

Comhairle Chontae Atha Cliath Theas

PR/0723/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0005 **Application Date:** 14-Apr-2022
Submission Type: New Application **Registration Date:** 14-Apr-2022

Correspondence Name and Address: Stephen Little & Associates 26/27, Upper Pembroke Street, Dublin 2

Proposed Development: Phase Three of the Adamstown District Centre and consists of 37,402sq.m (gross floor area including car parking and storage) of residential development to be constructed in 3 blocks ranging in height from 2 to 9 storeys; There is a total of 436 apartments, comprising 9 studio apartments, 204 one bedroom apartments, 213 two bedroom apartments and 10 three bedroom apartment; An ancillary resident's pavilion building (2 storey) is linked to Block D, ancillary resident's amenity rooms and facilities are also provided at ground floor level of Block A; All apartments are provided with private open space in the form of balconies or gardens; The proposed block description is as follows: Block A (c. 11,821sq.m gross floor area): 4 - 5 storeys in height, with a total of 143 apartments (70 one bedroom apartments, 67 two bedroom 4 person apartments and Gno. 3-bedroom apartments); A resident's only podium level, courtyard is provided within Block A; Ancillary plant, storage, waste, and internal bicycle parking rooms provided at ground floor level; Block C (c. 9,680sq.m gross floor area): 4 - 9 storeys in height, with a total of 124 apartments {60 one bedroom apartments, 5 two bedroom 3 person apartments, 55 two bedroom 4 person apartments and 4 three bedroom apartments). Communal open space is provided within 2 parcels of land to the east of Block C between Block C and Block D. Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level; Block D (c.12,757sq.m gross floor area): 2 - 5 storeys in height, together with linked ancillary resident's pavilion building (2 storey). Block D comprises a total of 169 apartments (9 studio apartments, 74 one bedroom apartments, 11 two bedroom 3 person apartments, and 75 two bedroom 4 person apartments); Communal

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open space is provided within 2 parcels of land within Block D; Ancillary plant, amenity rooms and internal bicycle parking rooms provided at ground floor level. Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level; on lands generally bounded by Adamstown Avenue to the north, to the east by undeveloped lands which benefit from planning permission Reg. Ref. SDZ20A/0008 (as amended by SDZ20A/0016, SDZ20A/0018 and SDZ21A/0017), to the south by Station Road, the railway line and train station and to the west by the railway overpass and its approach road, known locally as the farmer's bridge.

Location: In the townland of Gollierstown, Adamstown, Lucan, Co. Dublin

Applicant Name: Quintain Developments Ireland Limited

Application Type: SDZ Application

(SW)

Description of Site and Surroundings:

Site Area:
Stated as 2.43ha

Site Inspection:
6 May 2022

Site Description:

The subject site is situated in the southern area of Adamstown SDZ, within Development Area 11-Adamstown Station under the Adamstown SDZ Planning Scheme Area. The lands are bounded by Adamstown Avenue to the north, by Station Road, the railway line and Adamstown train station to the south and by the ramp and bridge to the west. The lands to the east are currently under construction (blocks D, E and F).

A temporary 'Park and Ride' facility is located on lands to the west of Adamstown Station development area. The subject site is a greenfield site and is bound by fencing. There are no hedges, tree lines, water features or other significant features on the proposed site.

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Proposal:

Phase Three of the Adamstown District Centre and consists of 37,402sq.m (gross floor area including car parking and storage) of residential development to be constructed in 3 blocks ranging in height from 2 to 9 storeys;

- There is a total of **436 apartments**, comprising 9 studio apartments, 204 one bedroom apartments, 213 two bedroom apartments and 10 three bedroom apartment;
- An **ancillary resident's pavilion building** (2 storey) is linked to Block D, ancillary resident's amenity rooms and facilities are also provided at ground floor level of Block A;
- All apartments are provided with private open space in the form of balconies or gardens;
- The proposed block description is as follows:
 - Block A (c. 11,821sq.m gross floor area):
 - 4 - 5 storeys in height,
 - with a total of 143 apartments (70 one bedroom apartments, 67 two bedroom 4 person apartments and Gno. 3-bedroom apartments);
 - A resident's only podium level, courtyard is provided within Block A;
 - Ancillary plant, storage, waste, and internal bicycle parking rooms provided at ground floor level;
 - Block C (c. 9,680sq.m gross floor area):
 - 4 - 9 storeys in height,
 - with a total of 124 apartments {60 one bedroom apartments, 5 two bedroom 3 person apartments, 55 two bedroom 4 person apartments and 4 three bedroom apartments}.
 - Communal open space is provided within 2 parcels of land to the east of Block C between Block C and Block D.
 - Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level;
 - Block D (c.12,757sq.m gross floor area):
 - 2 - 5 storeys in height,
 - together with linked ancillary resident's pavilion building (2 storey).

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- Block D comprises a total of 169 apartments (9 studio apartments, 74 one bedroom apartments, 11 two bedroom 3 person apartments, and 75 two bedroom 4 person apartments);
- Communal open space is provided within 2 parcels of land within Block D;
- Ancillary plant, amenity rooms and internal bicycle parking rooms provided at ground floor level. Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level;

on lands generally bounded by Adamstown Avenue to the north, to the east by undeveloped lands which benefit from planning permission Reg. Ref. SDZ20A/0008 (as amended by SDZ20A/0016, SDZ20A/0018 and SDZ21A/0017), to the south by Station Road, the railway line and train station and to the west by the railway overpass and its approach road, known locally as the farmer's bridge.

SEA Screening

No overlap with environmental layers identified.

Zoning:

This site is situated within Adamstown SDZ and is subject to zoning objective 'SDZ' 'To provide for Strategic Development in accordance with approved planning schemes' under the South Dublin County Council Development Plan 2016-2022.

The subject site is located within Development Area 11: Adamstown Station Development areas within the Adamstown SDZ Planning Scheme 2003 (as amended), South Dublin County Council.

Inner horizontal surface – Weston Aerodrome

Conical surface – Baldonnell Aerodrome

Consultations:

Water Services – No objections, subject to conditions.

Roads – Additional information requested.

Parks – No objections, subject to conditions.

Heritage – No report received at time of writing.

Forward Planning – No report received at time of writing.

Architectural conservation – No report received at time of writing.

EHO – No objections, subject to conditions.

Waterways Ireland – No report received at time of writing.

TII – No objections, subject to conditions.

NTA – No report received at time of writing.

Irish Water – No objections, subject to conditions.

IAA – Concerns raised.

Architect – No report received at time of writing.

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Housing Strategy – No report received at time of writing.

Submissions/Observations /Representations

A submission has been received:

- Elevated roadway (bridge ramp) to the west of the application site does not form part of the application site and the applicant, Quintain Developments Ireland Ltd has excluded the bridge ramp from the proposal currently before SDCC for determination.
- The bridge is not a 'farmers bridge' or 'cattle bridge' – it is 'Crowleys Bridge', and has been constructed to a specification that will assist in the future development of lands to the south of the rail line in the ownership of Henry & Ted Crowley in due course when Adamstown SDZ has been built out.
- Planners report notes permission is for agricultural bridge that may be extended in future if lands to the south are rezoned. The parapet on the western side is attached to the top deck to allow for future widening of the bridge. (SDZ06A/9).
- S01A/0004 permitted Iarnrod Eireann to construct a ramped approach north and south of the rail line. Ramp to south was constructed. Ramp permitted under SDZ06A/0 superseded the ramp to the north.
- Applicant has excluded bridge from application (small portion of ramp on north west side lies within the redline). Henry and Ted Crowley have full easements agreed for the use of the bridge to access their landholdings to the south of the rail line.
- SDCC should have regard to potential increased traffic volumes on the bridge should land to south be rezoned. The bridge was built with the potential to expand if this happened.
- The planning report gives the impression that the bridge is only used by tractors / a few cows, but there are multiple journeys on a daily basis, including lorries, tractors, ESB and Eirgrid traffic.
- The use of the terms cattle bridge and farmers bridge creates the false impression that it is insignificant infrastructure.
- Inevitable that land to the south of the railway will be developed at some point. To not do so would mean half the catchment for the rail transport corridor would be untapped.
- Ramp has been designed to be extended and it also does not impede the development of lands to the west of the bridge. Roads already run under the bridge. Pedestrian and cycle permeability will be possible due to the elevated construction.

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Recent 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. The planning history associated with Adamstown SDZ is extensive and it is not proposed to provide such an exhaustive list but rather capture the relevant and pertinent applications.

Subject Site:

SDZ07A/0003 A package of enabling works to facilitate the construction of Adamstown District Centre. The proposed works include the construction of the basement structure together with the podium slab. It is intended that future applications for planning permission will seek permission for the development of commercial and residential floor space on the levels above the proposed podium slab. The proposed basement being constructed on foot of this permission (c.47.455sq.m. of floor space) is intended to be used primarily as a car park to serve the future development of the District Centre. The exact configuration, layout and number of car parking spaces is to be determined as part of a future application for planning permission. 4 no. openings in the southern (Station Road) elevation and 1 no. opening in the western elevation of the proposed structure are being provided as part of this application to accommodate the future vehicular entrances. The floor space being provided also includes for the construction of plant rooms of c.2.441sq.m. (to serve future commercial development within Adamstown District Centre). The podium slab also contains a number of voids to provide for vertical circulation between the basement and the levels above in the future. Site development works including connections to the drainage network permitted under planning Reg. Ref. SDZ06A/11, also form part of this application. All on site of c. 5.736ha on lands bounded generally by Adamstown Station Road to the south, the road network permitted under planning Reg. Ref. SDZ06A/11 to the north and east and the Adamstown Park and Ride car park to the west. This application is being made in accordance with the provisions of the Adamstown Planning Scheme 2003. The development will take place entirely within the boundaries of Adamstown Strategic Development Zone as defined by Statutory Instrument No. 272 of 2001.

Grant Permission

SDZ08A/0002 Construction of phase one of the Adamstown District Centre. The application site incorporates elements of Adamstown Square, Adamstown Boulevard and Adamstown Station Development Areas within the Adamstown SDZ. The proposed development is a large scale mixed use commercial and residential development of c.109,044sq.m. in total to be constructed in buildings ranging in height from 2-10storeys, based on a network of open streets and public squares, some of which sit above a previously permitted podium structure (Planning reg. ref. SDZ07A/0003). The non residential element of the development consists of a total of c.54,504sq.m. of floor space, broken down as follows: (a) 48 no. retail units comprising c.16,294sq.m. of retail floor space (sales floor only), including 2 no. anchor units (10,375sq.m. in total), a pharmacy of c250sq.m. and an off licence of c154sq.m. (b) A total of c.5,197sq.m. of back

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of house retail floor space including storage and staff facilities. (c) 9 no. restaurant / cafe units comprising a total of c.2,576sq.m. ranging in size from c.86sq.m. to c.685sq.m. (d) 2 no. public houses of c.284sq.m. and c.357sq.m. respectively. (e) c. 582sq.m. of office (Class 2) floor space contained in 4 no. units ranging in size from 122sq.m. to c.181sq.m.. (f) 9,327sq.m. of office (Class 3) floor space. (g) A c.550sq.m. inter church place of worship. (h) A primary medical centre of c.5,050sq.m. incorporating both public and private healthcare facilities. (i) A crèche of c.682sq.m. (i) An office for use by Garda Siochana of c.130sq.m. (j) A library and community service suite of c.2,804sq.m. (k) A cinema of c. 2,226sq.m. incorporating a total of 8 screens and seating for a total of c. 1,304 people. (l) A management Suite for the District Centre of c.351sq.m. including public toilets. (j) A total of c.1,332sq.m. of space surrounding the service yard for Anchor unit A, the use of which is to be decided as part of a future application for planning permission on the levels above. A total of c.6,762sq.m. of additional backup areas, including plant rooms, substations, switch rooms, bicycle stores, bin stores etc. The residential element of the proposal comprises the provision of a total of 606 residential units, comprising 91 no. 1-bedroom units, 459 no. 2-bedroom units and 56 no. 3-bedroom units in a mix of apartments and duplexes. 3 no. of the 1-bedroom units have been provided as live/work units and have commercial floor space attached to them of between c.63.4sq.m. and c.69sq.m. each. The residential units are located on levels above the commercial development. Private and semi private open space to cater for the development is provided in a mix of balconies, terraces, roof terraces and semi-private residential courtyards. A total of c.54,540sq.m. of gross residential floor space is proposed. Minor revisions to the layout and configuration of the previously permitted basement structure (SDZ07A/3) was also proposed. The modifications include the provision of additional openings in the basement slab to provide access to the upper levels; the provision of a parking layout and parking bays. Car parking is to be provided primarily on a single level below podium with two additional mezzanine levels on the southern side. The car park has been designed to cater for phase 1 and also subsequent phases of the District Centre together with provision for a number of the surrounding developments (subject to separate applications for planning permission). A car park management system will be put in place and car parking spaces will therefore be released as each phase becomes ready for occupation. The upper two storeys, which will cater for residential development only, comprise a total of 519sq.m. sq.m. The lower floor, which will cater for both residential and non-residential demand, is located under the podium structure (Planning Reg. Ref. SDZ07A/0003) and contains a total of 1,539sq.m. no spaces. Accommodation is made within the overall basement car park for a Park and Ride facility (300 spaces) and a car valeting area. A total of 850 no., cycle parking spaces are provided throughout the development, to cater for both residential and commercial demand. Access to the development is via that existing and permitted roads system in the immediate area (planning reg. refs. SDZ06A/5, SDZ06A/8, SDZ09a/9 and SDZ06A/11 refer). Localised widening of the existing Adamstown Station Road is also proposed, to provide for right turning lanes into the basement car park. A series of internal pedestrian and vehicular streets are proposed, connecting to the existing and permitted road network. A proposed pedestrian bridge spanning Adamstown Station Road will connect the proposed development to Adamstown Rail Station at first floor level. Following completion of the proposed development, the use of the existing temporary park and ride facility on

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lands immediately to the east of the proposed development will be discontinued and park and ride facilities will be provided within the car park described above. All on lands of c.7.95ha. bounded by Adamstown Avenue (SDZ06A/11) to the north, by Adamstown Station Road to the south, by Adamstown Park (SDZ06A/5) to the east and the existing temporary Park and ride to the west in the townlands of Gollierstown, Lucan, Co. Dublin. This planning application is being made in accordance with the provisions of the Adamstown Planning Scheme 2003. The development will take place entirely within the boundaries of Adamstown Strategic Development Zone as defined by Statutory Instrument No. 272 of 2001. An Environmental Impact Statement accompanies this planning application and may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of South Dublin County Council, Planning Department, County Hall, Tallaght, Dublin 24 during normal office hours (Monday to Friday 9:30am to 4:00pm excluding bank holidays). **Grant Permission**

Adjacent sites:

SDZ22A/0008 Signage on south, east, west and north elevations of Block F of the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 SDZ20A/0018 and SDZ21A/0017. The total quantum of proposed signage is c.107.6sqm, including the provision of 4 externally mounted 'Tesco' advertising signs {approx. 1,500mm high and 5,656mm wide) with translucent acrylic face and internal LED lighting affixed to the upper level facade on the North, East and South elevations of the building; the provision of 4 externally mounted 'Aldi' advertising sign cases {approx. 2,470mm high and 2,070mm wide) with translucent acrylic face and internal LED lighting affixed to the upper level facade on the North, East and South elevations of the building; the provision of 1no. horizontal, externally mounted '3-D letter' signs for 'The Crossings' {approx. 928mm high and 8,775mm wide) with translucent acrylic face and internal LED lighting affixed to the upper level facade on south, west and east elevations; the provision of 1no. vertical, externally mounted '3-D letter' signs for 'The Crossings' {approx. 800mm high and 8,000mm wide) with translucent acrylic face and internal LED lighting affixed to the upper level facade on the west elevations; the provision of 1no. carpark entrance sign {approx. 719mm high and 3,725mm wide) with black and white aluminium composite panels and internal LED lighting affixed to the upper level facade on the east elevation; the provision of internal carparking level, directional and carpark marking signage at all levels; Block F is otherwise permitted under Reg. Ref. SDZ20A/0008 {the 'parent permission') and as subsequently amended by SDZ20A/0016 SDZ20A/0018 and SDZ21A/0017; the application site incorporates elements of Adamstown Square and Adamstown Station Development Areas within the Adamstown Strategic Development Zone; 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 Area, as defined by Statutory Instrument No. 272 of 2001 on lands bounded generally by Adamstown Avenue, Adamstown Boulevard and the Stratton housing development to the North, by Station Road, Adamstown Train Station and the Dublin to Kildare railway line to the

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South, by Adamstown Park to the east and by currently undeveloped lands to be developed in a subsequent phase of development to the west. **Decision pending.**

SDZ22A/0007 Comprising Phase 1 of the Adamstown Boulevard Development Area and consists of 38,768.21sq.m. of residential development to be constructed in a mix of housing and apartment units, with 423 residential units proposed in total (of which 166 units are subject to the application for outline permission); The housing units for which permission is being sought are on a site of 9.22Ha shall comprise 75 two bedroom units, 113 three bedroom units and 69 four bedroom units, ranging from 2 to 3 storeys in height; Outline permission is sought on a site of 0.54Ha for the apartment block, which shall range from 5 to 9 storeys in height and comprises 11 studio units, 76 one bedroom units and 79 two bedroom units; All residential units are provided with private open space, in the form of private rear gardens or balconies; The proposed development includes approximately 0.95 Ha of public open space in the form of a linear open space located on the east of the site stretching between Adamstown Way and Station Road and a pocket park located in the north-west of the site. 488 car parking spaces are proposed in total. 433 of these are allocated to the housing element of the development, and 55 are allocated to the apartments. A total of 52 visitor spaces are provided across the site; A total of 6 disabled spaces and 6 EV spaces are proposed. 40 secure bicycle parking spaces are provided in 4 locations throughout the site. 3 ESB Substations are also provided; Vehicular access to serve the development is provided from the existing Adamstown Avenue and Adamstown Way from the west and north, Station Road to the south and Stream Road, which bisects the Boulevard Development Area. A new bus turning circle, along with bus lay-bys are proposed on the south of the site on Station Road; The development includes the provision of ancillary site development works, boundary treatments and landscape works; This development amends aspects at the interface between the proposed development and the development at The Crossings currently under construction and permitted under Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021) on lands bounded generally to the north by Adamstown Way and the Aderrig Development Area, currently under development subject to planning permissions Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021) and Reg. Ref. SDZ21A/0014; to the east by currently undeveloped lands within the Adamstown Station Development Area as well as the railway overpass and its approach road known locally as 'the farmer's bridge'; to the south by the existing railway line and to the west by undeveloped agricultural lands; 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 Area, as defined by Statutory Instrument No. 272 of 2001. **Decision Pending.**

SDZ21A/0020 Minor amendments to the development permitted under Planning Permission Ref SDZ21A/0007 comprising the following: repositioning of landscaped communal courtyard of Block G from first floor podium level to ground floor level due to removal of podium parking at Level 0, and the consequential relocation of 83 car parking spaces within the Block F multi-storey car park (as permitted under Ref SDZ20A/0008, amended by SDZ20A/0018 and as further amended under a concurrent application under Ref SDZ21A/0017) and to on-street locations immediately adjacent to

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Block G, all including ancillary site development and landscape works; modification of 174 apartments (74 one-bedroom units, 98 two-bedroom units and 2 three-bedroom units) arising from adjustments to structural grids in Block G consequent to repositioning of the car parking and the landscaped courtyard; adjustments to Block G2 consisting of a minor reduction to the footprint of the Block by 0.6m and the removal of the setback floor on the northern half of the block (level 5), the reduction in height (1 floor) to the northern half of Block G2 (now 5 storeys), a minor reduction to the overall provision of residential units from 185 to 184 apartment units, a minor reduction to the overall provision of car parking spaces from 93 to 92 spaces, a minor reduction to the overall provision of bicycle parking spaces from 225 to 224 spaces, the introduction of 9 ground floor units, facilitated by the removal of the podium from the core, the introduction of an additional apartment unit on Level 1, adjustments to the location of the bicycle, plant, and waste stores serving Block G, including the provision of bicycle storage structures in the courtyard; the development now proposed in Block G comprises of 184 apartments in a mix of 83 one-bedroom units, 99 two-bedroom units, 2 three-bedroom units, in two blocks (Block G1 ranges in height from 4 to 9 storeys and Block G2 ranges in height from 4 to 6 storeys; both including set back floors). **Permission Granted**

SDZ21A/0017 Amendments to Block F of the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 and SDZ20A/0018 comprising of provision of an additional level of car parking to be inserted into the recently permitted multi-storey car park (Block F) under Reg. Ref. SDZ20A/0018. A raised plantroom, with railings is also proposed at roof level. With these additions, Block F will be four storeys in height, with an additional setback plantroom on the roof. Car parking is provided at first, second and third floors. (Block F now comprises total 29,371sq.m gfa; minor amendments to the permitted floor layouts of all levels within Block F. This includes an increase of retail floorspace in Anchor Unit 1 at ground floor level of 57sq.m (gfa), and an increase of 33sq.m (gfa) at third floor of retail plant; retail floorspace has increased in Block F overall from 7,115sq.m (gfa) to approximately 7,205sq.m (gfa); minor modification to entrance to the car park is also proposed; a total of 673 car parking spaces to now be provided within Block F, with 230 spaces allocated to residential use and 443 spaces associated with the supermarket units and other non-residential uses in the district centre; minor alterations to façade of Block F, including relocation and addition of doors, windows and louvers at ground floor level; PV Panels are provided on the roof on lands bounded generally by Adamstown Avenue, Adamstown Boulevard and the Stratton housing development to the North, by Station Road, Adamstown Train Station and the Dublin to Kildare railway line to the South, by Adamstown Park to the east and by currently undeveloped lands to be developed in a subsequent phase of development to the west. **Permission Granted**

SDZ20A/0018 Amendments to the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 and comprises of the following: Adjustments to the configuration of the footprint of Block F now over 3 levels (c. 22,652sq.m overall, of which retail is c.7115sq.m), including revised facade treatment, including canopies and signage zones. ;

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Reconfiguration of the ground floor layout of Block F to provide 2 supermarket units, both with off-licences (including one discount food store) (c. 3804sq.m and c. 2136sq.m respectively) with shared entrance lobby and revised retail back of house and service area layout, including ancillary accommodation in the upper floor of Block F.; A multi storey car park is proposed at first and second levels of Block F above the retail uses (the previously permitted third level is being omitted). The amended floorplate of Block F provides 448 car parking spaces over first and second level (as already permitted). The multi storey car park includes residential car parking spaces, as well as spaces associated with the supermarket units and other non-residential uses in the district centre.; Relocation of entrance to the multi storey car park to now be accessed from Adamstown Avenue to the north via a revised access ramp layout. Amendments to the access and egress to ground floor internal vehicular goods delivery from Station Road.; Revised location and reconfiguration of the back street from Adamstown Avenue, along with internal streets and public spaces arising from adjusted floorplate of Block F.; Associated amendments to landscaping and ancillary site development works, including temporary landscaping as part of reconfigured layout of street immediately to the east of Block F and provision of ESB sub station. **Permission Granted**

SDZ20A/0016 Minor amendments to the development permitted under Planning Permission Reg. Ref. SDZ20A/0008 comprising the following: repositioning of landscaped communal courtyard of Block B and Block E from first floor level to ground floor level and the consequential relocation of 52 car parking spaces overall to on street locations immediately adjacent to the Blocks, including ancillary site development and landscape works; minor adjustments to the footprint of 6 retail, retail/cafe restaurant units at ground floor level in Block B, including their ancillary servicing arrangements; minor adjustments to the footprint of 6 retail, retail/cafe restaurant units at ground floor level in Block E, including ancillary servicing arrangements; adjustments to the location of the bicycle and waste stores serving both Block B and Block E; modification of 97 apartments (8 studios, 21 1-bedroom units, 34 2-bedroom units and 34 3-bedroom units) and 10 duplexes (all 2 bedroom units) arising from adjustments to ground floor circulation and floor to ceiling heights in Block B and Block E consequent to repositioning of the landscaped courtyards; minor reduction of the floor to ceiling heights of the ground floor of Block B and Block E by 700mm, affecting all residential and retail, retail/cafe/restaurant units at ground floor, with consequential reduction in the overall heights of Blocks B and E by 700mm; one additional apartment added to Block B, facilitated by replacing 1 2-bedroom apartment with 2 1-bedroom apartments; there is no change to the overall number of car parking spaces or to the number of retail, retail/cafe/restaurants permitted. **Permission Granted**

SDZ20A/0008 Construction of Phase One of the Adamstown District Centre; proposed development is a mixed use commercial and residential development of c.36,621sq.m (gross floor area) in total (excluding the multi-storey car park) to be constructed in buildings ranging in height from 4-9 storeys. The non-residential element of the development consists of a total of c.9,653sq.m (net sales floor space), as follows: 16 retail units comprising c.8,693sq.m including 1 supermarket (c.6,880sq.m in total) and 2 retail service units (c.290sq.m); 5 retail/restaurant/café units comprising

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a total of c.959sq.m; projecting signage and awnings on retail and retail/café/restaurant units. The residential element consists of a total of 278 residential units comprising 16 studio units, 66 one bedroom units, 151 two bedroom units and 45 three bedroom units in a mix of apartments and duplexes; ancillary residents amenity rooms and facilities also provided and all residential units are provided with private open space in the form of balconies or gardens. The proposed block description as follows: Block B (c.14,506sq.m gross floor area) 4-7 storeys with setbacks at 4th and 5th floors arranged around an internal courtyard accommodating 6 retail units and 3 retail/restaurant/café units at ground floor level; residents amenity area at first floor and 135 residential units including 15 two bedroom own door duplexes and 120 apartments (1 studio, 46 one bedroom, 50 two bedroom and 23 three bedroom units); private front gardens are provided at ground floor level on the west and south elevations and balconies are provided on all outward facing elevations of the building and on courtyard elevations; car parking is provided at ground floor within the interior of the courtyard along with bicycle parking and ancillary management, waste, plant and service areas; a residents communal open space is provided at first floor level on a podium above the car parking area; Block E (c.15,235sq.m gross floor area) 4-9 storeys with setback at 5th floor arranged around an internal courtyard accommodating 9 retail units and 2 retail/restaurant/café units at ground floor level and 143 residential units including 10 two bedroom own door duplexes and 133 apartments (15 studios, 20 one bedroom, 76 two bedroom and 22 three bedroom units); private front gardens are provided at ground floor level on the west elevation and balconies are provided on all outward facing elevations of the building and on courtyard elevations; car parking is provided at ground floor level within the interior of the courtyard along with bicycle parking and ancillary management, waste, plant and services areas; a residents communal open space is provided at first floor level on a podium above the car parking area; Block F (c.30,647sq.m gross floor area including car parking levels) 4 storeys, a supermarket is provided at ground floor level including sales area, retail back of house and service areas as well as internal vehicular goods and delivery area accessed from Station Road and existing onto the proposed back street which runs perpendicular to Station Road and Adamstown Avenue; a multi-storey car park accessed from Station Road by ramp at ground floor level is at first, second and third floor levels; the multi-storey car park includes residential car parking spaces as well as spaces associated with the supermarket unit and other non-residential uses in the district centre; the third/top floor of the multi-storey car park will not be made available for car parking under this planning application as it is designed to cater for a subsequent phase of development, subject to a future planning application. The development provides a total of c.16,000sq.m of public realm including the creation of a new public square, internal streets and landscaping works; alterations to Station Road to include landscaping; reconfiguration of existing on street parking; insertion of raised table at station entrance; taxi set-down spaces and creation of 2 bus bays to the north and south of Station Road; creation of vehicular and pedestrian accesses to the site from Adamstown Avenue, Station Road and Adamstown Park; removal of 2 public/visitor car parking spaces along Adamstown Avenue proximate to Stratton Way to accommodate provision of a bus bay, together with provision of a bus bay on south side of Adamstown Avenue opposite; photovoltaic panels on the roofs of Block B and E; lift overruns and plant at roof levels; 534 car parking spaces to be provided through a mixture of on-street parking;

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podium parking under Blocks B and E in the proposed multi-storey car park in the upper levels of Block F; the first and second floor levels of the multi-storey car park accommodate 448 car parking spaces in this phase; a total of 702 cycle parking spaces (271 stands/542 spaces within Blocks B and E and 80 stands/160 spaces in the public space) are provided throughout the development to cater for both residential and commercial uses; the 50 bike stands at Adamstown Station are to be maintained. The proposal also includes temporary landscaping and construction of temporary site hoarding and fencing in or around areas for future phases of development immediately adjacent to the development; all ancillary site development and landscape works on lands bounded generally by Adamstown Avenue, Adamstown Boulevard and the Stratton housing development to the north, by Station Road, Adamstown Train Station and the Dublin to Kildare railway line to the south, by Adamstown Park to the east and by currently undeveloped lands to be developed in a subsequent phase of development to the west; the application site incorporates elements of Adamstown Square and Adamstown Station Development areas with the Adamstown Strategic Development Zone and 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 Area, as defined by Statutory Instrument No. 272 of 2001. **Permission Granted**

SDZ10A/0001 177 no. residential units on a site measuring 3.98 hectares located in the townland of Adamstown, Lucan, Co. Dublin. The site, also known as Adamstown Square 3, is bounded to the south by Adamstown Avenue, to the east by Adamstown Park, to the west by Adamstown Boulevard and to the north by Adamstown Way. There is an existing 4 storey commercial building situated to the south west of the site at the corner of Adamstown Avenue and Adamstown Boulevard. The development comprises 150 no. houses arranged in two and three storey terraces (3 no. 2 bedroom houses, 137 no. 3 bedroom houses and 10 no. 4 bedroom houses) and 27 no. apartments with private balconies arranged in a three storey apartment building and a five storey apartment building (8 no. 1 bedroom apartments and 19 no. 2 bedroom apartments). The development contains 1684 square metres of public open space, which is distributed in 3 separate parcels of 622 square metres, 704 square metres, and 358 square metres throughout the site. There are 4 separate vehicular access points into the proposed development, one off Adamstown Way, one off Adamstown Avenue and two off Adamstown Park. An existing site access off Adamstown Boulevard will not provide vehicular access to the development and will be converted to a pedestrian and cycle connection only. An existing substation on the site is to be retained in its current location. The development also includes all ancillary site works and services, including surface car parking, bicycle parking, refuse stores and collection points, internal roads and associated landscaping. The planning application is being made in accordance with the provisions of the Adamstown planning scheme 2003. The development will take place entirely within the boundaries of Adamstown Strategic Development Zone as defined by Statutory Instrument No. 272 of 2001. **Permission Granted**

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SDZ08A/0001 1 no. three storey Sports and Leisure Building of c.3,744sq.m. in total. The building incorporates the following elements: at ground floor level - a pool hall incorporating a 20m swimming pool, a children's pool, and ancillary store (total c.454.6sq.m.); a health suite including a spa pool, steam room and sauna (total c.34.1sq.m.); male and female changing rooms (total c.220.5sq.m.); family changing rooms (c.73sq.m.) a cafe area and servery (total c50sq.m.), 1 no. retail unit (c350sq.m.); and a further c.460.8sq.m. of ancillary storage, circulation and service space; at first floor level - a gymnasium, and 2 no. ancillary offices (c.435sq.m. in total); 1 no. aerobic rooms and 1 no. spinning/yoga room (c.142.7sq.m. in total); a treatment suite consisting of 5 no. treatment rooms and reception area (c.124.5sq.m. in total); group changing facilities for the external pitch (c.99.3sq.m.); and a further c.342.5sq.m. of ancillary storage, staff toilets and circulation areas; at second floor level - a children's fun zone (c505.6sq.m.); a reception area / cafe / servery (c.87.1sq.m. in total); a party room (c.227.8sq.m.); and a further 136.5sq.m. of ancillary toilets and circulation areas; an outdoor all weather playing pitch (c.6,240sq.m.) is also proposed as part of this development, the pitch is located between the proposed building and the permitted primary school and is capable of being subdivided into 3 smaller pitches, floodlighting is also proposed for this pitch, a total of 64 no. cycle parking spaces have been provided to serve the proposed development. Vehicular access to serve the development will be taken from Station Road. Car parking to serve the development is to be provided within the Adamstown District Centre car parking which will be subject to a future planning application. A temporary car parking and pitch layout is provided as part of this application pending the completion of the District Centre car park. The temporary car park accords with the permission granted under Planning Reg. Ref. SDZ07A/0002 for the Secondary Schools on the adjacent site, and provides a total of 195 car parking spaces and an all weather 5-aside pitch. The temporary parking spaces provided will cater for demand arising from the proposed leisure centre and also for the secondary school (SDZ07A/0002). Permission is also sought for site development and landscape works including the provision of 3m high ball-stop fencing surrounding the proposed pitch and a temporary ESB substation (c.7.44sq.m.). This planning application is being made in accordance with the provisions of the Adamstown Planning Scheme 2003. The development will take place entirely within the boundaries of Adamstown Strategic Development Zone as defined by Statutory Instrument No. 272 of 2001. All on a site measuring approx. 1.3 hectares on lands bounded generally by Adamstown Park to the west, Station Road to south, the permitted secondary school to the east (Reg. Ref. SDZ07A/0002) and Adamstown Avenue to the north in Adamstown, Lucan, Co. Dublin.

Permission Granted

Recent Relevant Enforcement History

None recorded for the subject site.

Pre-Planning Consultation

None recorded for this proposal.

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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. At a micro level, the Planning Scheme provides a clear framework for Development Areas, which seeks to guide

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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.

Additional National Policy Documents 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 (2008).

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

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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, (2008).

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).

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

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).

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

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.

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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.

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.

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.

CS Policy 7 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.

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).

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.

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H14 Objective 1:

To ensure that all residential units and residential buildings are designed in accordance with the relevant quantitative standards, qualitative standards and recommendations contained in Sustainable Urban Housing: Design Standards for New Apartments (2018), the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), the companion Urban Design Manual and have regard to the standards and targets contained in Quality Housing for Sustainable Communities (2007), particularly the standards and recommendations that relate to internal amenity/layout, overall unit size, internal room sizes, room dimensions, aspect, sound insulation, communal facilities, storage, sustainability and energy efficiency.

G2 Objective 3:

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

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.

Park & Ride Locations

- Adamstown Station (Dublin-Kildare Railway)
- Temporary facility operating with a permanent facility to be completed as part of the District Centre development (as identified within the Adamstown SDZ Planning Scheme).

Adamstown SDZ Planning Scheme 2014

2.3 (iv) Hierarchy of Centres

2.3.9 Adamstown is focused on an identifiable hierarchy of district and local centres and a network of smaller local nodes. The principal District Centre is focused on the railway station and transport interchange.

2.3.10 In order to encourage a mix of activities and uses the boundary of Adamstown District Centre is not physically defined. The District Centre comprises all of the Adamstown Station development area and may include parts of the adjoining Adamstown Boulevard and Adamstown Square development areas.

2.3.11 The District Centre is defined by the greatest concentration of permissible shopping, services, leisure and employment activities together with community uses serving Adamstown as a whole, in addition to a significant permissible residential element.

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2.3.12 *In design terms, the Centre is characterised by the availability of good public transport, higher plot ratios, pedestrian priority, smaller block sizes, greater building heights, hard-landscaped civic spaces, green boulevards and high quality buildings and materials in order to create development in an urban format.*

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.*

2.6 *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 (viii) *Shopping and Retail Services*

2.6.26 *It is proposed that shopping and retail services be provided in three principal centres within the Adamstown SDZ, although an element of shopping and retail service floorspace is permissible in all eleven development areas.*

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2.6.27 *The maximum amount of retail floorspace permitted is expressed in percentage terms as follows: -*

- > 50% of total non-residential floorspace in Adamstown Station, which is the Adamstown District Centre and in Somerton, which adjoins the existing Lucan District Centre;*
- > 33% of total non-residential floorspace in the Tobermaclugg Village and Tandy's Lane Village development areas, which are identified as the two major local centres;*
- > 10% of total non-residential floorspace in all other areas.*

Proposed Adamstown District Centre

2.6.28 *There is one major District Centre proposed in Adamstown, focused on the Transport Interchange. Shopping up to a maximum of 16,300sq.m. is permitted. This includes 14625sq.m in the Adamstown Station development area and 875sq.m and 800sq.m in the adjoining Adamstown Boulevard and Adamstown Square development areas respectively.*

2020 Amendment to the Adamstown SDZ Planning Scheme 2014

SDCC has carried out a review of the Adamstown SDZ Planning Scheme 2014 following publication of national and regional planning policy guidance (including the National Planning Framework, the Regional Spatial and Economic Strategy, the Building Heights Guidelines, and the Apartment Guidelines). This review has led to a Proposed Amendment to the Planning Scheme, which SDCC considers is non-material and satisfies criteria outlined in legislation against which proposed amendments to SDZ Planning Schemes must be assessed:

- i. *'would not constitute a change in the overall objectives of the Planning Scheme concerned'.*
- i. *'would not relate to already developed land in the planning scheme'.*
- ii. *'would not significantly increase or decrease the overall floor area or density of proposed development'.*
- iii. *'would not adversely affect or diminish the amenity of the area that is the subject of the proposed amendment'.*

(Reference: Section 170A (3)(b) of the Planning and Development Act, 2000 (as amended))

The proposed non-material Amendment, which has been submitted to An Bord Pleanála contains the following recommended changes to the SDZ Planning Scheme:

- An increase in unit numbers, density, and residential floor area within the Adamstown Station development area. The proposed upper level of the density range is 150dph giving a new range of 75-150dph.
- An increase in unit numbers, density and residential floor area and a location-specific increase in building height within the Aderrig development area.

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- Relocation of a proposed enterprise centre from the Tobermaclugg Village/Tandy's Lane Village local centre to the Adamstown Station district centre.
- Other minor amendments including updated references to and summaries of national and regional policy and guidance and updating of other references within the planning scheme document including text, tables, and maps.

The non-material Amendment to the Adamstown SDZ Planning Scheme 2014 was approved by An Bord Pleanála on 20th October 2020 (Order Number ABP-306986-20).

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 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 main issues for assessment relate to: Zoning and Council policy, consistency with the SDZ Planning Scheme, phasing, density, amenity, design and layout, roads, access and parking provision, services and drainage, landscaping and public realm, heritage and biodiversity, archaeological heritage, waste management, environmental health, Irish Aviation, energy, public lighting, Part V social housing provision, Appropriate Assessment Screening and Environment Impact Assessment.

Zoning and Council Policy

The site is situated in an area which is zoned 'SDZ' *'To provide for Strategic Development in accordance with the approved Adamstown Planning Scheme'* under the South Dublin County Council Development Plan 2016-2022. The principle of the construction of residential units on this portion of the SDZ lands is consistent with the Adamstown SDZ Planning Scheme.

The proposal represents Phase 3 of the development. Phases 1 and 2 have been granted permission.

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Phase 1:

SDZ20A/0008 (as amended by SDZ20A/0016, SDZ20A/0018 and SDZ21A/0017):

- a mixed use commercial and residential development (buildings ranging in height from 4-9 storeys).
- The residential element consists of 279 residential units in a mix of apartments and duplexes.
- Residential / Retail Block B – 1,413 sq.m
- Residential / Retail Block E – 1,657 sq.m
- Retail Block F – 7,115 sq.m
- 673 Parking spaces within Block F (to contribute to parking for the station site as a whole)

Phase 2:

SDZ21A/0007 (as amended by SDZ21A/0020)

- Block G
- Residential development – 184 apartments (buildings ranging in height from 4-9 storeys).
- 92 car parking spaces (83 of which are in Block F)

Adamstown SDZ Planning Scheme

The subject site comprising 2.43 ha is located within Development Area 11: Adamstown Station. The overall net development area for Adamstown Station is stated as 6.5ha in the Planning Scheme.

The application comprises the construction of Phase 3 of the Adamstown District Centre and provides for a residential development arranged in three blocks ranging in height from 2-9 storeys.

A total of 436 apartments, comprising 9 studio apartments, 204 one bedroom apartments, 213 two bedroom apartments and 10 three bedroom apartments would be provided.

An ancillary resident's pavilion building (2 storey) is linked to Block D (480sq.m), ancillary resident's amenity rooms and facilities are also provided at ground floor level of Block

A total of 220 car parking spaces are to be provided through on-street parking (58), on street parking visitor (2), and podium parking under Block A (88) and 3rd floor of the MSCP (Block f) (72). 526 cycle spaces are provided.

In addition, 3,138sq.m of public open space and 3,281sq.m communal open space would be provided.

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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 application report in relation to the phasing arrangements/delivery of units as agreed with the other landowners of the SDZ lands. The planning application report submitted states:

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

The applicant outlines the progress of infrastructure throughout Adamstown associated with Phases 2-6 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 continue to liaise with the Planning Authority and other landowners. A phasing condition will be attached to any grant of permission.

Adamstown Planning Scheme- Key Parameters

The Adamstown SDZ Planning Scheme (page 83-85) details key parameters governing development in the Development Area No. 11 Adamstown Station.

Adamstown Station

| | |
|---------------------------------------|--|
| Area character type | High development density |
| Gross area | 8.6 hectares |
| Net development area | 6.5 hectares |
| Min-max total residential development | 49,000 – 58,500sq.m. |
| Min-max dwellings per Ha. | 75 - 90 |
| Min-max total dwelling units | 490 - 585 |
| Min affordable/social dwellings | To be negotiated in accordance with relevant legislation and SDCC Housing Policy |

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| | |
|-----------------------------------|--|
| Min non-residential development | 200 childcare spaces 11,700 sq.m retail/retail services |
| Max non-residential development | 50% of total development up to 29,250 sq. m. |
| Max retail development | 50% of total non-residential up to 14,625 sq. m. |
| Min-max courtyard building height | 2 - 4 storeys with up to 5 storeys at corner/ feature buildings |
| Min-max perimeter building height | 3 storeys plus setback to 5 storeys plus setback |
| Max landmark building height | 30 metres (up to 10 storeys approx.) |
| Min local public open space | 0.3 hectares |

Urban Design Characteristics

- > The civic space is located to one side of the central boulevard to remove traffic from the centre of the space
- > The sequence of spaces is provided by a narrowing or 'pinch' at Adamstown Road
- > Building heights vary along main roads, the highest at street intersections. There are opportunities for tall buildings at the end of vistas
- > Smaller block depths encourage a tighter urban grain
- > Markers' or Landmark buildings close vistas and provide identity & enclosure.
- > The one way bus loop insures the Civic space will not be a bus park. The interchange takes place on the side street close to the station entrance
- > The road edges are defined by quality street furniture and lighting

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Table 1 below provides a summary as to whether the proposed development in this application is in compliance with the key parameters of the Planning Scheme, as amended in 2020:

| Development Area 11: Adamstown Station | | | |
|---|--|--|---|
| Criteria | SDZ criteria relevant to Adamstown Station | Proposed Development | Comments on whether proposal is in compliance with the Planning Scheme |
| Min-max total residential development | 49,000 – 97,500 sqm | Phases 1 and 2 – 41,224 Phase 3 – 34,269 (total 75,493) Up to 22,017 | In accordance with criteria. Development is not final phase |
| Min-max dwellings per hectare | 75-150(+/- 20% variation) | 180dph (150 + 20% = 180) | In accordance with criteria. |
| Min-max total dwelling units | 490-975 | Phases 1 and 2 - 463 units Phase 3: 436 Remaining development as part of future phases to be up to 76 units | In accordance with criteria. |
| Min affordable / social dwellings | To be negotiated in accordance with relevant legislation and SDCC Housing Policy | 44 units are proposed for Part V. | In accordance with Planning Scheme criteria |
| Min non-residential development | 200 childcare spaces 11,700sqm retail/retail services | None proposed - to be provided as part of future phase. None proposed – 10,185sqm retail provided as part of Phase 1- remainder to be provided as part of future phase of development | In accordance with Planning Scheme criteria |
| Max non-residential development | 50% of total development up to 29,250sqm | None proposed - 10,185sqm retail provided as part of Phase 1- remainder to be provided as part of future phase of development | In accordance with Planning Scheme criteria |

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| | | | |
|--|--|--|--|
| Max retail development | 50% of total development up to 14,625sq.m | <i>None proposed</i> - 10,185sqm retail net floor space provided as part of Phase 1. *No minimum requirement | In accordance with Planning Scheme criteria |
| Min-max courtyard building height | 2-4 storeys with up to 5 storeys at corner/feature buildings | Block A4 is 4 storey. Block C– scheme indicates some courtyard buildings on northern elevation. Buildings predominantly 5 storey. Northern portion of Block C can be considered corner / feature. Block D – scheme indicates some courtyard buildings on northern elevation. Buildings predominantly 5 storey. | Block A – scheme indicates some courtyard buildings on southern elevation and north of Block D. Northern portion of Block D1 can be considered corner / feature. In accordance with Planning Scheme criteria |
| Min-max perimeter building height | 3 storeys plus setback to 5 storeys plus setback | A1, A2 and A3 are 5 storey (no GF for A1 and A2). Block C is predominantly 5 storey (with the exception of the landmark building). An element of Block C2 is 4 storey Block D is predominantly 5 storey. D4 is 4 storey | Flexible use perimeter buildings proposed. In accordance with Planning Scheme criteria |
| Max landmark building height | 30 metres (up to 10 storeys approx.) | 30m (9 storeys) | Generally in accordance with Planning Scheme criteria, however, roof plant increases height with potential impacts on aviation. |
| Min local public open space | 0.3 HA | Phases 1 and 2: 1.7ha <i>Phase 3: 3,138sq.m</i> | In accordance with criteria |

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Urban Design Manual – A Best Practice Guide 2009

| Urban Design Criteria | Assessment |
|---|---|
| <i>1. Context: How does the development respond to its surroundings?</i> | High quality street, with own door ground floor apartments. Permeable block for habitants. General pedestrian linkages north / south and east / west through blocks c and d. Integration with adjacent bridge. |
| <i>2. Connections: How well is the new neighbourhood / site connected?</i> | Proposed internal route network would link with the surrounding street network. Provision of pedestrian links & permeable routes. Network of streets, paths and cycle routes ensure full permeability around the perimeter of the scheme. |
| <i>3. Inclusivity: How easily can people use and access the development?</i> | High quality street, rail, cycle and bus network provided in proximity. The proposed design provides frontages outwardly and inwardly from the blocks. |
| <i>4. Variety: How does the development promote a good mix of activities?</i> | It is proposed to provide 9 studio apartments, 204 1bed apartments, 213 2bed apartments and 103bed apartments. The variety of mix is welcomed. |
| <i>5. Efficiency: How does the development make appropriate use of resources, including land?</i> | Residential development with significant public realm space and car and bicycle parking |
| <i>6. Distinctiveness: How do the proposals create a sense of place?</i> | Good quality urban design: streets and junctions designed having regard to the <i>Design Manual for Urban Roads & Streets DMURS and the Adamstown Street Design Guide</i> . |
| <i>7. Layout: How does the proposal create people-friendly streets and spaces?</i> | Significant landscaping, podium open space. The public open space at Block A is welcomed. |
| <i>8. Public realm: How safe, secure, and enjoyable are the public areas?</i> | Passive surveillance of public and communal open space areas. |
| <i>9. Adaptability: How will the buildings cope with change?</i> | Floor to ceiling height at ground level to be greater than 3.1m to ensure that all ground floor units are robust enough to be adaptable for other uses in the future. |

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| Urban Design Criteria | Assessment |
|--|--|
| <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. Some concerns regarding overlooking between Block D and internal reorganisation required via additional information . |
| <i>11. Parking: How will the parking be secure and attractive?</i> | Podium and on-street, car-parking provided. Car parking also provided in Block F MSCP. |
| <i>12. Detailed design: How well thought through is the building and landscape design?</i> | Apartment blocks designed with over 50% dual aspect; duplex units designed with active frontage; good connectivity and landscape design; good building finishes. |

A Design Statement 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.

Density

The subject site is located in a high-density character area as identified in the Planning Scheme. The required density within Adamstown Station Development Area is 75-150 dwelling units per hectare. SDCC has recently carried out a review of the Adamstown SDZ Planning Scheme 2014 following publication of national and regional planning policy guidance. This review has led to a Proposed Amendment to the SDZ Planning Scheme, recommending *inter alia* an increase in the upper levels of the ranges for density, unit numbers and residential floor area within the Adamstown Station Development Area. The amended upper level of the density range as set out in the would be 150dph. 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. The proposed development would be at the upper end of this threshold, i.e. 180 dph, (availing of the 20% upper variance) and in compliance with the scheme.

House Types, Mix and Floor Areas

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 proposed development of apartments has been designed to provide a variety of options for prospective residents.

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The proposed development contains 436 residential units across Blocks A, C and D and comprises a mix of Studio, 1, 2, and 3 bed apartments, as outlined in the table below.

Summary of Accommodation:

| Number of: | Studio | 1 Bed | 2 Bed | 3 Bed | TOTAL |
|-------------------|---------------|--------------|--------------|--------------|--------------|
| <i>Apartments</i> | 9 | 204 | 213 | 10 | 436 |
| <i>% of mix</i> | 2% | 47% | 49% | 2% | |

Section 2.3.47 of the Planning Scheme as amended, specifies the required residential unit size in Adamstown in accordance with the updated Design Standards for New Apartments (2020). All of the proposed apartments would meet or exceed the minimum apartment size requirements as set out in the Guidelines, i.e. studio apartment 37sq.m, one-bedroom apartment at 45sq.m, two bedroom apartment at 73sq.m and three bedroom apartment at 90sq.m. In addition, all apartments would meet the private amenity space standards as set out in the Apartment Guidelines.

Amenity, Design, Height 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. A masterplan has been submitted as Part of Phase 1 and this has been taken into consideration in the current proposal.

A Design Statement prepared by Henry J. Lyons has also been submitted with the application which provides a detailed site analysis and urban design rational for the proposed development and details the proposed materials finishes.

The principle of the location of the landmark building as proposed is generally considered acceptable and appears to comply with Section 2.3(ix) of the Scheme as a gateway location at an access point to the urban block. It is noted that Figure 2.2 of the scheme refers to the landmark icons as 'potential landmark buildings'.

In terms of the courtyard and perimeter buildings interpretation, it is noted that the Planning Scheme layout outlines courtyard and flexible use building types at this location. Section 2.3 (viii) and Figure 2.11 of the Planning Scheme stated Flexible use buildings are considered perimeter building types. In this context, a design response of a mix of courtyard and perimeter is in accordance with the Scheme.

In relation to Perimeter buildings, Section 2.3 (viii) of the PS states

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

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In terms of perimeter buildings: A1, A2 and A3 are 5 storey. Block C is predominantly 5 storey (with the exception of the landmark building). An element of Block C2 is 4 storey. Block D is predominantly 5 storey. D4 is 4 storey

For courtyard buildings: Block A – scheme indicates some courtyard buildings on southern elevation. Block A4 is 4 storey. Block C– scheme indicates some courtyard buildings on northern elevation. Buildings predominantly 5 storey. Northern portion of Block C can be considered corner / feature.

Block D – scheme indicates some courtyard buildings on northern elevation. Buildings predominantly 5 storey. Northern portion of Block D1 can be considered corner / feature.

Overall, the heights are consistent with the Planning Scheme.

Public and Communal Open Space

The applicant has indicated that approximately 3,281sq.m communal open space would be provided and 3,138sq.m public open space.

This will incorporate a podium at level 01 for Block A and semi-private open spaces at blocks C and D. Public open space above the required standard has already been provided prior to this proposal. The communal open space for the proposal is also above the required standard.

It is noted that privacy strips / private gardens have been provided at ground floor.

Adjacent Bridge

It is noted a submission has been received in relation to the adjacent bridge. The current and emerging County Development Plans do not zone the land to the south of the railway as residential.

Section 5.6 of the Planning Statement indicates that the Planning Scheme is not explicit in how the bridge should be treated in the development of lands adjoining it. In the absence of prescribed standards, the development proposal has considered the interface between the proposed apartment buildings and the bridge approach road. The scheme has been designed to ensure there are no negative impacts on residential amenity in the event that the bridge remains in the long term

The applicant has provided details of how the proposed development engages with the existing bridge in both the Architectural Design Statement and the Landscape Design Statement.

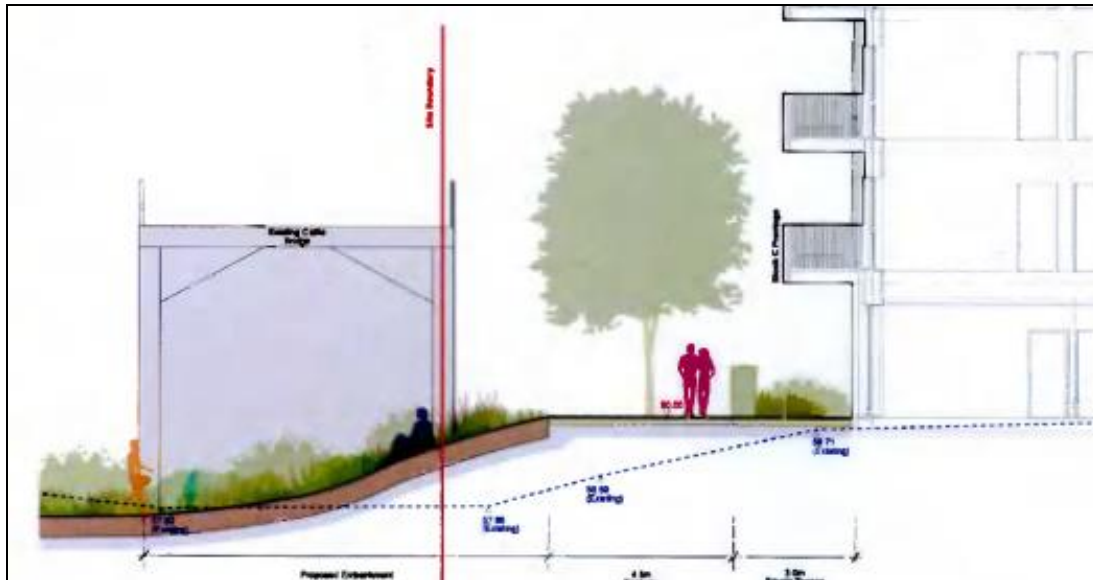
Section 4.3 of the Design Statement sets out that there is a Pedestrian and Cycle route along the existing Bridge. Page 29 states that ‘Bridge Walk’ – *“own door units accessed from the proposed pedestrian route along the cattle bridge at the Western edge provide activity and passive surveillance to this area”*.

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The Landscape Design Statement provides sections of the footway along the cattle bridge:



Camlins has also produced a number of sections which indicate the design adjacent to the bridge and ramp:

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Given the bridge's location outside the redline, it is considered that the interface with the adjacent bridge has been considered in sufficient detail. Further consideration of the finish and upgrade of the bridge will be considered in future planning application in the adjacent Development Area.

Dual Aspect

Under SPPR4 of the Apartment Guidelines (2020), the minimum number of dual aspect apartments that may be provided in any single scheme in suburban or intermediate locations shall be 50% and 33% in more central accessible urban locations. In total, 50% of the apartments are dual aspect. Sufficient dual aspect apartments are provided. It is apparent from the Housing Quality Assessment and the floorplans, that several apartments are single aspect, north facing.

Paragraph 3.18 of the Apartment Guidelines states “*North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature. Particular care is needed where windows are located on lower floors that may be overshadowed by adjoining buildings*”.

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The following apartments are north facing and single aspect, however, the Housing Quality Assessment states that they are dual aspect:

D1.001 (T.102_D)

D2.002 (T.102_D)

These units front onto Great Western Way and it is not apparent that they overlook any significant amenity areas directly. The applicant is, therefore, requested to submit a separate schedule and plan indicating all single aspect north facing apartment detailing compliance with Paragraph 3.18 of the Apartment Guidelines. Any single aspect north facing apartments that do not meet the requirements of the Apartment Guidelines should be omitted.

Any resultant change in the percentage of overall dual aspect apartments should also be set out. This should be provided via **additional information**.

Amenity of Apartments

The Daylight and Sunlight Analysis, prepared by OCSC has been submitted with the application. The analysis demonstrates that internal daylight access in excess of minimum requirements for individual apartments is achieved by $\geq 95\%$ across the proposed development. The majority of apartments not only meet, but greatly exceed the ADF target set out. This is acceptable to the Planning Authority.

In addition, a Pedestrian Comfort Report has also been submitted which found that overall, the proposed development will be a high quality, comfortable environment for occupants throughout the year. The findings of this report are noted and are deemed to be acceptable.

In general, a good degree of separation is maintained. The exception to this is Blocks D2 and D3, where the separation distance between opposing windows is 7.77m. The Planning Authority is concerned that the living spaces are provided at the closest points, therefore increasing the risk of overlooking. Given the proximity of the apartment in D2 and D3, it would be preferable for the living spaces to be reorientated so bedrooms / bathrooms were opposing rather than living rooms. The applicant is requested to address this via **additional information**.

Materials and Finishes

A Building Life Cycle Report for the apartments has been submitted with the application which provides details on the proposed materials and finishes and the long-term maintenance and management strategy for the scheme.

The proposed choice of materials consists of a hard wearing, low maintenance and durable render. The balconies would have cantilevered steel frames or solid glass. Windows would be double glazed. The roof would be a mix of traditional coverings and a green roof system.

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The materials and finishes proposed for Blocks A, C and D are considered acceptable. However, it is noted that render is provided along Adamstown Station, and it is considered that, given the prominence of this location, Brick should be provided.

The applicant is requested to provide details of revised materials along Station Road frontages via **additional information**.

Signage

In order to protect the visual amenities associated with this development, a **condition** to control advertising signage is recommended, should permission be granted.

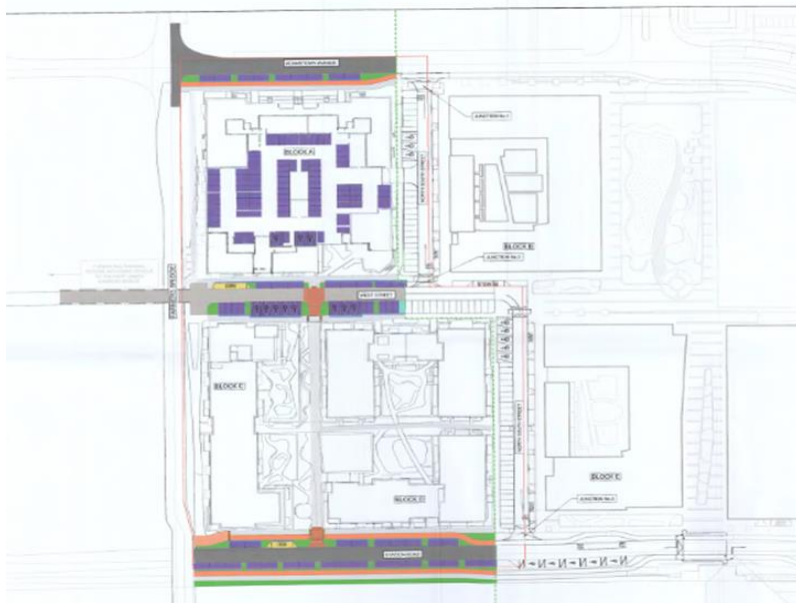
Roads, Access and Parking Provision

The subject application includes a Transport Statement, Design Stage Traffic Management Plan, Roads, Phase 1 Road Safety Audit, Car Park Strategy Plan and Mobility Management Plan and set of Drawings prepared by Atkins, which were referred to the SDCC Roads Section for review and comment.

The Roads Department has stated

“Access & Roads Layout:

This development is the continuation of the Station Road tile development. Three sections of road will be constructed as part of this application, Adamstown Avenue, Station Road, and smaller West Street. The Link Road along the western boundary of this development has not been proposed in this application, the link will be pedestrian only between Blocks A, C and the “Bridge” from Adamstown Avenue to Station Road.



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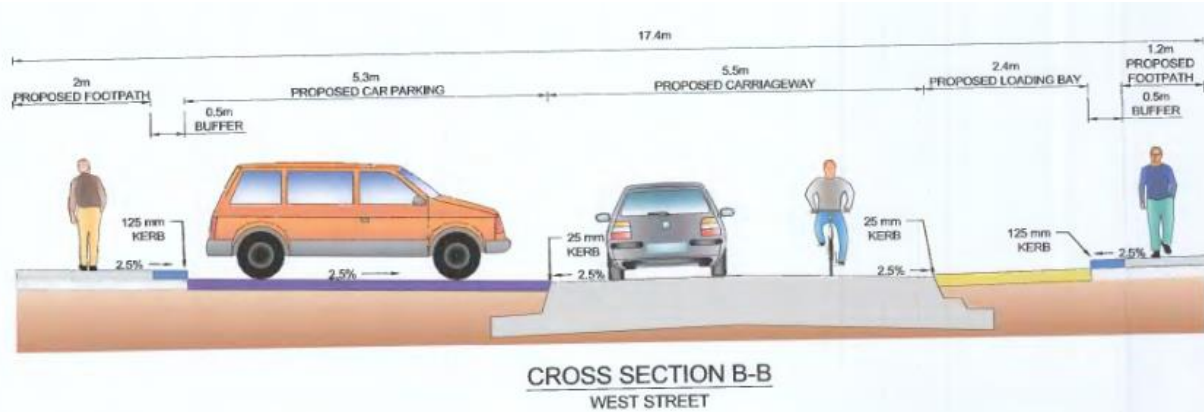


Figure 3 Cross section of West Street.

The submitted cross section of West Street shown in Figure 3 detail the footpath width at 1.2m this must be 2.0m at a minimum.

The applicant has submitted a road safety audit while some of the issues raised relate to the previous planning permission, there are some that should be addressed in this submission.

Item 2.1 of the audit recommends a turning circle at the dead end in the car park in Block A. Item 2.2 recommends crossing points along the West Street, particularly at the turning circle at the end.

Permeability:

The overall pedestrian permeability is good. The vehicle permeability will be improved when the developments to the west are completed and links in this direction will be available.

Car Parking:

A total of 220no. car parking spaces, 60no. at street level, 88no. beneath the podium and 72no. in the block F multi story car park. The total number of spaces required for this development under the Adamstown SDZ planning scheme would be 436no. the applicant has proposed 220no. citing previous permissions for the Station Planning tile providing for a parking ration of 0.5, they also contend the proximity to public transport, namely the Adamstown train station and bus routes. Some of the parking for this development will be in the multi-story car park in Block F. the applicant has demonstrated the walking distances to the parking spaces will be nominal and that set down areas across the development will allow car users to unload close to the apartments. This system of parking will depend strongly on a robust car parking management strategy, which the applicant has noted in their submission.

The applicant has shown several parking spaces assigned to the development along Station Road. The roads department recommend that some of these spaces be unallocated spaces for the set down

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use of the Adamstown train station. This would also comply with the provision of unallocated parking spaces as set out in the SDZ development plan.

Bicycle Parking:

The applicant has proposed 526no. bike parking spaces, 416no. covered and 110no. Sheffield stands in the open space. This provision is in line with the plan scheme for the Adamstown SDZ.

Taking in Charge:

A plan of the areas to be taken in charge by SDCC has been submitted. Details of the road construction have been included. The roads and footpaths must confirm to SDCC taking in charge standards.

Waste Collection:

The applicant has submitted details of the waste collection strategy. An autotrack has been supplied detailing the route of the vehicle throughout the development. The access to the emergency route through Blocks C and D has not been made clear”.

Additional information is requested by the Roads Department.

In addition the Planning Authority require the following **additional information**:

- Details of how the cycle lanes are compliant with the NTA cycle design guide
- Details of how car parking in Block F (on all floors) is allocated as a whole, including:
 - o Provision for retail facilities
 - o Provision for each apartment development
 - o Provision for all other non-residential parking allocations indicated as part of all previous planning application
- It is not considered allocated parking should be provided along Station Road and Adamstown Avenue, and details of parking provision, with the omission of allocating these spaces should be provided.
- Details of bus set down areas.

Services, Drainage and Flood Risk

Much of the drainage infrastructure has already been installed under the SDZ lands in Adamstown. The proposed development is intended to connect to the existing infrastructure.

The subject application includes an Engineering Services Report, set of Drawings and a Site-Specific Flood Risk Assessment prepared by CS Consulting Group.

The Flood Risk Report notes that the subject site is deemed to be located in Flood Zone C. The Flood Risk Assessment concludes that the likelihood of onsite flooding from groundwater due to hydrological conditions are deemed to be minor and within acceptable levels.

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SDCC Water Services Section has reviewed the details submitted with the application and has no objection to the proposed development subject to standard **conditions** being attached in the event of a grant of permission.

A report received from Irish Water notes no objections, subject to **conditions**.

Landscaping and Public Realm

The applicant has submitted landscape design proposals and associated drawings for the proposed development. The proposal has been assessed by the Parks & Landscape Services/Public Realm Department.

Parks has raised no objections, subject to conditions.

Heritage and Biodiversity

An Ecological Appraisal prepared by Brady Shipman Martin (dated April 2022) has been submitted with the application. The report notes that proposed development would not result in the removal of any habitats if significant biodiversity value. The existing disused field will be replaced with a new development and associated public open space and landscaped areas, including areas of ecologically sensitive planting.

It is considered appropriate that the recommendations outlined in the Ecological Appraisal Report should be implemented on site. This matter can be addressed by **condition**.

Archaeological Heritage

No archaeological report has been submitted with the planning application. It is considered appropriate to attach the standard **conditions** in the event of a grant of permission.

Waste Management

A Resource Waste Management Plan and Operational Waste Management Plan (OWMP) prepared by AWN Consulting (dated Spring 2022) have been submitted for the proposed development.

The OWMP proposes a waste strategy for managing waste for the operational phase of the new development that complies with all legal requirements, waste polices and best practice guidelines.

No comments have been received from the Waste Management Section.

Environmental Health

The EHO has raised no objections, subject to conditions.

Energy

An Energy and Sustainability Report as prepared by O Connor Sutton Cronin has been submitted with the application. A building Life Cycle Report has also been submitted. The energy statement

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sets out that the proposed residential aspects of the development will comply with Part L 2019 (NZEBC) regulations. As part of the developments efforts to further reduce energy consumption, the project is targeting an A2/A3 BER (Building Energy Rating). A range of measures including the installation of solar photovoltaics and heat pumps are proposed. Furthermore, a number of sustainable design features has been considered. This is considered to be acceptable and a **condition** requiring the implementation of these measures is therefore recommended.

Public Lighting

Details of the intended lighting design for the proposal has been submitted by the applicant. A detailed lighting design is required to be agreed with the Lighting section of South Dublin County Council prior to commencement of development. It is recommended that a **condition** to address this matter be applied in the event of a grant of permission.

Part V Social Housing

A Part V Allocation drawing has been submitted indicating 44 units proposed for social housing on site in Block C.

It is recommended that in the event of a grant of permission, a Part V **condition** should be in place.

Aviation

The IAA has raised concerns regarding the proposed development.

Policy IE9 states *“It is the policy of the Council to have regard to the advice of the statutory bodies responsible for the control and safety of operations at Weston Aerodrome, to prevent encroachment of development around the Aerodrome which may interfere with its safe operation, in the context of the proper planning and sustainable development of the area and the protection of amenities”*.

The IAA has stated that there appears to be a penetration of obstacle limitation surfaces. It is stated that a reduction in height may be necessary. The applicant is requested to liaise with the IAA and submit revised plans, where necessary, via **additional information**.

Appropriate Assessment

An Appropriate Assessment screening report has been submitted with the planning application prepared by Brady Shipman Martin. The Appropriate Assessment Screening Report concludes *‘in view of best scientific knowledge this report concludes that the proposed development at Adamstown District Centre, individually or in combination with another plan or project, will not have significant effect on any European sites’*.

Having regard to the documentation submitted as part of the planning application, including the Appropriate Assessment Screening Report prepared by Brady Shipman Martin and to the nature and

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scale of the proposal and the distance from Natura 2000 sites, the Planning Authority considers that a Stage 2 Appropriate Assessment is not required in this instance.

In the event of a grant of permission the applicant is recommended to engage with Inland Fisheries Ireland to ensure that no negative impact on the fisheries status of the Tobermaclugg and Griffeen Catchments will occur. This can be addressed by **condition**.

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.

Other Considerations

Development Contributions

Permission sought for residential development (27,511sq.m nett)

Ancillary residential amenities 162 sq.m

Other ancillary waste /

220 car parking spaces (including allocation in previously approved block F)

| Number of: | Studio | 1 Bed 2P | 2 Bed 3P | 2 Bed 4P | 3 Bed | TOTAL |
|----------------------|---------------|---------------------|-----------------|-----------------|--------------|--------------|
| Apartments (no.) | 9 | 204 | 16 | 85 | 197 | 436 |
| Floor Area (sq.m) | 355 | 10,164 | 1,080 | 14,983 | 929 | 27,511 |

SEA Monitoring

- ***Building Use Type Proposed*** - Residential
- ***Floor Area (sqm)***- 34,739.m
- ***Land Type***- SDZ/ Greenfield
- ***Site Area***- Stated as 2.43 ha

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Conclusion

Whilst a proposed residential development of a mix of houses, apartments and duplex units at the overall density and dwelling mix proposed is considered acceptable in principle there are a number of issues which require to be addressed by way of additional information in order to make a full assessment of the proposal.

Recommendation

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

1. (a) The following apartments are north facing and single aspect, however, the Housing Quality Assessment states that they are dual aspect:

D1.001 (T.102_D)

D2.002 (T.102_D)

These units front onto Great Western Way and it is not apparent that they overlook any significant amenity areas directly. The applicant is, therefore, requested to submit a separate schedule and plan indicating all single aspect north facing apartment detailing compliance with Paragraph 3.18 of the Apartment Guidelines. Any single aspect north facing apartments that do not meet the requirements of the Apartment Guidelines should be omitted.

Any resultant change in the percentage of overall dual aspect apartments should also be set out

(b) In general, a good degree of separation is maintained. The exception to this is Blocks D2 and D3, where the separation distance between opposing windows is 7.77m. The Planning Authority is concerned that the living spaces are provided at the closest points, therefore increasing the risk of overlooking. Given the proximity of the apartment in D2 and D3, it would be preferable for the living spaces to be reorientated so bedrooms / bathrooms were opposing rather than living rooms. The applicant is requested to provide a rationale for the proposal or consider revised plans indicating the reorganisation as set out above.

2. The materials and finishes proposed for Blocks A, C and D are considered generally acceptable. However, it is noted that render is provided along Station Road, and it is considered that, given the prominence of this location, brick should be provided. The applicant is requested to provide details of revised materials along Station Road frontages.

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3.
 - a. The applicant is requested to submit a revised layout not less than 1:200 scale showing the minimum width of footpaths at 2.0m wide.
 - b. The applicant is requested to submit a revised layout not less than 1:200 scale showing a turning location at the dead end in the car park of Block A, as per road safety audit.
 - c. The applicant is requested to submit a revised layout not less than 1:200 scale showing pedestrian crossing locations along the West Street, as per road safety audit.
 - d. The applicant is requested to submit a revised layout not less than 1:200 showing 7no. assigned car parking spaces on the south side of the Adamstown station Road as unassigned set-down parking spaces for use at the train station.
 - e. The applicant is requested to provide details of how the cycle lanes are compliant with the NTA cycle design guide
 - f. The applicant is requested to provide details of how car parking in Block F (on all floors) is allocated as a whole, including:
 - o Provision for retail facilities
 - o Provision for each apartment development
 - o Provision for all other non-residential parking allocations indicated as part of all previous planning applications and car parking strategies submitted.
 - g. The applicant is requested to provide details of bus set down areas.

4. The applicant is requested to engage with the licensee of Weston Aerodrome, to review the potential impact of the proposed development and the related construction methodology to be adopted on the safety of aviation activities at the Aerodrome. The IAA has raised concerns that, based upon the information provided in the planning submission, there is a penetration of the obstacle limitation surfaces established at Weston Aerodrome. As such, following consultation with the aerodrome, the applicant is requested to engage a specialist aviation consultant to undertake an aeronautical study to review the potential impact on the obstacle limitation surfaces, flight procedures, circuit traffic patterns and visual holding at the Aerodrome. This study should seek to identify whether the development currently proposed can be safely permitted or whether a resulting in height is necessary to ensure no penetration of the obstacle limitation surfaces. The study should also incorporate an assessment of the use of cranes required during the construction works, in the context of their potential impact on aviation activities at the Aerodrome.

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REG. REF. SDZ22A/0005

LOCATION: In the townland of Gollierstown, 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: 08 June 2022



**Mick Mulhern, Director of Land Use,
Planning & Transportation**