed Mid-Terrace House	148.5	120	2	297	7	14
H4BBF2	4 Bed Mid-Terrace House (Flexi)	148.5	120	2	297	7	14
H4BC	4 Bed End-Terrace House	148.5	120	6	891	7	42
H4BC3	4 Bed End-Terrace House	148.5	120	3	445.5	7	21
H4BCF3	4 Bed End-Terrace House (Flexi)	148.5	120	1	148.5	7	7
H4BD	4 Bed Gable Entry House	148.5	120	2	297	7	14
H4BD3	4 Bed Gable Entry House	148.5	120	2	297	7	14
H4CB	4 Bed Mid-Terrace House	145.42	120	9	1308.78	7	63
H4CBF	4 Bed Mid-Terrace House (Flexi)	145.42	120	2	290.84	7	14
H4CC	4 Bed End-Terrace House	145.42	120	2	290.84	7	14
H4CE	4 Bed End-Terrace House	145.42	120	6	872.52	7	42
H4CEF	4 Bed End-Terrace House (Flexi)	145.42	120	1	145.42	7	7
H4HA	4 Bed End-Terrace House	144.72	120	12	1736.64	7	84
H4HAF	4 Bed End-Terrace House (Flexi)	144.72	120	2	289.44	7	14
H4HC	4 Bed End-Terrace House	144.72	120	4	578.88	7	28
<b>Total Houses</b>				<b>257</b>	<b>28663.14</b>		

Overall Building Areas	Area (m2)
Building Area (GIFA)	28663
Building Footprint	15593

Site Area	Ha
Overall Site Area (excl. outline)	9.60
Net Development Area	8.28
Total No. of Residential Units	257.00
Residential Units per Hectare	31.05
Open Space	0.95

Plot Ratio	0.3:1
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Site Coverage	16%
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Unit Schedule - Apartment Building

APARTMENTS		GIA sqm		No. Units	Total GIA sqm	Bedspaces	Total Bedspaces
Unit Types	Unit Types Description	Actual	Required				
<b>Studio</b>							
Type 01	1 Bed 2 Person Apartment	41.63	37	11	457.93	2	22
<b>1 Bed 2 Person</b>							
Type 01	1 Bed 2 Person Apartment	49.5	45	59	2920.5	2	118
Type 02	1 Bed 2 Person Apartment	60.41	45	8	483.28	2	16
Type 03	1 Bed 2 Person Apartment	49.5	45	9	445.5	2	18
<b>2 Bed 3 Person</b>							
Type 02	2 Bed 3 Person Apartment	67.5	63	9	607.5	3	27
<b>2 Bed 4 Person</b>							
Type 01	2 Bed 4 Person Apartment	78.75	73	14	1102.5	4	56
Type 02	2 Bed 4 Person Apartment	N/A	N/A	N/A	N/A	N/A	N/A
Type 03	2 Bed 4 Person Apartment	73	73	7	511	4	28
Type 04	2 Bed 4 Person Apartment	73	73	13	949	4	52
Type 05	2 Bed 4 Person Apartment	73	73	15	1095	4	60
Type 06	2 Bed 4 Person Apartment	73	73	8	584	4	32
Type 07	2 Bed 4 Person Apartment	73	73	5	365	4	20
Type 08	2 Bed 4 Person Apartment	73	73	8	584	4	32
<b>Total Apartments</b>				<b>166</b>	<b>10105.21</b>		<b>481</b>

Overall Building Areas	Area (m2)
Building Area (GIFA)	10105
Building Footprint	3506

Site Area	Ha
Overall Site Area	0.54
Net Development Area	0.54
Total No. of Residential Units	166
Residential Units per Hectare	306.00
Public Open Space	N/A

Plot Ratio	1.9:1
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Site Coverage	65%
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# 13.2 SCHEDULES OVERALL SDZ COMPLIANCE

**SDZ SITE LAYOUT**



**PROPOSED PHASE 1 SITE LAYOUT**



**COMPARISON**

	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

**PROPOSED**

	CURRENT PROPOSED SCHEME
<b>PHASE 1</b>	
HOUSES	257
APARTMENTS	166
<b>SUBTOTAL</b>	<b>423</b>
<b>FUTURE PHASE(S)</b>	
HOUSES & APARTMENTS	442 (MIX TBC)
<b>TOTAL No OF UNITS</b>	<b>865</b>



Indicative CGI view of the Linear Park and Home Zone 1 at Adamstown Avenue

MCCAULEY DAWE O'CONNELL A





**McCauley Daye O'Connell Architects Limited**

11 Merrion Square, Dublin 2  
Tel: 01 400 4171 | [info@mdo.ie](mailto:info@mdo.ie) | [www.mdo.ie](http://www.mdo.ie)