

Comhairle Chontae Atha Cliath Theas

PR/0713/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0006 **Application Date:** 13-Apr-2022
Submission Type: New Application **Registration Date:** 13-Apr-2022

Correspondence Name and Address: Thornton O'Connor Town Planning 1, Kilmacud Road Upper, Dundrum, Dublin 14

Proposed Development: Construction of 352 residential units (terraced, semi-detached and detached) comprising 253 two storey houses (15 two bed units and 238 three bed units ranging in size from c. 86sq.m to c. 118sq.m) and 99 three storey houses (18 three bed units and 81 four bed units and ranging in size from c. 147sq.m to c. 189sq.m); The total gross floor area of the development is c. 43,272sq.m; The development will also comprise the provision of 2 vehicular accesses from Adamstown Boulevard, 1 vehicular access from Adamstown Drive (L1030), 2 vehicular accesses from Adamstown Park Road and 2 vehicular accesses from Tandy's Lane; vehicular connections will also be provided to permitted roads in Tandy's Lane Phase 1; internal routes; 535 car parking spaces including on-curtilage and off-curtilage spaces; bicycle parking; bin storage; plant; ESB Substations; boundary treatments; lighting; hard and soft landscaping; and all other associated site works; on 2 No. sites separated by the permitted Tandy's Lane Phase 1 Development (SDCC Reg. Ref. SDZ19A/0011) with a total site area of c. 10.24 hectares at Tandy's Lane, in the townlands of Doddsborough and Finnstown, Adamstown, Lucan, Co. Dublin. The western site (8.06 hectares) is generally bounded to the west by Adamstown Boulevard, to the north by Adamstown Drive (L1030), to the east by the Tandy's Lane Phase 1 Development which is currently under construction (SDCC Reg. Ref. SDZ19A/0011) and undeveloped lands, and to the south by Tandy's Lane which links Adamstown Boulevard with Adamstown Park Road. The eastern site (2.18 hectares) is generally bounded to the west / north-west by the permitted Tandy's Lane Phase 1 Development, to the east by Adamstown Park Road and to the south by Tandy's Lane; This application is

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being made in accordance with the Adamstown Planning Scheme 20141 (as amended) and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme. The lands are located within the Tandy's Lane Village Development Area.

Location: Tandy's Lane, In the townlands of Doddsborough and Finnstown, Adamstown, Lucan, Co. Dublin

Applicant Name: Quintain Developments Ireland Limited

Application Type: SDZ Application

(COS)

Description of Site and Surroundings

Site Area: stated as c.10.24 Hectares in the application.
Site Visit: 12th of May 2022.

Site Description

The subject site is located in the townlands of Doddsboro and Finnstown and forms part of the Tandy's Lane Village Development Area No. 6 within the Adamstown SDZ Planning Scheme Area. The Development Areas of Airlie Stud, Tobermaclugg Village and St Helen's are situated to the north, west and south respectively. Tandy's Lane Park is located to the east and south-east. Airlie Park is located to the south-west.

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

Proposal

Permission is being sought for the construction of 352 residential units (terraced, semidetached and detached) comprising 253 two storey houses (15 two bed units and 238 three bed units ranging in size from c. 86sq.m to c. 118sq.m) and 99 three storey houses (18 three bed units and 81 four bed units and ranging in size from c. 147sq.m to c. 189sq.m); The total gross floor area of the development is c. 43,272sq.m.

The development will also comprise the provision of 2 vehicular accesses from Adamstown Boulevard, 1 vehicular access from Adamstown Drive (L1030), 2 vehicular accesses from

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Adamstown Park Road and 2 vehicular accesses from Tandy's Lane; vehicular connections will also be provided to permitted roads in Tandy's Lane Phase 1; internal routes; 535 car parking spaces including on-curtilage and off-curtilage spaces; bicycle parking; bin storage; plant; ESB Substations; boundary treatments; lighting; hard and soft landscaping; and all other associated site works; on 2 No. sites separated by the permitted Tandy's Lane Phase 1 Development (SDCC Reg. Ref. SDZ19A/0011) with a total site area of c. 10.24 hectares at Tandy's Lane, in the townlands of Doddsborough and Finnstown, Adamstown, Lucan, Co. Dublin.

This application is being made in accordance with the Adamstown Planning Scheme 2014 (as amended) and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme. The lands are located within the Tandy's Lane Village Development Area.

Zoning

The subject site is located within the Adamstown Strategic Development Zone (SDZ), which is subject to zoning objective 'SDZ': *'To provide for strategic development in accordance with approved planning schemes'* under the South Dublin County Development Plan 2016-2022.

The subject site is located towards the centre-east of the Adamstown SDZ Planning Scheme and comprises the western, southern and part eastern sections of **Development Area No. 6 – Tandy's Lane Village**.

Consultations

Water Services – no objection subject to conditions.

Irish Water – no objection subject to conditions.

Roads Department – additional information requested.

Public Realm Section – no objection subject to conditions.

Architectural Conservation Officer – no report received.

Housing Strategy Unit – no objection subject to conditions.

H.S.E. Environmental Health Officer – no objection subject to conditions.

Heritage Officer – no report received.

County Architect – no report received.

Waterways Ireland – no report received.

Transport Infrastructure Ireland – observation received.

National Transport Agency – no report received.

Irish Aviation Authority – observation received.

Inland Fisheries Ireland – observation received.

SEA Sensitivity Screening – Roads Proposals – Long Term indicated through the site on the SDCC County Development Plan maps.

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Submissions/Observations /Representations

No third party submissions received.

Transport Infrastructure Ireland have submitted an observation stating:

The Authority has examined the above application and considers that it is at variance with official policy in relation to control of development on/affecting national roads, as outlined in the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012), as the proposed development by itself, or by the precedent which a grant of permission for it would set, would adversely affect the operation and safety of the national road network for the following reason(s):

- *The Authority considers that the proposed development would be at variance with national policy in relation to control of frontage development on national roads, as outlined in the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (January, 2012). It is strongly recommended that a Traffic and Transport Assessment (TTA) is carried out to assess the impacts of the proposed development in accordance with the guidelines outlined in the TII Traffic and Transport Assessment Guidelines 2014, and (ii) a Road Safety Audit (RSA) should be carried out in accordance with TII Publications. The developer shall be responsible for the costs of both assessments, which shall be undertaken by an independent qualified engineer. Any recommendations arising shall be incorporated in the proposed development by amendment to the existing planning application or as conditions of the permission, if granted. Any additional works required as a result of the TTA and RSA should be funded by the developer.*
- *The Authority is of the opinion that insufficient data has been submitted with the planning application to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site.*

Inland Fisheries Ireland have submitted an observation:

*The proposed development is within the River Liffey catchment which is a recognised salmonid system, under significant ecological pressure due to urbanisation, power generation and water abstraction. The river supports populations of migratory Salmon and Sea Trout. Other species include the protected European eel, Freshwater Crayfish (*Austropotamobius pallipes*) and Lamprey (*Lampetra* sp.) species, listed under Annex II of the EU Habitats Directive.*

It is essential that site specific, appropriate, and flexible mitigation measures are incorporated into a Construction Environmental Management Plan (CEMP) and that appropriately designed, sized, and maintained drainage measures are incorporated in the final approved design to protect the aquatic environment, post construction.

- *Ground preparation and associated construction works, including large-scale topographic alteration, the creation of roads, buildings and footpaths, have significant potential to cause*

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the release of sediments and various pollutants into surrounding watercourses. Pollution of the adjacent freshwaters from poor on-site construction practices could have a significantly negative impact on the fauna and flora of this surface water system. A comprehensive and integrated approach for achieving stream protection during construction and operation (in line with international best practice) should be implemented. Construction works must be planned in a manner which prevents extensive tracts of soils from being exposed at any time and arrangements must be made for the control and management of any contaminated water resulting from construction entering any drainage network within or beyond the site boundaries and subsequently entering an adjoining water course.

- *Should development proceed, best practice should be always implemented in relation to any activities that may impact on surface water (stream and river). Any indirect discharges to surface streams present on or near the site must not impact negatively on the system. Comprehensive surface water management measures must be implemented at the construction and operational stage to prevent any pollution of local surface waters.*
- *All discharges must be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.*
- *It is essential that the receiving foul and storm water infrastructure has adequate capacity to accept predicted volumes from this development during construction and post construction phases with no negative repercussions for the quality of any receiving waters.*
- *It is recommended that there is a designated, suitably experienced person assigned during the construction phase, to monitor and ensure all agreed environmental mitigation measures are implemented and functioning correctly. The contact details of this appointed person should be provided to all relevant agencies, including IFI.*
- *The Department of Housing, local Government and Heritage have recently published the following interim guidance document on Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design Best Practice Interim Guidance Document which should be considered when designing drainage systems. <https://www.gov.ie/en/publication/10d7c-nature-based-solutions-to-the-management-of-rainwater-and-surface-water-runoff-in-urban-areas-best-practice-interim-guidance-document/>*

The Irish Aviation Authority have provided an observation:

It is the observation of the Safety Regulation Division, Aerodromes that in the event of planning consent being granted, the applicant should be conditioned to notify Weston Airport and the Authority of the intention to commence crane operations with at least 30 days prior notification of the erection.

These observations have been reviewed in full and taken into consideration in the assessment of the proposed development.

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Relevant Planning History

The site is located within the Adamstown Strategic Development Zone for which a Planning Scheme was prepared by South Dublin County Council and approved by An Bord Pleanála in September 2003; the Planning Scheme was then amended by South Dublin County Council and approved by An Bord Pleanála in December 2014, with further non-material amendments made in 2017 and 2020.

The planning history associated with the Adamstown SDZ is extensive and it is not proposed to provide such an exhaustive list but rather capture the relevant and pertinent applications. Development descriptions have been summarised where appropriate for the purposes of this report.

Subject site

SDZ18A/0012

Demolition of a disused, dilapidated single storey cottage on lands located to the south of the junction between Tandy's Lane and Adamstown Drive and generally bound to the west by Tandy's Lane and the Shackleton residential development and the permitted alignment of the Central Boulevard and to the north, south and east by undeveloped and agricultural lands in the Tandy's Lane Village Development Area of Adamstown Strategic Development Zone in the townlands of Dodsboro. **Permission granted.**

Tandy's Lane Village Development Area Phase 1

SDZ21A/0011

Minor amendment to the development permitted under Planning Permission Reg. Ref. SDZ19A/0011 comprising of revised re-delineation of permitted 'on-curtilage' spaces to create 73 new 'on-curtilage' spaces and the replacement of 11 permitted 'on-curtilage' spaces with 22 'off-curtilage' car parking spaces resulting in an additional 84 car parking spaces, or a total of 454 car parking spaces. **Permission granted.**

SDZ21A/0008

Minor amendment to the development permitted under Planning Permission Reg. Ref. SDZ19A/0011 comprising of the replacement of 1 permitted House Type A6 (4 bedroom, 3 storey end of terrace 154.4sq.m GFA) with 1 House Type A2.1 (4 bedroom, 3 storey end of terrace 153sq.m GFA) and, all associated and ancillary site development and landscaping works; as a result of this proposed development, the 3 adjoining units in this permitted terrace (House Types A5h, A7 and A7h) have moved westwards (by approximately 787.5mm) to accommodate this house type change, no alterations are proposed to these permitted units. **Permission granted.**

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SDZ19A/0011

245 dwellings (up to a maximum of c. 23,903.5sq.m. GFA) in a **mixture of terraced and detached houses, duplexes and apartments** as follows: 214 houses shall consist of 169 two storey three bedroom houses, 68 with the option of a single storey rear extension at ground floor level (house type B1x and B2x); 45 three storey four bedroom houses; 15 apartment units shall be accommodated in 1 block of five storeys (Block 01) to consist of 2 one bed apartments and 13 two bed apartments; 16 duplexes shall be accommodated in 1 block of three storeys (Block 02) to contain 8 one storey two bed units and 8 two storey three bed units; the provision of 1.24 Ha of public open space; provision of 370 car parking spaces; provision of a pedestrian (toucan) crossing over Adamstown Park, linking the site to Tandy's Lane Park and raised pedestrian crossing over the re-aligned Tandy's Lane, linking the site to the St. Helen's Development Area; all ancillary and associated site development and landscape works; vehicular access to serve the development is to be provided in a number of locations off Adamstown Park (2), Adamstown Drive (4 opened to traffic as part of this phase of development and 1 additional access closed to traffic until future phase of development to be used for construction access) and off the re-aligned Tandy's Lane (1). **Permission granted.**

Tandy's Lane Village Development Area School Site

SDZ21A/0001

Construction of a predominantly part two storey, part three storey primary school (there is a small single storey element to the south of the building) c.5,582.6sq.m GFA overall including 32 classrooms, general purpose room, offices and administrative rooms and stores including a 4 classroom Special Education Needs Base with associated facilities at ground floor level; there will be approximately 70sq.m of solar panels provided on the roof of the school; the proposal also comprises of 4 ball courts, together with 2.4m high paladin fencing; a sensory garden and grass play areas; the boundary to the school site is comprised predominantly of a 2.4m high low brick wall with railings, including 2.4m high gates to all pedestrian and vehicular access points; 40 staff car parking spaces and 17 drop-off spaces will be provided with separate vehicular entrance and exit to serve the development provided off Adamstown Park; maintenance access to the school site is provided from the permitted Side Street to the west permitted under Reg. SDZ19A/0011; pedestrian cycle entrances to the school site are provide off Adamstown Park and from the permitted Side Street to the west permitted under Reg. SDZ19A/0011; all ancillary site development and landscape works, including boundary treatments, 188 bike parking stands, 3 10m high flagpoles and an ESB Sub-Station. **Permission granted.**

Adjacent sites to the west

SDZ19A/0003

Residential development of 163 dwellings (18,342sq.m) in 3 separate parcels of land known as 3A, 3B and 3C respectively. **Permission granted.**

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SDZ18A/0002

Permission for development of 268 dwellings. **The development also includes part (c.450metres) of the north-south road (referred to as 'Central Boulevard' in the Planning Scheme) that will replace Tandy's Lane along the eastern boundary of the site. This road will make provision for vehicular traffic, bus lanes/stops, pedestrian footpaths, cycle paths and 2 access points into the current application site. Permission granted.**

Adjacent sites to the north

SDZ16A/0003

267 dwelling units comprising of the following; 199 houses consisting of 107 four bedroom houses, 86 three bedroom houses and 6 five bedroom houses in a mix of two and three storey terrace, semi-detached and detached units ranging in size from 110sqm to 165sqm. 60 apartments (referred to as Block A) consisting of 49 two bedroom units, 9 one bedroom units and 2 three bedroom units ranging in size from 47sqm to 98sqm in a 3 - 4 storey apartment block over basement car park (86 spaces) and 8 duplex/apartment units (referred to as Block B) consisting of 4 three bedroom duplexes, 3 two bedroom duplexes and 1 one bedroom apartment ranging in size from 54sqm to 111sqm in a 3 - 4 storey residential block. **Permission is also sought for the upgrade of c.257m of Dodsboro Road/Tandy's Lane from the existing junction of Dodsboro Road and Dodsboro Cottages, tying back into Dodsboro Road/Tandy's Lane adjacent to the former Airlie Studfarm. Permission granted.**

SDZ08A/0005

Residential development consisting of 121 no. dwelling units consisting of 111 no. 2 & 3 bed apartments and 10 no. 3 bed duplex units all located in 11 no. 2,3,4 & 5 storey blocks all being a part of Phase 2B of an overall development known as The Paddocks at Arlie Stud, Adamstown. The proposed development also includes for a crèche (763sq.m.) in a separate 1 & 2 storey building. **Permission granted.**

SDZ08A/0004

Construction of 317 no. dwellings comprising as follows: 159 no. houses including 21 no. four bedroom houses, 123 no. three bedroom houses, and 15 no. two bedroom houses in a mix of two and three storey terraced houses; 110 no. duplex units including 79 no. three bedroom units and 31 no. two bedroom units in a mix of upper and lower level units in 4 storey buildings; 48 no. apartments including 32 no. two bedroom apartments and 16 no. three bedroom apartments. **Permission is also sought for: the upgrade of c.385m of the Dodsboro Road / Tandy's Lane from a point c.25m south of the existing junction at Dodsboro and Meadow View Grove, tying back into Dodsboro road / Tandy's Lane at a point across 20m south of the existing entrance to the former Airlie Studfarm. Permission granted.**

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Adjacent sites to the east

SDZ18A/0003

Development will comprise a c.7.7 Ha. Public park (Tandy's Lane Park), to include; a playing pitch (c.55 x 90) a natural play/neighbourhood play area (NEAP) (c.1,300sq.m); a natural play/local play area (LEAP) (c.500sq.m); a children's play area (previously permitted under Reg. Ref. SDZ16A/0005); provision of a car park with 39 car parking spaces; a new vehicular entry/egress point off Loop Road 1 (previously permitted under SDCC Reg. Ref. SDZ17A/0007); 48 bicycle parking spaces; the redistribution and re-profiling of c.30,400 cubic metres of soil spoilt from within the Adamstown Strategic Development Zone; and all ancillary site development and landscaping works, including: paths, planting, surface water drainage and boundaries; and the incorporation of a length of Tandy's Lane into Tandy's Lane Park. The development comprises minor revisions to the layout of a previously permitted portion of Tandy's Lane Park (Reg. Ref. SDZ16A/0005) and also revisions to permitted Loop Road No. 1 (Reg. Ref. SDZ17A/0007) to accommodate vehicular access to a new car park all on lands bound generally to the east and south by Tandys Lane, to the west by the alignment of Loop Road 1 (permitted), to the north by undeveloped lands in Somerton development Area and adjoining the lands of St. Helens House (a Protected Structure) to the southeast and the lands of Somerton House (a Protected Structure) to the north. **Permission granted.**

SDZ17A/0007

The development will comprise of the completion of approx. 1,475 metres of roadway - including completion of Loop Road #1, currently constructed to base course under planning reg. ref: SDZ06A/5 - within the boundaries of the Adamstown Strategic Development Zone, as defined by S.I. 272 of 2001, to include: approx. 1,010m of the road known as Loop Road #1, with a c. 6m wide carriageway, to include on-road cycle lanes, together with the planted verge, tree planting, public lighting and footpath on the eastern side of Loop Road #1, and a buffer strip and kerbs on the western side of Loop Road #1, where the layout has been permitted under SDCC Reg. Ref. SDZ17A/0002 (the provision of landscaping, footpaths and parking on the western side of Loop Road #1, will be or has been the subject of other planning applications); the completion of approx. 225m of Adamstown Drive in the vicinity of its junction with Loop Road #1, together with the planted verge, tree planting, public lighting, off-road cycle track and footpath on the southern side of Adamstown Drive (the provision of landscaping, cycle track, footpaths and parking on the northern side of Adamstown Drive will be the subject of other planning applications); new junction layouts (to include signal, sign and road markings layouts) at the junctions of Loop Road #1 with Adamstown Drive (to the north) and Adamstown Way (to the south), and the provision of off-road cycle tracks at those junctions, connecting to on-road cycle lanes along Loop Road #1; the re-alignment of approx. 240m Tandy's Lane at the existing junction of Tandy's Lane and the alignment of Loop Road #1, with the creation of a new staggered junction at the location, in line with the future alignment of this section of Tandy's Lane under the Adamstown Planning Scheme; a new junction layout at the junction of Adamstown Park and Station Road, and a 3m temporary concrete footpath to the north of Station Road between that junction and the proposed site of the Adamstown

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All-Weather Pitch (SDCC Reg. Ref.: SDZ17A/0004), and a 3m temporary footpath to the east of Adamstown Park between that junction and the temporary footpath north of that junction; and ancillary site development, to include temporary 2.4m high security fencing, public lighting, junction layouts and signals, and footpaths, trees and planting, and minor adjustments of existing drainage and services to serve the road and future surrounding development. **Permission granted.**

Adjacent sites to the south

SDZ20A/0009

Minor amendments to part of the residential development permitted under Planning Permission Reg. Ref. SDZ18A/0011, as amended by SDZ19A/0007 and Reg. Ref. SDZ20A/0002 comprising of the following: Minor amendments to 3 apartment blocks (Airlie Gardens, St. Helens Hall and St. Helens View) comprising the repositioning of St. Helen's Hall by approximately 275mm; minor internal amendments to the layout of the buildings/apartments to facilitate ancillary services; minor amendments to bin/cycle storage facilities, minor external amendments to terrace doors and balcony doors; front elevation window changes for the following duplex units - 2B-1/3B-1, 2B-2/3B-2, 2B-4/3B-4, 2B-5/3B-5, 2B-7/3B-7, 2B-1_h, /3B-1_h, 2B-2_h/3B-2_h, 2B-4_h/3B-4_h, 2B-5_h/3B-5_h, 2B-7_h/3B-7_h; the addition of 7 car parking spaces and 4 electric vehicle charging points. Of these car parking spaces and electric vehicle charging points proposed 4 regular car parking spaces and 2 electric vehicle charging points are situated within the curtilage of Airlie House; House type 3B-1-D ground floor window change to 2 units of this type; amended bin stores for House types 3B.2.A_1, 3B.1.c and 3B.2.A_2; House type 3B.4.F_1 proposed external stair from rear door to garden to 1 unit of this type; adjustments to rear garden side boundary walls of 3 dwellings to provide side entrance garden gates; reduction in width of St. Helen's Court Road from 6 metre width to 5.5 metre width, associated ancillary site development and landscape works. Retention Permission is sought for adjustments to rear boundary to provide a garden gate at 2 dwellings (House type 3B.4.F_1_h and House type 3B.2.C_2) and also for the widening of St. Helen's Green Road by 1.6m to 5.1m. Part of the subject site is within the curtilage of Airlie House (a Protected Structure). However, no works are proposed to the Protected Structure as part of this application. **Permission and retention permission granted.**

SDZ20A/0002

Minor amendments to the site layout which involves adjusting the position of 6 house plots/house at St. Helen's Heath in the northern portion of the existing layout permitted under Planning Reg. Ref. SDZ18A/0011 (St. Helen's Phase 2) as amended under Planning Reg. Ref. SDZ19A/0007 comprising of adjustment to the interface with St. Helen's Phase 1 at St. Helen's Avenue (Reg. Ref. SDZ17A/0002); omission of side entrances to the rear gardens of 2 houses; alterations to refuse storage to 4 houses; addition of side entrances to the rear gardens of the 2 corner houses; ancillary site development and landscape works including adjustments to individual house plot boundaries and the houses therein; there is no change to the house types already permitted and it remains 3 three storey four bedroom semi-detached (house type 4B-5) and 3 three storey four bedroom semi-detached (house type 4B-5_h) in this location; part of the subject site is within the curtilage of

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Airlie House (Protected Structure) however no works are proposed to the Protected Structure.
Permission granted.

SDZ19A/0007

Minor amendments to the external elevations of certain house types permitted under planning permission Reg. Ref. SDZ18A/0011 comprising of omission of chimney features from the following house types 3B-3-A, 3B-3-A_h, 3B-4-A_1, 3B-4-A_2, 4B-1, 4B-1_h, 4B-2_1, 4B-2_1_h, 4B-2_2_h, 4B-2_1_Render, 4B-2_1_Render_h, 4B-5, 4B-5_h and Duplex types 2B-1 / 3B-1, 2B-1_h / 3B-1_h, 2B-2 / 3B-2, 2B-2_h / 3B-2_h, 2B-4 / 3B-4, 2B-4_h / 3B-4_h, 2B-5 / 3B-5, 2B-5_h / 3B-5_h, 2B-7 / 3B-7, 2B-7_h / 3B-7_h (total of 134 No. permitted residential units); Minor reconfiguration and associated elevational alteration (door relocation) to ground floor ancillary plant and storage areas of permitted Apartment Blocks St. Helen's Hall and Airlie Gardens; Minor elevational alteration involving 2 windows of permitted Apartment No. 2 in ground floor of At. Helen's Hall apartment block. **Permission granted.**

SDZ18A/0011

346 dwellings in a mixture of detached, semi-detached, terraced houses, duplexes and apartments; 133 houses consisting of 13 two storey 3 bedroom detached houses, 83 two storey 3 bedroom terraced houses, 3 three storey 4 bedroom detached houses, 8 three storey 4 bedroom semi-detached houses and 26 three storey 4 bedroom terraced houses; 96 duplexes consisting of 4 storey buildings with 48 three bedroom units and 48 two bedroom units; 117 apartments located in a total of 4 buildings ranging in height from three 4 - 5 storey's and one 3 - 5 storey's and consist of 16 three bedroom apartments, 41 no two bedroom apartments and 60 one bedroom apartments; dwellings are provided with solar panels on the roof as required; provision of a childcare facility of approx. 841sq.m; provision of c 0.47 Ha of public open space; vehicular access to serve the proposed development is provided off Adamstown Way and Adamstown Park, with additional access possible through the existing/permitted roads at St. Helen's Phase 1 (Ref. SDZ17A/0002) and also off Adamstown Boulevard and a re-aligned Tandy's Lane (the subject of a concurrent application under Ref. SDZ18A/0009); all ancillary and associated site development and landscape works.
Permission granted.

SDZ18A/0009

Development at a site (approx. 2 Ha.): for strategic road infrastructure with the boundaries of the Adamstown Strategic Development Zone, as defined by S.I. 272 of 2001 and will comprise: (i) c. 480m of a new road, known as Central Boulevard, generally consisting of; 6m wide carriageway divided by a 3m wide landscaped median, plus on either side of the carriageway a bus lane (3.25m), a landscaped verge (2m), off-road cycle lanes (1.5m) and footpath (2.6m), including public lighting, trees, and a pedestrian crossing from a new junction with Adamstown Way (to the south) proposed in this application and to the north which connects to a permitted Section of the Central Boulevard (SDCC Reg. Ref. SDZ18A/0002), including a new signalised junction with the realigned Tandy's Lane (to the east) proposed in this application, together with a new signal controlled junction

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serving the Aderrig Development Area (to the west). The proposed road passes across part of the lands at Airlie House (A Protected Structure - RPS Ref. 109); no works proposed to Airlie House itself. (ii) Completion works to an existing 180m section of Central Boulevard roadway, currently constructed to base course under Reg. Ref. SDZ06A/11 to now provide: off road cycle lane (1.5m), together with the planted verge (2.0m), tree planting, public lighting and footpath (2.0m), from the signalised junction with Adamstown Avenue and the signalised junction with Adamstown Way. (iii) The relocation and realignment of Tandy's Lane roadway providing a new 6m carriageway, 280m in length, between a road junction (to the east) permitted under Reg. Ref. SDZ17A/0007, known as Loop Road #1, and to the west by a new junction at a section of the Central Boulevard, proposed in this application. (iv) Completion works to 180m Section of Adamstown Way roadway, currently constructed to base course under Ref. Ref: SDZ06A/05 to now provide: off road cycle lane (1.5m), together with the planted verge, tree planting, public lighting and footpath (2.0m) and 11 no. car parking spaces from the junction with Loop Road #1, permitted under SDCC Reg. Ref. SDZ17A/0007 (to the east) and the junction with the Central Boulevard roadway (to the west) proposed in this application. All ancillary and associated site development and landscape works including: public lighting, junction layouts, signals, signs and road markings and minor adjustments to existing drainage and services to serve the roads and future surrounding development areas.

Permission granted.

Relevant Enforcement History

None recorded according to APAS.

Pre-Planning Consultation

Pre-Planning Ref. PPSDZ11/21

Demolition of the outbuildings to the north of the site and the construction of 373 residential units (44,992sq.m) comprising 19 two bedroom, two storey houses, 214 three bedroom, two storey houses and 68 four bedroom, three storey houses on Site A to the west of the site and 5 two bedroom, two storey houses, 51 three bedroom, two storey houses and 16 four bedroom, three storey houses on Site B to the south-east of the site; the gross site area of the site is 10.4 Ha and the development represents Phase 2 of the Tandy's Lane Village Development Area; the development will also consist of 2 vehicular accesses from Tandy's Lane (The Boulevard) to the west of the site (providing access to Site A), which will connect to the Phase 1 development to the east of the site; 1 vehicular access from Tandy's Lane to the south and 2 vehicular accesses from Adamstown Park to the south-east providing access to Site B; pedestrian accesses; 669 car parking spaces; bicycle parking; hard and soft landscaping and all other associated site works above and below ground.

Pre-Planning Ref. PPSDZ01/19

680-935 dwellings, new Local Centre, Childcare Facility, Open Spaces.

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Relevant National Policy

The relevant policy documents are detailed below. Those identified as being of key significance include: 'Project Ireland 2040 National Planning Framework' (NPF) and 'Regional, Spatial & Economic Strategy 2019 – 2031' (RSES).

Project Ireland 2040 National Planning Framework, Government of Ireland, 2018.

The vision for Project Ireland 2040 – The National Planning Framework is for balanced growth across the five cities and three regions and the guidance of public and private investment into appropriate locations to properly plan for current and future population growth. The NPF sets out a number of clear and measurable targets in terms of population projections, employment generation, housing delivery, environmental impacts and transport provision. These key considerations are underpinned by objectives identified as 'National Strategic Outcomes' in which the development of Adamstown SDZ will play a major role in achieving. Adamstown SDZ is identified in the NPF as a key future growth enabler for Dublin with transformative potential and the following is stated as a priority:- "progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as **Adamstown**, Cherrywood, Clonburris and Clongriffin.

In order to meet the projected population and economic growth as set out in the NPF, the annual housing output is required to increase to 30-35,000 homes per year (nationally) in the years to 2027, with 50% of all new homes to be delivered in Ireland's five main cities. In terms of population projection, the NPF considers that the Dublin region needs to be planning for at least 235,000 more people in the City and suburbs by 2040 and it is considered that the continued development of the Adamstown SDZ will assist in achieving these national targets. The full delivery of Adamstown SDZ beyond 2027 will provide for approximately 8,905 new homes (2,473 of these delivered to end 2019) including associated community and commercial uses, which would facilitate a new population of approximately 25,000 people in the Dublin region. In this regard, National Strategic Outcome 1 of the NPF refers to and, stresses the importance, of 'Compact Growth'. The NPF states:

'From an urban development perspective, we will need to deliver a greater proportion of residential development within existing built-up areas of our cities, towns and villages and ensuring that, when it comes to choosing a home, there are viable attractive alternatives available to people'

The principle of Compact Growth NSO1 is underpinned by the SDZ Planning Scheme at a macro and micro level. At a macro level, the sustainable development of the area in accordance with the adopted SDZ Planning Scheme presents a transformative opportunity to meet the needs of the wider City and region by accommodating the region's population growth, centred on compact growth with proximity to employment, community facilities and high-quality public transport. The delivery of the SDZ reinforces the principles of the National Planning Framework by delivering smart and compact growth within the built-up envelope of the existing Greater Dublin Area.

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At a micro level, the Planning Scheme provides a clear framework for Development Areas, which seeks to guide appropriate residential densities into suitable locations, ensuring a critical mass is achieved in order to promote viability and sustainability. The Plan requires higher density development in the Adamstown Urban Centre and Station tile, and development transitions outwards from the urban centre to medium and lower density residential developments with local nodes, schools and high-quality open spaces, thereby reinforcing compact growth policy principles.

Regional, Spatial & Economic Strategy 2019 - 2031, Eastern & Midlands Regional Assembly, 2019.

Adamstown SDZ is identified in the Metropolitan Area Strategic Plan (MASP) of the RSES as a key target area for urban expansion and continued development of the SDZ, and 'a strategic residential and employment corridor along a key public transport corridor that contains development opportunities'. The Plan is centred around delivering a new community that is characterised by a design-led approach to integrating compact growth and development with climate resilient sustainable transport options such as rail and bus.

The SDZ is identified in the MASP (Table 5.1 Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing) as a strategic development area with the phased development of Adamstown SDZ.

The timely development of the Adamstown SDZ is wholly compatible with the Growth Strategy for the region, as set out in the RSES/MASP and the development and provision of critical infrastructure required to facilitate the phased development of the Plan lands will support the continued development of a long-term and viable community at Adamstown.

The Adamstown SDZ Planning Scheme is a single clear strategy that accords with the RSES/MASP and contains specific density ranges, a housing strategy and guidance on the types of dwellings needed in each area to support critical mass to drive growth and diversity in population and supporting commercial/retail and amenity development and infrastructure, to support a growing and sustainable new town development at Adamstown.

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Additional National Policy Documents and Guidance of Relevance

Urban Development and Building Heights - Guidelines for Planning Authorities, Department of Housing Planning and Local Government (2018)

Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government (2009).

Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, Department of Housing, Planning and Local Government (2020).

Urban Design Manual: A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2009).

Quality Housing for Sustainable Communities-Best Practice Guidelines, Department of the Environment, Heritage and Local Government, (2007).

Greater Dublin Area Transport Strategy 2016 -2035, National Transport Authority.

Design Manual for Urban Roads and Streets (DMURS), Department of the Environment, Community and Local Government and Department of Transport, Tourism and Sport (2019).

Smarter Travel – A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020, Department of Transport, (2009).

National Cycle Manual – National Transport Authority (June 2011).

Waste Management Plan for the Dublin Region 2005-2010, Dublin City Council, Dun Laoghaire-Rathdown County Council, Fingal County Council and South Dublin County Council, (2005).

The Planning System and Flood Risk Management - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government & OPW, (2009).

Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, Building Research Establishment, (1991).

Planning & Development of Large-Scale Rail focused Areas in Dublin- National Transport Authority (May 2013).

Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, (2009).

OPR Practice Note PN01 Appropriate Assessment Screening for Development Management, Office of the Planning Regulator (March 2021).

Relevant Policy in South Dublin County Council Development Plan 2016 – 2022

1 Introduction and Core Strategy

Section 1.4.4 Regional Spatial and Economic Strategy (RSES) Settlement Strategy

Table 1.2: South Dublin Settlement Hierarchy under the Regional Spatial Economic Strategy

Hierarchy: Dublin City and Suburbs including Key Metropolitan Consolidation Areas

Description: Strong active urban places within the Metropolitan Area with strong transport links. These towns should be developed at a relatively large scale as part of the consolidation of the Metropolitan Area and to ensure that they support key public transport corridors connecting them to the City, to each other and to Large Growth Towns in the Hinterland.

Locations: Not defined by RSES.

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South Dublin: Tallaght, Lucan (inc. Adamstown) and Clondalkin (inc. Clonburris).

Section 1.6.4 Housing Capacity Summary

Map 1.3 below illustrates lands within the County capable of accommodating residential development. Such lands comprise of infill or new residential sites, lands designated as a 'Strategic Development Zone' or identified 'Regeneration Lands'. The designated SDZ lands comprise of Adamstown and Clonburris located to the north west of the County. The SDZs present a shared outlook for the future residential, social, economic and environmental development of these areas in order to create a sustainable community.

Section 1.7.2 Dublin City and Suburbs including Key Metropolitan Consolidation Areas

Lands at Adamstown were designated as a Strategic Development Zone (SDZ) by Government Order in 2001, for the purpose of delivering residential development and associated infrastructure and facilities. Adamstown represents a major expansion of the footprint of Lucan to the west along the Dublin - Cork rail corridor and development in Adamstown is subject to an approved SDZ Planning Scheme (2014). In order to facilitate sustainable new development, the Council shall actively promote the delivery of sufficient public transport and road capacity, in tandem with future development of the SDZs.

Policy CS2 Metropolitan Consolidation Towns

It is the policy of the Council to support the sustainable long term growth of Metropolitan Consolidation Towns through consolidation and urban expansion.

CS2 Objective 1:

To promote and facilitate urban expansion on designated Strategic Development Zone sites at Adamstown and Clonburris, in tandem with the delivery of high capacity public transport services and subject to an approved Planning Scheme.

Section 1.8.0 Phasing, Prioritisation and Infrastructure Delivery

In terms of phasing, planning prioritisation and infrastructure delivery it is advised that:

2) Strategic growth nodes at Adamstown and Clonburris (SDZs) offer significant potential for housing and commercial activity and are priority development areas. The SDZs are serviced by strategic water, drainage and transport infrastructure. The delivery of sufficient public transport and road capacity shall be actively supported in tandem with future development of the SDZs so as to facilitate sustainable new development in these areas. Internal physical and social infrastructure is required to be delivered in tandem with housing. The future development of these areas is/will be subject to approved Planning Schemes and is dependent on a sustainable delivery model.

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Section 1.10.0 Strategic Development Zones

The Government designated 223.5 hectares of land at Adamstown as a Strategic Development Zone in 2001. The Adamstown SDZ Planning Scheme (amended) 2014 sets out a planning framework to support the delivery of up to 8,908 dwelling units and supporting infrastructure and facilities.

Policy CS7 Strategic Development Zones

It is the policy of the Council to continue to implement the approved Planning Schemes for Adamstown SDZ and to secure the implementation of an approved Planning Scheme for the Clonburris SDZ.

2 Housing

Section 2.1.1 Supply of Housing

The Core Strategy identifies capacity for approximately 40,150 housing units in the County to 2022. Consolidation and sustainable intensification in established urban and suburban areas, through infill development and brownfield redevelopment on 'REGEN' zoned lands, is a priority. Strategic growth nodes at Adamstown and Clonburris SDZs are also priority development areas.

Section 2.2.1 Urban Design in Residential Developments

Policy H7 Urban Design in Residential Developments

It is the policy of the Council to ensure that all new residential development within the County is of high quality design and complies with Government guidance on the design of sustainable residential development and residential streets including that prepared by the Minister under Section 28 of the Planning & Development Act 2000 (as amended).

H7 Objective 1:

To ensure that residential development contributes to the creation of sustainable communities in accordance with the requirements of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) (or any superseding document) including the urban design criteria as illustrated under the companion Urban Design Manual – A Best Practice Guide, DEHLG (2009).

H7 Objective 2:

To ensure that residential development provides an integrated and balanced approach to movement, place-making and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2013).

Section 2.2.3 Residential Building Height

Policy H9 Residential Building Heights

It is the policy of the Council to support varied building heights across residential and mixed use areas in South Dublin County.

H9 Objective 4:

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*To direct tall buildings that exceed five storeys in height to strategic and landmark locations in Town Centres, Mixed Use zones and **Strategic Development Zones** and subject to an approved Local Area Plan or Planning Scheme.*

Section 2.3.1 Residential Design & Layout

Policy H11 Residential Design and Layout

It is the policy of the Council to promote a high quality of design and layout in new residential development and to ensure a high quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development.

H11 Objective 1:

To promote a high quality of design and layout in new residential development and to ensure a high quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development in accordance with the standards set out in Chapter 11 Implementation.

H11 Objective 2:

To promote new residential developments taking account of energy efficiency, prioritising passive house construction standards, as well as renewable energy opportunities, including solar energy where appropriate, in accordance with Part L of the Building Regulations.

3 Community Infrastructure

Section 3.14.0 Community Infrastructure Delivery

The outcome of the policies and objectives outlined in this section, in addition to the requirements of the Adamstown and Clonburris SDZ Planning Schemes will inform the statutory review of the South Dublin County Development Contribution Scheme, under Section 48 of the Planning and Development Act, 2000 (as amended). Items of Community infrastructure to be considered as part of the S48 Development

Contribution Scheme review include:

- Libraries: Two new public libraries, in Adamstown and Rowlagh.*
- Sports Facilities: A sports facility, including a swimming pool, in Lucan.*
- Community Floorspace: Community centres in Adamstown, Lucan and Fortunestown; Improvements to existing facilities in Newcastle and Rathcoole.*
- Open Space & Recreational Facilities: Enhanced facilities in existing parks, including recreational uses.*

5 Urban Centres & Retailing

Section 5.2.2 Retail Hierarchy

Table 5.1 South Dublin County Retail Hierarchy

Level: 3

Centre: Adamstown SDZ District Centre (planned)

Categories and Types of Services: These centres will vary both in the scale of provision and size of catchment depending on proximity to a major town centre but a good range of comparison

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shopping would be expected (though no large department store), some leisure activities and a range of cafés and restaurants and other mixed uses. They should contain at least one supermarket and ancillary foodstores alongside financial and other retail services. District Centres should generally cater for a population of 10,000-40,000 people.

Section 5.6.4 District Centres

Policy R6 District Centres

It is the policy of the Council to maintain and enhance the retailing function of District Centres (Level 3 & Level 4).

R6 Objective 3:

To support and facilitate the development of new District Centres of an appropriate urban scale at Adamstown and Clonburris in accordance with approved Planning Schemes which should provide a sustainable retail mix including department stores and shopping centres that facilitates walking, cycling and use of public transport and reduces car journeys outside the SDZ for many retail needs.

6 Transport & Mobility

Table 6.5 Six Year Road Programme

Road: Adamstown Street Network

Description: Various streets within the Adamstown SDZ lands.

Function: Formation of a strategic street network providing access throughout the site.

8 Green Infrastructure

Section 8.1.0 Green Infrastructure Network

Policy G2 Green Infrastructure Network

It is the policy of the Council to promote and develop a coherent, integrated and evolving Green Infrastructure network in South Dublin County that can connect to the regional network, secure and enhance biodiversity, provide readily accessible parks, open spaces and recreational facilities.

G2 Objective 3:

Restrict development that would fragment or prejudice the green infrastructure network.

G2 Objective 5:

To integrate Green Infrastructure as an essential component of all new developments.

G2 Objective 6:

To protect and enhance the county's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries, and increase hedgerow coverage using local native species.

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11 Implementation

Adamstown SDZ Planning Scheme 2014

2.0 Proposals for Development

2.2(iii) Social Housing

2.4(vi) Walking and Cycling

2.4(vii) Car Parking

2.4(viii) Bicycle Parking

2.5(i) Water Supply

2.5 (ii) Surface Water Drainage

2.5.4 Adamstown is subdivided into three surface water drainage sub-catchment as follows:-

Tobermaclugg

2.5.5 Most of the SDZ (65%) is drained to a large surface water outfall and attenuation pond at Tobermaclugg Stream. The Tobermaclugg Stream is joined by the Backstown Stream on leaving the SDZ and continues along Tubber Lane and under the N4 via a culvert before discharging to the River Liffey in the vicinity of Lucan Village.

2.5.6 In order to cater for up to a 100 year storm, the stream capacity of Tobermaclugg was supplemented by the construction of a 2400mm diameter surface water pipeline and attenuation pond. Dry weather and normal flows will continue to discharge into Tobermaclugg Stream.

2.5(iii) Foul Sewerage

2.5(v) Environmental Sustainability and Sustainable Design

2.6 Proposals for the Provision of Amenities, Facilities and Services for the Community

2.6 (ii) Green Infrastructure

2.6.6 The green infrastructure strategy for Adamstown is to achieve a rich and varied biodiversity through the protection and enhancement of key landscape and ecological assets.

2.6.7 The public open space network shall provide the basis for a green infrastructure network. Key landscape and ecological features within this network shall be retained and enhanced, as far as is practical. Public open spaces shall be linked by a network of 'green' routes that retain and enhance existing landscape and ecological features such as trees, hedgerows and watercourses and incorporate new elements such as street planting and sustainable urban drainage systems.

2.6.8 The proposed public open space and walking/cycling network has been designed to preserve existing historic features including protected structures and good quality landscape features such as mature trees and hedgerows.

2.6 (iii) Historic Buildings and Landscape Features

2.6.8 The proposed public open space and walking/cycling network has been designed to preserve existing historic features including protected structures and good quality landscape features such as mature trees and hedgerows.

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2.6.9 It is proposed that a section of Tandy's Lane be incorporated into the adjoining major park and preserved to become a pedestrian/cycle route with limited vehicular access.

*3.0 Development and Amenity Areas
Development Area 6 Tandy's Lane Village*

4.0 Phasing and Implementation

Amendments to the Adamstown SDZ Planning Scheme 2014

The 2003 Planning Scheme was amended by South Dublin County Council and approved by An Bord Pleanála in December 2014, with further non-material amendments made in 2017 and 2020. The 2020 non-material amendment to the Planning Scheme included the **relocation of a proposed enterprise centre from the Tobermaclugg Village/Tandy's Lane Village local centre to the Adamstown Station district centre.**

Assessment

The Adamstown Strategic Development Zone (SDZ) Planning Scheme is the principal Planning document for the Adamstown area. The Planning Scheme is the approved framework for the guidance of development in Adamstown, against which all planning applications must be assessed.

The main issues for assessment relate to: zoning and Council policy; consistency with the SDZ Planning Scheme; amenity, design and layout; traveller accommodation; Part V; traffic, access and parking; archaeological heritage; ecological; hedgerows and trees; open space and landscaping; services and drainage; public lighting; energy; waste management; environmental health; aviation safety; screening for environmental impact assessment; and screening for appropriate assessment.

Zoning and Council Policy

The site is located in an area which is zoned 'SDZ' '*To provide for strategic development in accordance with approved planning schemes*' under the South Dublin County Council Development Plan 2016-2022. 'Residential' development is Permitted in Principle under Table 2.1 'Types of Development Permissible in Adamstown – Development Areas'. The principle of the construction of residential dwellings on this portion of the SDZ lands is consistent with the Adamstown SDZ Planning Scheme.

Adamstown SDZ Planning Scheme

The subject site comprising approx. 10.24 ha is located within Development Area 6 Tandy's Lane Village. The overall Tandy's Lane Village Development Area extends approx. 21.7 ha (gross) and is one of the larger development areas within Adamstown. The subject application comprises of Phase 2 and would provide for 352 no. houses (2, 3 and 4 bed), public pocket parks and internal road networks.

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Phase 1 comprised of 245 no. residential units including 214 no. houses, 16 no. duplexes and 15 no. apartments. This phase also included the linear public park in the south-eastern part of the Development Area. Together Phases 1 and 2 measure approx. 18.24 ha. The permitted school site in the north-eastern part of the Development Area is approx. 1.43 ha. The applicant has advised that they have disposed of the school lands to the Department of Education.

The remaining lands will comprise Phase 3 as indicated by the applicant. Phase 3 would comprise of an area to the north of Phase 2 that the applicant does not yet have vacant possession of and is therefore not included in this application. The other part of Phase 3, and last of the Tandy's Lane Village Development Area, would form the Local Village Centre.

As outlined above, the 2020 amendment to the Planning Scheme involved the relocation of a proposed enterprise centre from the Tobermaclugg Village/Tandy's Lane Village local centre to the Adamstown Station district centre. Therefore no enterprise centre is proposed as part of the subject application.



Phasing Plan submitted by the Applicant

Adamstown Planning Scheme Key Parameters

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The Adamstown SDZ Planning Scheme (page 63-65) details key parameters governing development in the Development Area No. 6 Tandy's Lane Village and outlines the following requirements:

Tandy's Lane Village

Area character type	Medium development density
Gross area	21.7 hectares
Net development area	17 hectares
Min-max total residential development	74,800-102,850 sq.m.
Min-max dwellings per Ha.	40-55
Min-max total dwelling units	680 - 935
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy

Min non-residential development	100 no. childcare places 1,620 sq.m. retail/retail/services
Max non-residential development	7% of total development up to 6,750 sq. m.
Max retail development	33% of total non-residential up to 2,025 sq. m.
Min-max courtyard building height	2 - 3 storeys with up to 4 storeys at corner/ feature buildings
Min-max perimeter building height	3 - 5 storeys
Max landmark building height	21 metres (up to 7 storeys approx.)
Min local public open space	0.78 hectares

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Urban Design Characteristics

- > Local Centre and school as the focus of the Area
- > Primary School close to Park
- > Linear Park organised around existing trees links Tandy's Lane towards the Central Boulevard
- > Cross link from QBC to Local Centre, on to the school and Tandy's Lane Park
- > Good public lighting to edge of Parks
- > Pedestrian and cyclist permeability

The below table provides a summary of whether the proposed development is in compliance with the key parameters for Development Area No. 6 Tandy's Lane Village (taken in combination with Phase 1 and with what is indicated for Phase 3).

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Development Area 6: Tandy's Lane Village				
Criteria	SDZ Criteria	Phase 1	Proposed Phase 2	Comments
Min-max total residential development	74,800-102,850 sq.m	23,903.5sq.m	43,272sq.m With Phase 1 67,175.5sq.m. Remaining development area of 7,624.5-35,674.5sq.m	In accordance with criteria
Min-max dwellings per ha	40-55	36 dph	41 dph	In accordance with criteria
Min-max total dwelling units	680 - 935	245 units	352 units With Phase 3 provides a total of 684 units.	In accordance with criteria
Min affordable/ social dwellings	To be negotiated.	24 units	35 units	In accordance with criteria
Min non-residential development	100 no. childcare places 1,620 sq.m. retail/retail services	0	0 1,650sq.m indicated for Phase 3.	No indication regarding childcare places.
Max non-residential development	7% of total development up to 6,750 sq. m.	0	0	In accordance with criteria
Max retail development	33% of total non-residential up to 2,025 sq. m.	0	0	In accordance with criteria
Min-max courtyard building height	2 - 3 storeys with up to 4 storeys at corner/ feature buildings	2-3 storeys	2-3 storeys	In accordance with criteria
Min-max perimeter building height	3 - 5 storeys	2-3 storeys	2-3 storeys	2 storeys is below min. However, is acceptable in this instance given largely 3

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				storey blocks.
Max landmark building height	21 metres (up to 7 storeys approx.)	5 storeys (17.4m)	3 storeys	In accordance with criteria
Min local public open space	0.78 hectares	1.24 ha	0.239 ha	In accordance with criteria

Compliance with the Urban Design Manual – A Best Practice Guide 2009:

Urban Design Criteria	Assessment
<i>1. Context: How does the development respond to its surroundings?</i>	The site would have connections to the adjoining lands.
<i>2. Connections: How well is the new neighbourhood / site connected?</i>	Proposed internal network would link with surrounding existing and permitted road, cycling and pedestrian infrastructure.
<i>3. Inclusivity: How easily can people use and access the development?</i>	Road, cycling and pedestrian network. Public open space easily accessible.
<i>4. Variety: How does the development promote a good mix of activities?</i>	The proposal is for residential development, including social housing. A school is permitted in the east of the Tandy's Lane Village Development Area. The Local Centre is indicated for Phase 3.
<i>5. Efficiency: How does the development make appropriate use of resources, including land?</i>	Residential development with public open space areas and parking.
<i>6. Distinctiveness: How do the proposals create a sense of place?</i>	Houses predominantly 3 storey along Adamstown Boulevard. 3 no. Character Areas are indicated. The difference between these is mainly differences in brick colour: red brick in the western part of Site A, blue brick for the 2 no. landmark buildings and buff brick for the remainder of the Site A and for Site B. Moving into the site, away from the perimeter will be more render on the houses. Here brick will be used to highlight corners and end of terrace blocks. The landmark buildings are not considered distinct enough for wayfinding.
<i>7. Layout: How does the proposal create people-friendly streets and spaces?</i>	Pedestrian and cyclist links throughout. All footpaths would be 2.2m in width. Street trees provided. Clear road hierarchy with side streets, back streets and homezones provided within the site.

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<i>8. Public realm: How safe, secure and enjoyable are the public areas?</i>	Houses directly overlooking public open spaces, providing for passive surveillance. Tree planting and landscaping in the streetscapes and public spaces. Play areas and amenities in public open spaces. Ecological compensatory measures.
<i>9. Adaptability: How will the buildings cope with change?</i>	Internal layouts of the houses can be easily adapted in the future and there is also potential for expansion. Ground floor to ceiling height is 2.7m to allow for flexible use. This includes for those where Flexible Use buildings are indicated in the Planning Scheme.
<i>10. Privacy / amenity: How do the buildings provide a decent standard of amenity?</i>	Adequate separation distances, internal layouts and private amenity space meet the relevant standards.
<i>11. Parking: How will the parking be secure and attractive?</i>	On curtilage and off curtilage car parking provided. Bicycle parking would be accommodated within the curtilage of each house site.
<i>12. Detailed design: How well thought through is the building and landscape design?</i>	Corner units designed with active frontages on two sides, high quality landscape design, and high quality building finishes.

While the applicant has indicated that 1,650sq.m of non-residential development would be provided in Phase 3, there is no indication in relation to the minimum 100 no. childcare places required nor associated floorspace. The applicant should be requested to address this via **additional information**.

Some of the proposed perimeter buildings would be below the minimum requirement of 3 storeys (2 storeys). However, it is noted that the majority of the perimeter blocks would be 3 storeys in height with elements of 2 storeys to break this up. Given the scale of the deviation, and its design impact, it is not considered it would render the proposal inconsistent with the scheme.

An Architectural Design Statement prepared by MOLA Architecture has been submitted with the Planning Application which addresses the development strategy with regard to compliance with the SDZ Planning Scheme built form and provides illustrations and proposed CGI views of the development. The layout, design and built form are assessed in full below.

Phasing

The Phasing and Implementation Plan that forms part of the Adamstown SDZ Planning Scheme 2014 sets out specific items of infrastructure that need to be delivered in tandem with residential development. Details have been submitted in the applicant's planning report in relation to the phasing arrangements/delivery of units as agreed with the other landowners of the SDZ lands. The applicant refers to a status update prepared by Goodrock Project Management in March this year.

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The applicant outlines the progress of infrastructure throughout Adamstown associated with Phases 4 (2,601-3,400 dwellings) to Phase 6 (4,201-5,000 dwellings) and provides a status update on each item of infrastructure. In order to ensure that development occurs at a pace whereby it is supported by the necessary infrastructure in accordance with the requirements of the Adamstown SDZ Planning Scheme, the applicant should be requested to provide, by way of condition prior to commencement of development, a detailed phasing schedule for the lands in their ownership, in the context of the overall SDZ development.

Supporting letters from the remaining landowners within the SDZ lands should also be provided where necessary, regarding the agreed delivery of units across the plan lands. This matter can be addressed by **condition** in the event of a grant of permission.

Density

The subject site is located in a **Medium Density character area** as identified in the Planning Scheme. The min-max development density of Tandy's Lane Village Development Area is 40-55 dwellings per ha.

In Phase 1 245 no. dwellings were permitted on a net site area of 6.8 ha. This provided for a density of 36 dwellings per ha. This was acceptable given that Section 2.3.17 of the Planning Scheme states that any individual development site may fall above or below the specified min-max density ranges for the development area by 20%, once the applicant **demonstrates that the required density for the overall development area can be met through future development proposals**. Under this application the applicant stated that *'it is intended that, overall the Tandy's Lane Development area will be entirely consistent with the density parameters of the Planning Scheme'* and that an *'overall density of 43 units per hectare will be achieved throughout the Development over 3 phases'*.

The subject application provides for 352 no. dwellings on a net site area of approx. 8.61 ha. This provides for a density of 41 dwellings per ha. Taken on its own the subject application falls within the required density range. In combination with Phase 1 a density of approx. **39 dwellings per ha** is provided for (597 no. dwellings on a net site area of 15.41 ha). This is within the 20% below the minimum density range of 40 and is therefore acceptable.

The applicant has submitted indicative layouts and schedules for the areas that would comprise Phase 3. Phase 3 would provide for 87 no. dwellings in total. It is not, however, clear what density would be provided (no size of area provided). Phase 3 is the remainder of the lands in the Tandy's Lane Village Development Area and would therefore have to provide for the **required density for the overall development area**. **This should be addressed via additional information.**

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House Types, Mix and Accommodation Standards

The proposed development comprises of **352 no. houses**. There would be 20 no. house types comprised of the following dwelling mix:

	2 bed	3 bed	4 bed	Total
No.	15	256	81	352
Percentage	4%	73%	23%	100%

Section 2.3.47 of the Planning Scheme, as amended, specifies that the Quality Housing for Sustainable Communities Guidelines (2007) sets out the space standards for new dwellings. The applicant has submitted a Housing Quality Assessment (HQA) and drawings of the proposed houses. The HQA states that the proposed houses would meet or exceed the minimum standards for houses under Quality Housing for Sustainable Communities Design Guidelines (2007). The schedule of floor areas and proposed floor plans confirm this.

Table 2.11 in the Planning Scheme provides the minimum required private amenity space for houses. The proposed private amenity spaces meet these standards. In the event of a grant of permission a condition should be included that exempted development regarding Classes 1 and 3 should require planning permission. This is in order to ensure that a reasonable amount of rear garden space is retained for the benefit of the occupiers of the dwelling and in accordance with policy.

Boundary treatment details have been submitted. 2m high timber walls would be provided to rear gardens. These would be rendered blockwork or brick when facing public open spaces or pathways. 2.2m high walls would be provided around the ESB substations. Lower boundary walls of 540mm or 450mm would be provided in public open spaces and to the front of the houses. This is deemed as acceptable.

Section 2.3.49 of the Planning Scheme states that individual dwelling units should be capable of adaptation to meet the changing needs of the residents during the course of their lifetime. The applicant states that the houses will have the potential to be extended without ruining the character of the types, layout and outdoor space. The structures of the houses are designed so that they can be adapted.

Amenity, Design and Layout

Section 2.3.1 of the Planning Scheme outlines the Design Statement for the lands and details the guiding principles to which all development within Adamstown should adhere. An Architectural Design Statement has been submitted, which provides a detailed site analysis and urban design rationale for the proposed development.

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Overall Design and Layout

The subject site is split into 2 no. sites, Site A comprises the eastern portion of Tandy's Lane Village Development Area and Site B the south-east corner of this Development Area. Site A would be accessible off Adamstown Drive to the north, Adamstown Boulevard to the west and Tandy's Lane to the south. The road along eastern boundary of Site A was also permitted under Phase 1. Site B would be accessible off Adamstown Park and Tandy's Lane.

The proposed layout does deviate from the indicative layout contained in the Planning Scheme. There have been some changes to the block and street layout. The block layout and sizes are largely acceptable. The street layout deviates from that indicated in the Planning Scheme. There should be another east west link north of the one proposed. However, it is noted that given the permitted layout of Phase 1 the delivery of this is somewhat restricted under the subject application. This link should be facilitated on the current Phase 2 lands, should this link be then provided for in Phase 3 to the south of the Local Centre.

The east-west link in the more southern part of Site A that links up with that permitted in Phase 1 is welcomed. This link should be improved in terms of connectivity, particularly how pedestrians and cyclists would use this to safety and easily move across the site. A pedestrian/cyclist link should be provided directly to Adamstown Boulevard rather than via the proposed 'dog-leg'. **These amendments should be addressed via additional information.**

Open space between Sites A and B permitted under permissions on adjoining lands. Pedestrian connections through this open space provided from Site A and adjoining lands provided to Site B. The number of houses fronting the public open spaces have been maximised. Dual frontage has been provided where appropriate.

Some of the public footpaths would run between houses. Low boundary walls are proposed along the houses (and would increase to 2m at the rear garden) which is welcomed. However, it is not considered that there would be sufficient windows to habitable rooms on the side elevations (including at ground floor) of these house types for appropriate passive surveillance. For example, the footpaths off Adamstown Boulevard. **This should be addressed via additional information.**

The applicant has provided indicative layouts for Phase 3 and how these would link with the proposed and permitted phases. At this stage the layout and design for the Local Centre is not considered to be of a high quality and is dominated by surface car parking. The Planning Authority would welcome pre-plannings on this phase.

Local Centre/Flexible Use Perimeter/Perimeter Buildings

In the Planning Scheme Flexible Use Perimeter buildings are indicated in the north-east corner of Site A and this area a Local Centre. Along where the Flexible Use Perimeter Blocks were indicated in the Planning Scheme the applicant is proposing largely 3 storey terraced housing. The ground

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floor to ceiling height of these houses would be approx. 2.7m. The applicant has stated that the Local Centre would form part of Phase 3 and comprise of the site adjoining the north east corner of Site A.

The Planning Scheme indicates Perimeter Buildings in Site A along Adamstown Boulevard, along Tandy's Lane, to the south of the Flexible Use Perimeter buildings and at the indicated junction near the centre of the site. In Site B Perimeter Buildings are indicated along Adamstown Park. Largely 3 storey houses are proposed where Perimeter Buildings are indicated. The houses along Adamstown Boulevard would appear as 3 storey from the street and step down to 2 storey at the rear. This is acceptable.

Landmark Buildings

In the Planning Scheme 2 no. Potential Landmark Buildings are identified within subject site. One located centrally along the eastern boundary of Site A and the other located in the south-eastern corner of Site A. The proposed development would provide for landmark buildings that correlate with these locations in the Planning Scheme. House Type E1 is indicated as the landmark buildings. This house is a 4 bed 7 person 3 storey house. The applicant states that these have been designed to stand out due to being 3 no. storeys in height, change in roof profile, asymmetrical roof form, sculptural overall massing, detached, only houses with blue brick on facades, staggered window alignment and brick detailing.

The Planning Authority does not consider the proposed landmark buildings to be discernible enough for wayfinding. The height and form of the buildings would not be so different to adjacent houses. Further consideration needs to be given to revising these buildings to act as landmarks. The height does not necessarily need to be increased. However, the design quality of the buildings does need to be significantly enhanced so that they are clearly discernible from adjacent buildings. **This should be addressed via additional information.**

Materials and Finishes

The submitted Architectural Design Statement with the application provides details on the proposed materials and finishes. This states there would be 3 no. character areas. The difference between these would be mainly differences in brick colour: red brick in the western part of Site A, blue brick for the 2 no. landmark buildings and buff brick for the remainder of the Site A and for Site B. Moving into the site, away from the perimeter, will be more render on the houses. Here brick will be used to highlight corners and end of terrace blocks. It is noted that Phase 1 included the use of a mixture of painted or self-coloured render and brick with concrete tile roofs and stone cladding at entrance detail.

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The proposed materials and finishes are considered acceptable and the different variations across the site is welcomed. Notwithstanding, in the event of a grant of permission, a **condition** should pertain for the agreement of external finishes for prior to the construction of the proposed development.

Public Open Space

The applicant has indicated that approx. 2,390sq.m of public open space would be provided within 3 no. public parks:

- Northern park approx. 1,305sq.m – lawn, informal play area and planting.
- Southern central park approx. 621sq.m – lawn, outdoor gym equipment and planting.
- South eastern park approx. 464sq.m – lawn, informal play area, outdoor gym equipment and planting.

The northern park is significantly smaller than that indicated in the Planning Scheme. While it is acknowledged that the minimum quantity of public open space has been provided, this relies on the open space in the south-east of the site permitted under Phase 1. The northern park is also not considered to be of a high quality given it is largely surrounded by streets on all sides. **The applicant should be requested to revise the northern park via additional information.** The applicant might consider moving this space should a east west link be facilitated to Phase 1 via Phase 3.

Traveller Accommodation

Section 2.2(ii) Social Housing of the Planning Scheme states that social housing provision must include at least four traveller accommodation sites within the scheme lands. While Figure 2.4 does not indicate a Traveller Accommodation Site within the Tandy's Lane Village Development Area, under SDZ19A/0011 (Phase 1 of the Tandy's Lane Village Development Area) the planner's report stated the following:

Under planning application Reg. Ref. SDZ16A/0005 it was stated that traveller accommodation units would be moved from Somerton Development Area 2 to the Tandy's Lane Village Development Area in order to be closer to the proposed primary school and local centre.

The Planning Application report submitted identifies an indicative site for traveller accommodation located in the north western portion of the overall Tandy's Lane Village Development Area. The site indicated for traveller accommodation lies outside the current planning application boundary and is proposed to be delivered as part of Phase 3 future development. The exact location of Traveller Accommodation and its layout and design will be subject to further preplanning discussion with the Local Authority, however the principle of traveller accommodation being the subject of a subsequent application is acceptable.

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The indicative site overlaps with the north-west corner of Site A of the subject site. However, there is no indication of traveller accommodation provision in the subject application. **The applicant should be requested to address this via additional information.**

Part V

The SDCC Housing Department have provided a report on the proposed development. They state that a Part V condition should be attached to any grant of permission for this application:

The Part V submission lodged with this planning application is noted, the developer intends on fulfilling its Part V obligation by providing, a total of 35 units consisting of 8 x 4 Bed, 23 x 3 Bed and 4 x 2 Bed Houses on site. It is South Dublin County Councils preference to acquire a mixture of units on site. Further proposals are subject to review and consideration by the Housing Department & planning approval. Proof of Date of ownership of the site is required from the applicant to determine their Part V Percentage liability.

South Dublin County Council can only agree Part V in respect of the permitted development subject to costing approval from the Department of Housing, Local Government & Heritage. Please note that the Council would require a fully completed Part V submission prior to commenting on costs.

This report is noted and should be conditioned in the event of a grant of permission.

Traffic, Access and Parking

The development would comprise of the provision of 2 no. vehicular accesses from Adamstown Boulevard, 2 no. vehicular access from Adamstown Drive (L1030), 2 no. vehicular accesses from Adamstown Park Road and 3 no. vehicular accesses from Tandy's Lane; vehicular connections will also be provided to permitted roads in Tandy's Lane Phase 1.

535 no. car parking spaces are proposed as on-curtilage and off-curtilage spaces. Bicycle parking would be provided within the curtilage of the houses.

Access & Roads Layout:

The overall layout of the development does not confirm to the SDZ layout as set out in the Adamstown Masterplan. There are several vehicle links missing along the Adamstown Boulevard and the main central road running north – south should be an avenue type street. Although it is named North South Avenue there are no indications it matches the Avenue Road type from the SDZ.

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Figure 1 SDZ layout

The proposed development will on have one link from west to east, resulting in increased traffic trying to cross the development.

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Figure 2 only one link east west



Figure 3 right turn through junction.

It is not clear from the submission if the vehicle access to the north will be left out only, its location is close to the major junction of Adamstown Boulevard and Adamstown Drive. Queuing at this location may lead to confusion and reduced sight lines for vehicle exiting the development.

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Figure 4 difficult reversing on to junction

The parking arrangement shown in Figure 4 could be difficult to access as vehicle may need to reverse onto the bend as there is no turning location if all the parking bays are full.



Figure 6 only left turn from development on west side

The west of the development will only have left out vehicle access, this has the potential to increased traffic to use the northern access locations as there is little vehicle permeability to the east and most of the desire lines are towards the Newcastle Road and the N4.

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Permeability:

The overall pedestrian permeability is good, there are a few access points to the west towards Adamstown Boulevard and the proposed public transport links. There are no cross sections or road layout details, it is not clear if the main avenues will have cycle lanes or if footpath widths will be acceptable, the applicant should submit details of all the road types and cross sections to match the SDZ masterplan.

Car Parking:

The proposal includes for provision of 535 no. car parking spaces. The maximum parking requirement shown in the SDZ Planning Zone Scheme Table 2.12 is 697 no. spaces. The minimum is 1 space per unit which equates to 352 no. spaces. A provision of 535 no. spaces equates to 1.3 car parking spaces per unit. This is acceptable to the roads department.

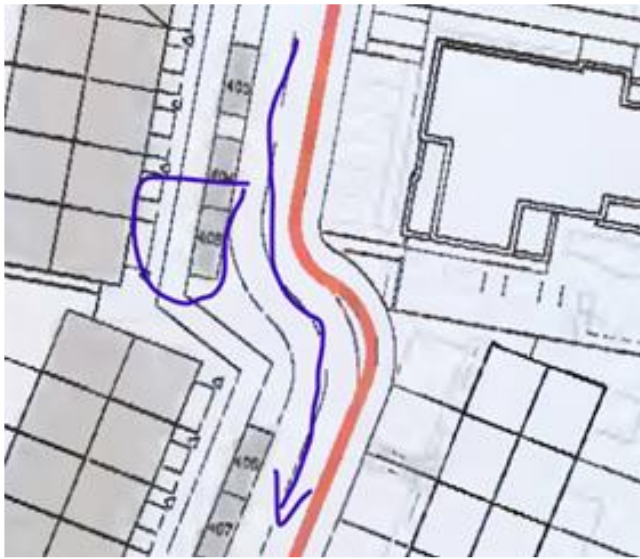


Figure 8 parking on a bend

The TII have recommended a road safety audit to identify the roads issues within the development, SDCC roads department concur.

Bicycle Parking:

It is not clear if any provision for bicycle parking has been made in the development.

Taking in Charge:

The applicant proposes that all roads and footpaths be taken in charge including side roads and homezones. Prior to commencement of any works in the public domain, and to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.

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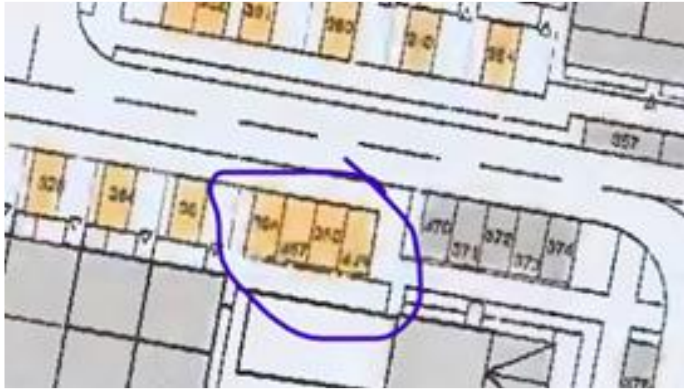


Figure 9 how are these space on curtilage.

The parking spaces identified in Figure 9 are shown as in curtilage, it is not clear if these spaces will be in the public domain or not and could result in confusion regarding private parking spaces and public off curtilage spaces that have been taken in charge. policy 2.4.22 of the Adamstown SDZ “no more 60% offer residential car parking spaces shall be provided as private In-Curtilage parking spaces in any development area. “

Roads recommend that additional information be requested from the applicant:

- 1. The applicant is to submit a revised plan layout showing all homezones with perpendicular parking having a turning length of 6.0m behind the parking spaces for safe access and egress from the parking bays.*
- 2. The applicant is to submit a revised plan layout showing the cross sections of the different road types, identifying footpath widths, cycle lanes and carriageway dimensions.*
- 3. The applicant is to submit details of the layout of all access junctions particularly along the north.*
- 4. The applicant is to submit details of compliance with the TII request for road traffic audit and road safety audit.*
- 5. The applicant is to submit details of a the in-curtilage parking spaces to be within the boundary of private areas.*
- 6. The applicant is to submit details of a roads layout that matches the layout as proposed in the SDZ area masterplan.*
- 7. The applicant/developer is requested to submit accurate plans demonstrating the provision of a visibility splay in both directions from the entrance. Sightlines should be shown to the near side edge of the road to the right hand side of entrance and to the centreline of the road to the left hand side of the entrance (when exiting).*
- 8. Revised layout of not less than 1:100 scale, showing a swept path analysis drawing (i.e. Autotrack or similar) demonstrating that fire tenders and large refuse vehicles can access/egress the site.*

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Should the permission be granted, the following conditions are suggested:

- 1. Wheel wash facilities to be set up on site to ensure that no site debris or dust is carried onto public roads.*
- 2. The applicant shall provide 5% of vehicular parking spaces for mobility impaired users, and 10% vehicular parking spaces to be equipped with electrical charging points, REASON: In the interest of sustainable transport..*
- 3. Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme with South Dublin County Council Lighting Department. Once agreed, the scheme shall be constructed/installed to taking in charge standards at the expense of the developer and to the satisfaction of South Dublin County Council Lighting Department.*
- 4. Prior to commencement of development a Construction Traffic Management Plan shall be agreed in writing with the roads department. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.*
- 5. All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.*
- 6. SLOW ZONES in Residential Estates; All signage within the proposed development is required to comply with the requirements of the Department of Transport Tourism and Sport's Traffic Signs Advice Note for Slow Zones (TSAN-2016-02).*

It is considered this should be addressed via **additional information**. As detailed previously in this report the Planning Authority considers that east-west links, particularly pedestrian and cyclist, can be strengthened.

Archaeological Heritage

No archaeological report has been submitted with the planning application. The development site is large in scale and greenfield in nature. Therefore there is the potential for archaeological features/materials to be found at the site. A **condition** is recommended pertaining to pre-development assessment, as has been imposed on Phase 1 of Tandy's Lane.

Ecological

An Ecological Appraisal prepared by Brady Shipman Martin has been submitted. Appended to this are bird and bat survey reports. No report from the SDCC Heritage Officer was received at the time of writing this report. Notwithstanding this it is considered that the recommendations and mitigation measures outlined in these reports should be conditioned in the event of a grant of permission, as also recommended by the Public Realm Section.

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Inland Fisheries Ireland have submitted an observation stating that as the site is located within the River Liffey catchment, which is a recognised salmonid system, it is essential that site specific, appropriate, and flexible mitigation measures are incorporated into a Construction Environmental Management Plan (CEMP) and that appropriately designed, sized, and maintained drainage measures are incorporated in the final approved design to protect the aquatic environment, post construction. The recommendations from Inland Fisheries Ireland should be incorporated as a condition in the event of a grant of permission.

Hedgerows and Trees

An Arboricultural Report and tree constraints and tree impacts drawings prepared by The Tree File have also been submitted. An Ecological Appraisal has also been submitted and appended to this a Hedgerow Appraisal and Condition Assessment. This report identifies the linear hedge that runs north-south in Site A as a Highly Significant (Heritage) Hedgerow. All the existing hedgerows and trees on site are proposed for removal. The report states that the loss of this hedgerow will be a permanent, significant impact at the local level. The other hedgerows on site are considered to be Moderately Significant. The removal of these hedgerows would be a permanent, significant impact at the site level.

Under 2.6(ii) of the Planning Scheme it is stated:

The green infrastructure strategy for Adamstown is to achieve a rich and varied biodiversity through the protection and enhancement of key landscape and ecological assets.

The public open space network shall provide the basis for a green infrastructure network. Key landscape and ecological features within this network shall be retained and enhanced, as far as is practical. Public open spaces shall be linked by a network of 'green' routes that retain and enhance existing landscape and ecological features such as trees, hedgerows and watercourses and incorporate new elements such as street planting and sustainable urban drainage systems. Opportunities to extend this green infrastructure network into individual schemes should also be explored where possible through use of sustainable design techniques at the local level that have beneficial environmental impacts.

The Planning Scheme states that 'the proposed public open space and walking/cycling network has been designed to preserve existing historic features including protected structures and good quality landscape features such as mature trees and hedgerows.'

It is noted that the hedgerows to be removed in this application are outside areas of open space and the urban design approach to the master planning in preparing the Planning Scheme did not retain them. Notwithstanding same, the Planning Scheme states that opportunities to extend this green infrastructure network into individual schemes should also be explored where possible through use of sustainable design techniques at the local level that have beneficial environmental impacts.

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It is noted that under the parent permission for Phase 1 (Reg. Ref. SDZ19A/0011) the masterplan for this area was submitted which showed the removal of these hedgerows. This was raised as a concern. The realignment of the Phase 1 and 2 boundaries and the proposed north south road was requested to align with hedgerow north-south through the site (within the Phase 2 lands). In the response to this it was noted that the applicant gave consideration to the retention of this hedgerow (referred to as Hedgerow H2). The planner's report stated:

The significance of this hedgerow due to its age and species diversity is noted and it is considered imperative to highlight that due consideration should be given as part of any future phase of development to its importance as part of the primary Green Infrastructure link connecting this site to the wider Green Infrastructure Network. Notwithstanding, the Planning Authority notes the applicants detailed response in respect of this hedgerow in the context of the current application and its positioning outside of the redline boundary for the instant application.

The subject application proposes the removal of all the existing hedgerows on the site. The application proposes mitigation measures including compensatory landscaping and planting, bat and bird boxes, and the translocation of hedge plants from the removed hedgerow(s) to the hedgerow retained in Phase 1. However, it is not considered that the full consideration of the retention of these hedgerows, in particular the north-south hedgerow, has been clearly set out in the subject application. The applicant should consider incorporating this hedgerow into the layout, in particular public open spaces, where possible. **This should be addressed via additional information.**

Open Space and Landscaping

A Landscape Design Development Report and landscape drawings prepared by Doyle & O'Troithigh Landscape Architecture have been submitted with the application.

The Public Realm Section have reviewed the proposed development and have no objection subject to conditions:

Main Concerns

- 1. All of the existing trees and hedgerows are proposed for removal to facilitate the proposed development: i.e., 9 no. trees and 4 No. hedges of almost 300m length. Further tree planting is required to mitigate this loss.*
- 2. Inadequate street tree provision - Many streets have street trees on one side only. The application is not compliant with the requirements of Adamstown Strategic Development Zone (SDZ) Planning scheme.*
- 3. Lighting should be placed to light streets rather than along green corridors.*
- 4. Proposed lighting should be clearly shown on landscape plans to ensure the proposed tree planting can be implemented/lighting not in conflict.*
- 5. Ornamental Shrub Planting is proposed in areas for Taking in Charge. SDCC do not take in charge planting that requires high maintenance. We take in charge trees, hedgerows, grassed areas, meadows, wildflower areas/meadows and bulb strips/areas.*

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6. *Implementation of SuDS proposals:*

i) *There are inconsistencies between the Landscape drawings and Engineers drawings. All SuDS features to be shown on both plans.*

ii) *We have concerns about the design of the tree pits:*

a) *surface water runoff should be directed through the top of the soil profile and allowed to percolate through mimicking a natural system, rather than piping it underground beneath the roots.*

b) *Geotextile layers within the tree pits could block and cause waterlogging.*

7. *Accessible Play: The applicant should demonstrate there is accessible play equipment within the proposed scheme.*

8. *Protection of existing trees and hedgerows to be retained immediately adjacent to the site (within Phase 1 development)*

9. *Biodiversity: The recommendations of Ecological appraisal/Bat report to be implemented, including bat boxes in unlit areas.*

The Public Realm Section recommends the following conditions should permission be granted:

1. *Retention of Arboricultural Consultant*

The developer shall engage the services of a qualified arborist as an arboricultural consultant, for the entire period of construction activity. This is to ensure the protection of trees to be retained adjacent to the site within Phase 1 Development, the applicant shall confirm this in writing to SDCC.

2. *Tree Bond and Arboricultural Agreement*

As per The Tree File Ltd. Arboricultural report, tree protection measures outlined in the Phase 1 development proposals will need to be maintained during the Phase 2 construction. Accordingly, prior to the commencement of any permitted development or any related construction activity or tree felling on the site, the applicant shall lodge a Tree and Hedgerow Bond to the value of €77,000.00 with the Planning Authority. This is to ensure the protection of trees immediately adjacent to the site (Phase 1) to make good any damage caused during the construction period.

The bond lodgement shall be coupled with an Arboricultural Agreement, with the developer, empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of any tree/hedgerow or trees/hedgerows on or immediately adjoining the site, or the appropriate and reasonable replacement of any such trees/hedgerows which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development. Any replacement planting shall use large semi-mature tree size(s) and species or similar as may be stipulated by the planning authority.

An Arboricultural Assessment Report and Certificate is to be signed off by a qualified Arborist after the period of 3 years of completion of the works. Any remedial tree surgery, tree felling works recommended in that Report and Certificate shall be undertaken by the developer, under the supervision of the Arborist. The bond will only be refunded upon receipt by SDCC Public Realm Section of a satisfactory post-construction arboricultural assessment, carried out by a qualified arborist and provided that the hedges/trees proposed for retention are alive, in good condition with a useful life expectancy.

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REASON: to ensure the protection, safety, prudent retention and long-term viability of trees to be retained on and immediately adjacent to the site.

3. Three Year Post Completion Tree Survey

Prior to the commencement of development, the applicant shall submit written agreement that a tree survey will be conducted post 3 years completion of site works. A suitable tree survey shall be submitted and agreed with SDCC Public Realm Section before any bond is released by SDCC. This shall be agreed with the Public Realm Section post 3 years completion. This is to ensure the protection of trees/hedgerow on and immediately adjacent to the site to make good any damage caused during the construction/post-construction period. The bond lodgement shall be coupled with an Arboricultural Agreement, with the applicant, empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of the tree immediately adjoining the site, or the appropriate and reasonable replacement of the trees/hedgerows that dies, removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development. Any replacement planting shall use large semi-mature tree size(s) and species or similar as may be stipulated by the planning authority.

The survey shall comprise a detailed Tree Survey, Tree Survey Schedule, and Tree Constraints Plan, all in accordance with, BS 5837: 2012 Trees in relation to design, demolition and construction – recommendations. The report shall be carried out by a Professional Member of Arboricultural Association who is an independent, qualified Arborist and be submitted to SDCC.

4. Tree Protection

In order to ensure the protection of trees to be retained immediately adjacent to the development site (Phase 1), the applicant shall implement all recommendations contained within the Tree Survey and Arboricultural Report prepared by The Tree File Ltd.

The applicant is to ensure the protection of the existing hedgerows and trees to be retained through the retention (or installation) of suitable tree protection fencing in order to protect the existing trees in the adjacent Phase 1 site during the construction of Phase 2. Protective tree fencing must be erected prior to all construction operations occurring on site. Fencing to be in accordance with BS 5837 Tree Protection and Fencing. This fencing, enclosing the tree protection areas must be installed prior to any plant, vehicle or machinery access on site. Fencing must be clearly signed 'Tree Protection Area – No Construction Access'. No Excavation, plant vehicle movement, materials or soil storage is to be permitted within the fenced tree protection areas

Reason: To ensure the protection, safety, prudent retention and long-term viability of trees to be retained immediately adjacent to the site.

5. Retention of Landscape Architect

i) Prior to the commencement of any permitted development, the developer shall appoint and retain the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant, throughout the life of the construction works and shall notify the planning authority of that appointment in writing prior to commencement.

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ii) *A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the planning authority in accordance with the permitted landscape proposals.*

iii) *Installation of attenuation tree pits shall be supervised by the project landscape architect.*

Reason: In the interests of residential and visual amenity, climate action and to ensure full and verifiable implementation of the approved landscape design

6. Landscape Plan

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site the applicant, owner or developer shall have lodged with the Planning Authority and agreed with the Public Realm Section of South Dublin County Council:

A revised detailed landscape plan, to be agreed with Public Realm, with full works specification, that accords with the specifications and requirements of the Council's Public Realm Section. The landscape plan shall incorporate:

i. *Street trees that are in line with the requirements set out in the Adamstown Strategic Development Zone Planning Scheme (Adamstown SDZ) 2014, Adamstown Street Guide (ADSG) 2010 and the subsequent Design Manual for Roads and Streets (DMURS) 2019. at a minimum 18-20cmg at planting.*

ii. *All SuDS proposals including swales, ensuring consistency with Engineers Drawings/proposals.*

iii. *Details of street tree planting pits to include SUDs measures in urban tree pits that allow surface water runoff to be directed to the top of the soil profile and percolate through. and use of urban tree soil to be submitted to the Public Realm Section of SDCC for agreement.*

iv. *The geotextile layers within the tree pit should be removed (apart from that around the collector drain). This to prevent waterlogging in case of blockage.*

v. *All lighting to be clearly shown on landscape plans to ensure there is no conflict with street tree planting.*

vi. *Planting detail for areas to be taken in charge to be agreed with Public Realm.*

vii. *Implementation timetables.*

viii. *Detailed proposals for the future maintenance/management of all landscaped areas.*

7. Implementation of Landscape Plans

Once Agreed, the Landscape Plans prepared by Doyle & O'Troithigh Landscape Architecture shall be implemented in full, within the first planting season following completion of the development.

i. *All hard and soft landscape works shall be completed in full accordance with the approved Landscape Plans, Hard and Soft Landscape Plan and Boundary Plans.*

ii. *All trees, shrubs and hedge plants supplied shall comply with the requirements of BS: 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of BS: 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).*

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iii. *All new tree plantings shall be positioned in accordance with the requirements of Table 3 of BS 5837: 2012 "Trees in Relation to Design, Demolition and Construction – Recommendations".*

iv. *Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted*

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

8. *Lighting*

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site the applicant, owner or developer shall have lodged with the Planning Authority and agreed with the Public Realm Section of South Dublin County Council lighting proposals that

- a) *place lights to illuminate streets rather than along green corridors*
- b) *allow adequate provision of street trees.*

9. *Play*

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site the applicant, owner or developer shall have lodged with the Planning Authority and agreed with the Public Realm Section of South Dublin County Council: proposals that demonstrate accessible play equipment along with specifications and proof that the accessible equipment and play surfacing conforms to European Standards EN 1176 Playground Equipment and EN 1177 Playground surfacing.

10. *Ecological/Bat Report*

The applicant shall confirm in writing that all recommendations and mitigation measures outlined in BSM Ecological Appraisal and Brian Keeley Bat Report will be adhered to.

Given that there are other items to address via additional information it is considered that the landscape items raised by Public Realm should be addressed via **additional information**. This is namely the revision of the landscape plan to incorporate additional street tree planting and SUDS.

Services and Drainage

Much of the services and drainage have been installed in the Adamstown SDZ lands. The proposed development intends to connect to this existing and permitted infrastructure. Water Services have reviewed the proposed development and have no objection in relation to surface water and flooding subject to conditions. This includes the following conditions:

1.1 Prior to commencement of development submit a drawing and report showing what SuDS (Sustainable Drainage System) are proposed for the development.

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Examples of SuDS include:

- *Green roofs*
- *Permeable paving*
- *Tree pits*
- *Swales*
- *Planter boxes*
- *Water butts*
- *grasscrete*
- *Other such SuDS.*

1.2 Prior to commencement of development submit a report drawing showing the surface water layout and attenuation for proposed development.

Irish Water have reviewed the proposed development and have no objection subject to standard conditions in relation to connection agreements and complying with Irish Water standards, codes and practices.

These reports are noted. Given that there are other items to address via additional information it is considered that the surface water items raised by Water Services should be addressed via **additional information**.

Public Lighting

A Lighting Report and Public Lighting Layout drawing has been submitted. It is considered appropriate that a public lighting **condition** be attached in the event of a grant of permission, having regard to any mitigation measures which may be required for bat and/or other species relating to lighting. This should ensure that the dark zone along the open space in Phase 1 is provided for.

Energy

In accordance with the Planning Scheme, para 2.5.25 “*All development proposals shall be accompanied by a sustainability statement to illustrate measures proposed to increase energy efficiency, reduce resource consumption and minimise waste generation*”. An Energy Statement prepared by Waterman-Moylan Consulting Engineers has been submitted, as has a Building Lifecycle Report prepared by SCD Consulting. It is recommended that the measures set out in these reports be secured via **condition**.

Waste Management

An Operational Waste Management Plan prepared by AWN Consulting and a Construction and Demolition Waste Management Plan prepared by Waterman-Moylan Consulting Engineers have been submitted. Bin storage would be provided within the curtilage of each house. For mid-terrace houses bin storage is to the front of the house, however, screened by brick walls approx. 1.2m in

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height to the front and side. This is considered to be acceptable. A final Construction and Demolition Waste Management Plan should be agreed by way of **condition**.

Environmental Health

The H.S.E. Environmental Health Officer has reviewed the proposed development and has no objection subject to standard conditions. This includes restrictions on construction noise, air blown dust, storage of refuse, pest control, noise at operation stage, connections to the main sewer, and signage and lighting. This report is noted and should be **conditioned** as such in the event of a grant of permission.

Aviation Safety

The site is located within the Inner Horizontal Surface Elevation of the Weston Airport. Development is acceptable in this zone, subject to the development having an OD height below the height restriction of the Inner Horizontal Surface (generally 45 metres above the elevation datum of the Aerodrome). The proposed height of the development will be below the height restriction. The Irish Aviation Authority have provided an observation on the application stating that if granted a condition should be attached that requires the applicant to notify Weston Airport and the Authority of the intention to commence crane operations with at least 30 days prior notification of the erection. This observation is noted and should be **conditioned** as such in the event of a grant of permission.

Screening for Environmental Impact Assessment

Having regard to the nature and scale of the proposed development and pursuant to Schedule 5 of the Planning and Development Regulations 2001 (as amended), the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. Additionally, having regard to the distance of the site from nearby sensitive receptors, the need for environmental impact assessment can therefore be excluded at preliminary examination and a screening determination is not required.

Screening for Appropriate Assessment

The applicant has submitted an Appropriate Assessment Screening Report prepared by Brady Shipman Martin. This report concludes that the proposed development, individually or in combination with other plans and projects, will not have a significant effect on any European sites.

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The subject site is not located within nor within close proximity to a European site. The development involves retention of an open shed structure.

Having regard to:

- the nature of the development,
- the location of the development, and
- the consequent absence of a pathway to the European site,

it is considered that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

Conclusion

The proposed development is generally considered to be acceptable and generally in keeping with the Adamstown Planning Scheme. However, a number of issues should be addressed by way of **Additional Information**, including childcare, residential density, general layout and design, traveller accommodation, hedgerows and landscaping/SUDS.

Recommendation

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

1. Section 2.2(ii) Social Housing of the Planning Scheme states that social housing provision must include at least four traveller accommodation sites within the scheme lands. While Figure 2.4 does not indicate a Traveller Accommodation Site within the Tandy's Lane Village Development Area, under SDZ19A/0011 (Phase 1 of the Tandy's Lane Village Development Area) the planner's report stated that the traveller accommodation site in Somerton Development Area would be moved to the Tandy's Lane Village Development Area in order to be closer to the proposed primary school and local centre. This was indicated for the north western portion of the Development Area, within which the site of the subject application is located. The applicant is requested to liaise with the Housing Section in relation to typology and confirm how this would be addressed.
2. One of the key parameters for Development Area No. 6 Tandy's Lane Village is a minimum of 100 no. childcare places and 1,620sq.m retail/retail services. 1,650sq.m of non-residential floorspace has been indicated for the Local Centre in Phase 3. However, there is no indication how the 100 no. childcare places would be provided for. The applicant is requested to clarify how this would be provided for. The applicant is advised that the Planning Authority would welcome the delivery of the childcare places as part of this phase of Tandy Lane.
3. The following is requested in relation to the layout and design of the proposed development:
 - (a) The east-west links should be better provided for in the proposed development. While

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the northern east-west link is somewhat restricted by the permitted Phase 1, this should be facilitated in the subject site if provided for under Phase 3. The southern east-west link should be revised to provide better connectivity, in particular for pedestrians and cyclists.

(b) It is not considered that sufficient passive surveillance of public footpaths where they run between the sides of houses is provided for. Further windows to habitable rooms on the side elevations (including at ground floor) of these house types should be provided.

(c) The Planning Authority does not consider the proposed landmark buildings to be discernible enough for wayfinding. The height and form of the buildings would not be so different to adjacent houses. Further consideration needs to be given to revising these buildings to act as landmarks. The height does not necessarily need to be increased. However, the design quality of the buildings does need to be significantly enhanced so that they are clearly discernible from adjacent buildings. The applicant is therefore requested to submit a revised proposal for the landmark buildings. Revised drawings and other relevant documentation should be submitted.

(d) The proposed northern park is significantly smaller than what is indicated in the Planning Scheme and not considered to be of a high quality. The applicant is requested to revise this park in terms of size and layout. The applicant might consider moving this space should a east west link be facilitated to Phase 1 via Phase 3.

4. While the subject application (Phase 2) would provide a residential density that meets the density requirement for the Tandy's Lane Village Development Area, in combination with Phase 1 it would be approx. 39 dwellings per ha. It would therefore have to avail of the 20% above or below the density range, that is subject to the applicant demonstrating that the required density for the overall development area can be met through future development proposals. Phase 3 is the remainder of the lands in the Tandy's Lane Village Development Area and would therefore have to provide for the required density for the overall development area. The applicant is requested to clarify if this can be achieved through Phase 3.
5. The applicant is requested to submit the following in relation to roads:
 - (a) A revised plan layout showing all homezones with perpendicular parking having a turning length of 6.0m behind the parking spaces for safe access and egress from the parking bays.
 - (b) A revised plan layout showing the cross sections of the different road types, identifying footpath widths, cycle lanes and carriageway dimensions.
 - (c) Details of the layout of all access junctions particularly along the north.
 - (d) Details of compliance with the Transport Infrastructure Ireland request for road traffic audit and road safety audit.
 - (e) Details of the in-curtilage parking spaces to be within the boundary of private areas.
 - (f) Accurate plans demonstrating the provision of a visibility splay in both directions from the entrance. Sightlines should be shown to the near side edge of the road to the right hand side of entrance and to the centreline of the road to the left hand side of the entrance

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(when exiting).

(g) Revised layout of not less than 1:100 scale, showing a swept path analysis drawing (i.e. Autotrack or similar) demonstrating that fire tenders and large refuse vehicles can access/egress the site.

6. The subject application proposes the removal of all the existing hedgerows on the site. It is not considered that the full consideration of the retention of these hedgerows, in particular the north-south hedgerow, has been clearly set out in the subject application. The applicant is requested to provide additional information in this respect. The applicant should also consider incorporating this hedgerow into the layout, in particular public open spaces, where possible.
7. The applicant is requested to submit revised landscaping and engineering proposals incorporating:
 - (a) Street trees that are in line with the requirements set out in the Adamstown Strategic Development Zone Planning Scheme (Adamstown SDZ) 2014, Adamstown Street Guide (ADSG) 2010 and the subsequent Design Manual for Roads and Streets (DMURS) 2019. at a minimum 18-20cmg at planting.
 - (b) Sustainable Urban Drainage System (SUDS) measures including swales, permeable paving, tree pits, water butts etc., ensuring consistency with Engineers Drawings/proposals.
 - (c) Details of street tree planting pits to include SUDs measures in urban tree pits that allow surface water runoff to be directed to the top of the soil profile and percolate through. The geotextile layers within the tree pit should be removed (apart from that around the collector drain). This to prevent waterlogging in case of blockage.
 - (d) All lighting to be clearly shown on landscape plans to ensure there is no conflict with street tree planting and the public open space dark zone in Phase 1.

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REG. REF. SDZ22A/0006


LOCATION: Tandy's Lane, In the townlands of Doddsborough and Finnstown, Adamstown,
Lucan, Co. Dublin


Colm Harte,
Senior Executive Planner


Eoin Burke,
Senior Planner

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

Date: 07 June 22


Mick Mulhern,
Director of Land Use, Planning &
Transportation