

Comhairle Chontae Atha Cliath Theas

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Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0007 **Application Date:** 06-May-2022
Submission Type: New Application **Registration Date:** 06-May-2022

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

Proposed Development: 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

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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.

Location: In the townlands of Gollierstown & Aderrig, Adamstown, Lucan, Co. Dublin

Applicant Name: Adamstown Station & Boulevard Ltd.

Application Type: SDZ Application

(SW)

Description of Site and Surroundings:

Site Area:
Stated as 10.14ha

Site Description:
The subject site is situated in the southern area of Adamstown SDZ, within Development Area 10-Adamstown Boulevard under the Adamstown SDZ Planning Scheme Area. The lands are bounded by Adamstown Avenue to the north, by Adamstown Way / Aderrig Development Area and to the

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east by the Station Development Area. The railway line and Adamstown train station lie to the south / southeast. There is a ramp and bridge to the east, adjacent to the Station Development Area. The lands to the east are mostly vacant, however, an element is occupied by a temporary 'Park and Ride' facility.

The subject site is a greenfield site and is bound by fencing. There is a hedge running through part of the site and to the west. There is an oak tree on site also.

Proposal:

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.

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- 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 Boulevard 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.

SEA Screening

Overlap with Rural, SFRA A, SFRA B.

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.

A small element on the west is zoned 'RU' "to protect and improve rural amenity and to provide for the development of agriculture". No development is proposed in this area.

The subject site is located within Development Area 10: Adamstown Boulevard 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.

Waste Management – No report received at time of writing.

Roads – Additional information requested.

Parks – No objections, subject to conditions.

EHO – Additional information requested.

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Heritage – No report received at time of writing.

Forward Planning – No report received at time of writing.

Architect – No report received at time of writing.

TII – No observations.

NTA – Further consideration needed.

Irish Water – No objections, subject to conditions.

Inland Fisheries Ireland – Observations made.

Department of Housing, Local Government & Heritage – No objections, subject to conditions.

Department of Defence - No report received at time of writing.

Submissions/Observations /Representations

None received.

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 Boulevard 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

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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 Boulevard 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 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

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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 Boulevard 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 Boulevard 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 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 Boulevard 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

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facade on the west elevations; the provision of Ino. 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 façade 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 Boulevard 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 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 Boulevard Development Area as well as the

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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 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 storey), 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

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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. ; 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

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residential and retail, retail/cafe/restaurant units at ground floor, with consequential reduction in the overall heights of Blocks Band 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 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

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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; 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 Boulevard 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 Boulevard 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

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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**

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.

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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

PPSDZ14/21 Development of 430 dwellings; 2 new public parks and all ancillary site development and landscape works on a site of 9.87Ha as Phase 1 of the overall Adamstown Boulevard Development Area (14.6Ha).

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

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

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

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

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

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

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

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Additional National Policy Documents 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

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

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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.

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).

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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.

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 Boulevard (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 Boulevard development area and may include parts of the adjoining Adamstown Boulevard and Adamstown Square development areas.

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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.

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

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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.*

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 Boulevard, 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.*

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.'*
- ii. *'would not relate to already developed land in the planning scheme.'*
- iii. *'would not significantly increase or decrease the overall floor area or density of proposed development.'*
- iv. *'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 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).

The non-material Amendment (2020) does not impact Adamstown Boulevard.

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

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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 1 of the Adamstown Boulevard tile.

Adamstown SDZ Planning Scheme

The subject site comprising 10.14 ha is located within Development Area 10: Adamstown Boulevard. The overall net development area for Adamstown Boulevard is stated as 14.6ha in the Planning Scheme.

The application comprises the construction of Phase 1 of the Adamstown Boulevard Development Area and provides for a residential development of 257 houses – 2 to 3 storeys. Outline permission is also sought for 166 apartments – 5 to 9 storeys.

257 houses - 75 two bedroom units, 113 three bedroom units and 69 four bedroom units.

166 apartments (outline) - 11 studio units, 76 one bedroom units and 79 two bedroom units.

In total, the proposal would provide 11 studio, 76 one bed, 154 two bed, 113 three bed and 69 four bed.

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.

In addition, 0.95ha of public open space and 1,341.17sq.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 are 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 all been met. As such, all of the requirements for Phases 1-3 are provided. 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. 10 Adamstown Boulevard.

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Adamstown Boulevard

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

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

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Urban Design Characteristics

- > In the Western Boulevard the Water feature is treated with a more urban edge, and hard landscaping
- > The Central Boulevard has more uses and a mixture of hard and soft landscaping with an active edge
- > Pedestrian and cyclist permeability
- > Crèches to be associated with Public Open Space

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 10: Adamstown Boulevard			
Criteria	SDZ criteria relevant to Adamstown Boulevard	Proposed Development	Comments on whether proposal is in compliance with the Planning Scheme
Min-max total residential development	72,450 – 90,825 sq.m.	28,663sq.m (full) 10,105sq.m (outline) Total: 38,768sq.m	In accordance with criteria. Development is not final phase
Min-max dwellings per hectare	60-75 (+/- 20% variation)	48 (for full and outline – 8.82ha excluding POS) – in compliance with -20% variation	In accordance with criteria.
Min-max total dwelling units	690 – 865	423	In accordance with criteria. Development is not final phase
Min affordable / social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	26 units are proposed for Part V.	Housing Strategy has requested additional information.
Min non-residential	None.	None provided.	In accordance with Planning Scheme criteria

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development			
Max non-residential development	10% of total development up to 8,750 sq. m.	None provided.	In accordance with Planning Scheme criteria
Max retail development	10% of total non-residential up to 875 sq. m.	None provided.	In accordance with Planning Scheme criteria
Min-max courtyard building height	2 - 4 storeys with up to 5 storeys at corner/feature buildings	Apartment block is min. 5 storeys Internal courtyard housing generally 2 storey with some 3 storey elements	Indicated on western element of apartment block – considered to be feature and therefore acceptable.
Min-max perimeter building height	3 storeys plus setback to 5 storeys plus Setback	3 storey along Adamstown way. Adamstown avenue generally 3 storey, with 2.5 storey elements. Housing to north of Adamstown Ave along linear park is 3 storey. Housing to north of Adamstown Ave along park is mix of 2 and 3 storey.	Scheme indicates perimeter along avenues. Noted that scheme does not allow for 2.5 storey however, height of 2.5 storey would be 10.085m. 3 storey would be 11.1m. Given only 3 x 2.5 storey properties proposed, this is considered acceptable. 3 storey proposed along linear park to east – noted linear park is not proposed in same location. However, intention that perimeter buildings should front this park, 2.3.6 of the scheme states “ <i>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.</i> ” It is noted that the dwellings along the linear park are 2

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		<p>3 storey indicated at Station Road / Side Street 8 corners.</p> <p>Flexible ground floor uses indicated at the apartment block – internal GF height 4m.</p> <p>House type H4HAF (between home zone 1 and side street 1, along Adamstown Way) has internal ground floor height of 2.7m</p>	<p>storey however they no longer form part of the outside of the development area block and is therefore considered acceptable.</p> <p>Corner perimeter buildings indicated at station road / side street.</p> <p>Flexible perimeter buildings indicated in compliance with scheme.</p>
Max landmark building height	30 metres (up to 10 storeys approx.)	<p>Proposed landmark buildings:</p> <ul style="list-style-type: none"> - at apartment block. - at flexible use building fronting Adamstown Way - at west end of Adamstown Way - at west corner of Adamstown Ave. - opposite pocket park to adjacent to station development area 	<p>9 Storeys proposed at apartment block with height of 30.3m – not in compliance but outline permission sought for this element and height to be agreed at subsequent stage.</p> <p>All other buildings are maximum of 3 storeys and these elements are in compliance with the Scheme.</p>
Min local public open space	0.5 HA	0.95ha	In accordance with criteria

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Urban Design Manual – A Best Practice Guide 2009

Urban Design Criteria	Assessment
<p>1. <i>Context: How does the development respond to its surroundings?</i></p>	<p>High quality streets, with dual frontage housing where appropriate.</p> <p>Ground floor apartments provided. Not indicated whether these are own door. Plant also provided along farmer bridge frontage, which is not considered acceptable.</p> <p>Careful consideration needed regarding boundary treatment to rear of dwellings to west.</p>
<p>2. <i>Connections: How well is the new neighbourhood / site connected?</i></p>	<p>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.</p>
<p>3. <i>Inclusivity: How easily can people use and access the development?</i></p>	<p>High quality street, rail, cycle and bus network provided in proximity. The proposed design provides frontages outwardly and inwardly from the blocks.</p>
<p>4. <i>Variety: How does the development promote a good mix of activities?</i></p>	<p>It is proposed to provide studio, 1bed and 2bed apartments as well as 2bed, 3bed and 4bed houses.</p> <p>The variety of mix is welcomed.</p>
<p>5. <i>Efficiency: How does the development make appropriate use of resources, including land?</i></p>	<p>Residential development with significant public realm space and car and bicycle parking</p>
<p>6. <i>Distinctiveness: How do the proposals create a sense of place?</i></p>	<p>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>.</p>
<p>7. <i>Layout: How does the proposal create people-friendly streets and spaces?</i></p>	<p>Significant landscaping, podium open space.</p> <p>Linear Park and pocket park.</p>
<p>8. <i>Public realm: How safe, secure, and enjoyable are the public areas?</i></p>	<p>Passive surveillance of public and communal open space areas.</p>
<p>9. <i>Adaptability: How will the buildings cope with change?</i></p>	<p>Flexible ground floor units proposed.</p>

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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.
<i>11. Parking: How will the parking be secure and attractive?</i>	Under podium, curtilage and on-street, car-parking provided. Good degree of overlooking.
<i>12. Detailed design: How well thought through is the building and landscape design?</i>	The Parks Department has raised no objections, subject to conditions. Active frontages along streets.

A Design Statement has been submitted with the Planning Application which addresses the urban design criteria above.

Density

The subject site is located in a high-density character area as identified in the Planning Scheme. The required density within Adamstown Boulevard Development Area is 60-75 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 not impacted the development parameters at the Adamstown Boulevard Development Area.

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 lower end of this threshold, i.e., 48 dph, (availing of the 20% lower variance) and in compliance with the scheme. It is noted that the applicant owns the remainder of the development area and can ensure a higher density at later phases. It is noted that the NTA has recommended a higher density, but it is considered that the application is compliant in terms of density in its current form with the Planning 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 housing and apartments has been designed to provide a variety of options for prospective residents.

The proposed development contains 423 residential units, consisting of 166 apartments (for outline approval only) and 257 houses and comprises a mix of Studio, 1 and 2 bed apartments, as well as 2, 3 and 4 bed houses, as outlined in the table below.

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Summary of Accommodation:

Number of:	Studio	1 Bed	2 Bed	3 Bed	4 Bed	TOTAL
<i>Apartments</i>	11	76	79	0	0	166
<i>Houses</i>	0	0	75	113	69	257
<i>Total</i>	11	76	154	113	69	423
<i>% of mix</i>	2.6%	18%	36.4%	26.7%	16.3%	

When the development as a whole is considered, there is a balanced mix of housing provision. In accordance with SPPR 1 of the apartment guidelines: “*Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city, or metropolitan area basis and incorporated into the relevant development plan(s)*”.

- 6.63% of apartments would be studio
- 45.78% of apartments would be 1bed
- 47.49% of apartments would be 2bed

Overall, the proposed mix of apartments is not considered acceptable and the provision of studio and / or 1bed apartments should be reduced to be a total of no more than 50% in order to ensure compliance with SPPR1. A condition is recommended to secure this at consequent stage should outline permission be granted.

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 and two bedroom apartment at 73sq.m. In addition, all apartments would meet the private amenity space standards as set out in the Apartment Guidelines. All houses would also meet the relevant requirements, as detailed in the ‘Residential Quality Audit.’

Outline Permission

The applicant has submitted an application for **outline permission only** for the proposed apartment block. The description of development states “*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*”. Whilst the proposal is outline only, as stated above, there are concerns that the unit mix does not meet the requirements of SPPR1. As the

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applicant has specified the mix within the description, should permission be granted, a condition is recommended seeking agreement in accordance with SPPR1 in any subsequent application.

As the proposed apartments are outline only, no development can take place until an application for permission consequent to the grant of outline permission has been granted. It is considered that any such application should include details relating to unit mix, aspect, layout, siting, height, design, external appearance and means of access thereto. Information detailing the daylight / sunlight impacts of the proposal and a building lifecycle report should also be submitted.

In accordance with Section 36 of the Planning and Development Act 2000, (as amended), any subsequent application for permission pursuant to this outline permission shall be made not later than 3 years beginning on the final grant date of outline permission.

It should be noted for the detailed design stage, that the Planning Authority require activity at ground floor, including own door units, along the boundary with the adjacent bridge.

Amenity, Design, Height and Layout

Height

As discussed under compliance with the Planning Scheme above, the height is broadly in compliance with the scheme.

Layout

The layout is generally in compliance with the Planning Scheme.

Design – Built Form

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 which shows indicative development for the remainder of the Development Area.

A Design Statement prepared by McCauley Daye O'Connell has also been submitted with the application which provides a detailed site analysis and urban design rationale for the proposed development and details the proposed materials finishes.

The principle of the location of the landmark buildings 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.' The proposed landmark buildings appear to be standard house types and **additional information** is requested setting out the landmark features of each building (save for the elements contained within the outline apartment complex).

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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.

The following house types are end of terrace and provide dual frontage, which is welcomed:

- H4AD
- H4BD
- H2AD
- H3AD
- H4HA
- H3BA
- H2AD1
- H4BD3
- H3AD1
- H4HAF

Openings on the following end of terrace dwellings could be increased to increase passive surveillance. The applicant is requested to address this via **additional information**.

- H3AA
- H3DA

In general, the design and built form of the proposed development is considered acceptable.

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Road / Street Width



The Planning Scheme indicates a series of avenues, side streets and back streets within the application site. Avenues are generally fixed, but more flexibility is applied to side streets and back streets.

The Adamstown Street Design Guide sets out the following parameters for Avenues.

Design Speed: 50 kph
Street Reserve Width: 21-25 metres
Carriageway Width: 6.5-7.5 metres
Median: Limited application
Verge: Yes
Bus Lane: Where identified
Cycle Lane: On or off road
On Street Parking: Yes (except where a bus lane is provided).

In accordance with the scheme, Avenues are located on the northern, southern, and western boundaries. The area for outline permission also adjoins an Avenue to the east.

It is clear from the design typology of an Avenue as detailed in the Adamstown Street Design Guide (ASDG) that parallel parking should be provided along avenues, along with intermittent street trees (every 2-3 spaces). Footpaths should be provided on the inside of these car parking spaces. The ASDG also sets out a number of other requirements that should be adhered to when designing avenues, this includes design speed, street reserve width & carriageway width. The applicant is therefore requested to provide clarification, as follows:

- Adamstown Way: the redline to the north includes the southern portion of Adamstown Way. Aderrig 2, to the north also permitted Adamstown Way. The applicant has stated that the proximity to the Celbridge Link Road Junction.
- North south Avenue (west side): appears compliant with the scheme.
- Station road: appears compliant with the scheme.

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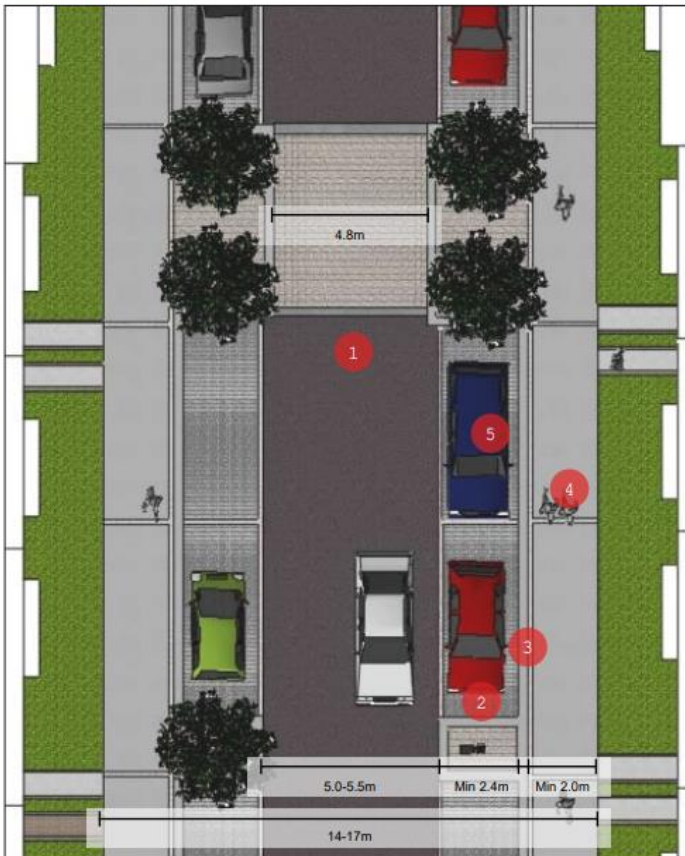
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- Bridge Road (east of outline apartments): No indication of how avenue would be accommodated here. Layout, parking, street reserve width, carriageway width not indicated. The avenue is not included within the redline, the interface / relationship with adjacent development should be indicated at further detailed application stage.
- Adamstown Avenue: appears compliant with the scheme.

The below shows indicative layouts for side streets and back streets:

Side Street:

6.3.2 Typical Section



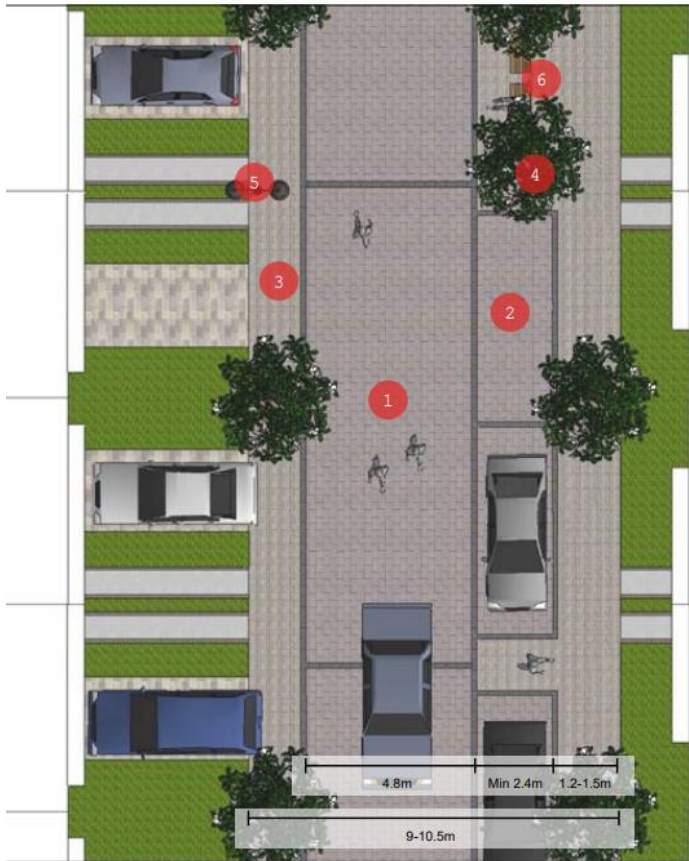
Typical treatment for Side Street within inner areas of Adamstown or in close proximity to local centres, along major pedestrian routes and other higher amenity areas.

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Back Street (including homezones):



Typical treatment Back Street designated as homezone/shared surface street. For application throughout Adamstown on where suitable streets are identified.

The street typology is generally in compliance with the scheme.

In accordance with section 2.4.22 of the scheme “*Properly marked car parking spaces shall be provided on all roads and streets throughout Adamstown, with the exception of main access and busway distributor roads, certain sections of residential distributor roads, and in close proximity to junctions. In addition, no more than 60% of residential car parking spaces shall be provided as private in-curtilage parking spaces in any development area*”. The applicant has indicated that 47.6% of car parking is on curtilage.

2.4.25 states “*Residential car-parking may be provided as courtyard arrangements within blocks, although parking courts on backland sites will not be permissible. Where residential car-parking is*

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grouped, the spaces shall be overlooked by adjoining dwellings to minimise the risk of anti-social behaviour.” The courtyard development is therefore considered acceptable.

External finishes

A condition is recommended in event of a grant requiring materials to be agreed.

Boundary Treatment

2.3.54 Boundaries between the rear of existing and proposed dwellings must be adequate in height (at least 1.8m) and construction (i.e., capped and rendered concrete block or brick walls) to ensure both privacy and security. Timber fencing will be acceptable only between new dwellings.

Given the above, the applicant is requested to provide details of revised boundary treatments via **additional information**. In particular, there are concerns regarding the areas close to the hedgerow to the west.

Public and Communal Open Space

The applicant has indicated that approximately 1,341.17sq.m communal open space would be provided and 0.95ha public open space.

This will incorporate a podium at level 01 for the outline apartment block, a linear park, and a pocket park.

POS provision is in excess of the required standard. The communal open space for the proposal is also above the required standard.

Adjacent Bridge

The Planning Scheme is not explicit about how the bridge should be treated in the development of lands adjoining it. It is noted that the proposed apartment block is outline only, however, no indication has been given of how the development proposal has considered the interface between the proposed apartment buildings and the bridge approach road. The applicant is requested to provide clarity in this regard. The applicant is also required to provide details of how the proposed landscaping at this location would integrate with the landscaping under SDZ22A/0005. This matter should be addressed at the detailed planning application stage for the outline apartments and adjacent development areas.

Signage

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

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Roads, Access, and Parking Provision

The subject application includes a Transport Statement, Design Stage Traffic Management Plan, 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

“The roads layout broadly matches the tile from the master plan. Station Road, Adamstown Avenue and Adamstown way are as shown on the master tile. The planning is for 2-3 storey dwellings and outline permission for an apartment block, not details for the apartment block have been submitted.



Figure 1 future connection west

The proposed layout details a future connection west at the bus turning area and the central avenue. Provision should be made to allow for these connections now and not leave for other developments.

Access & Roads Layout:

There are several vehicle access locations throughout the development. The overall vehicle access is good with several access points form many of the roads.

There are no turning locations at the end of homezones 3 and adjacent to the linear park, depending on the parking arrangements and the width of the road reversing could be difficult Figure 3.

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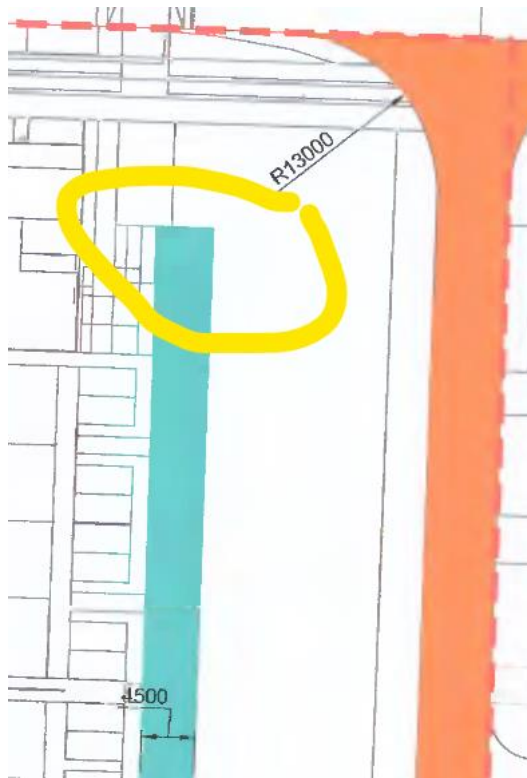


Figure 2 no turning area at the end of Homezone

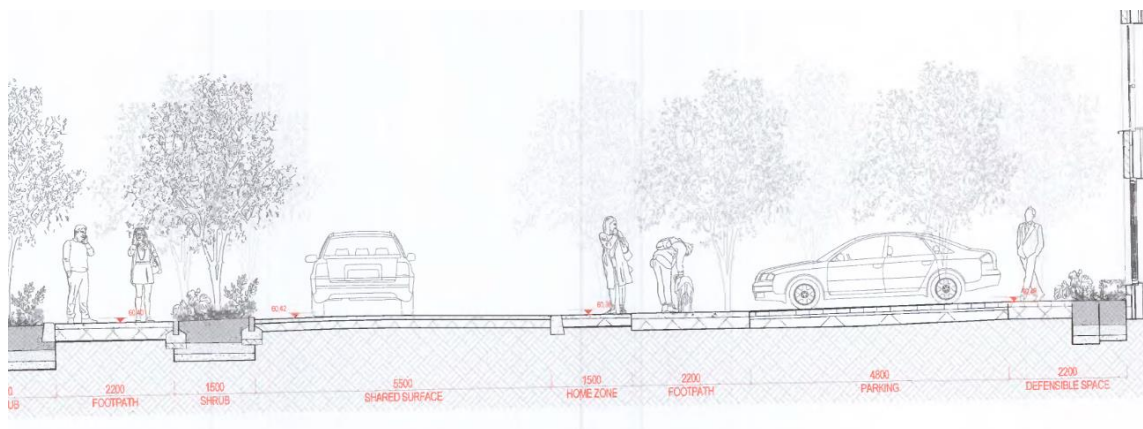


Figure 3 side street 5

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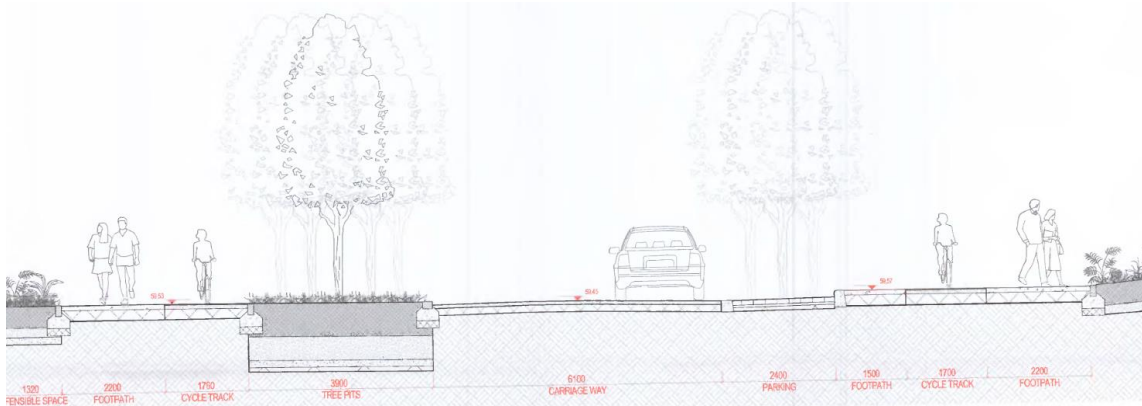


Figure 4 Boulevard cross section

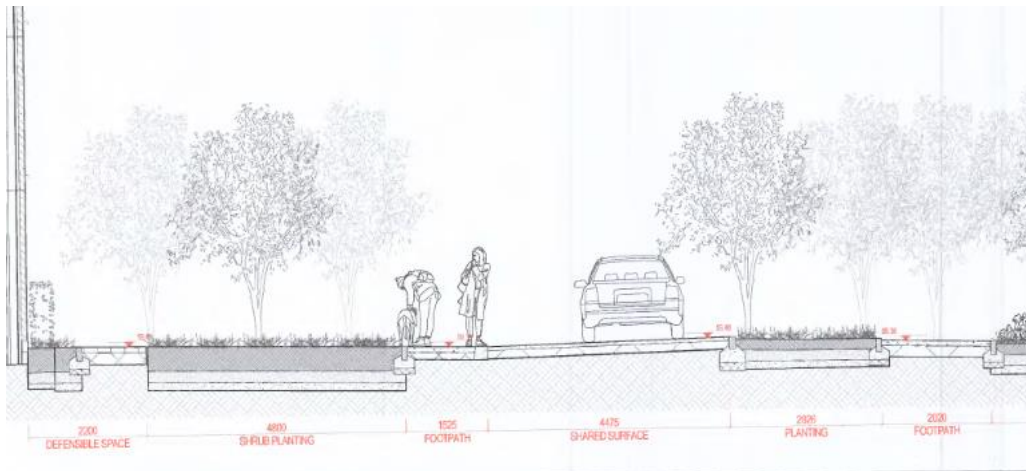


Figure 5 homezone cross section

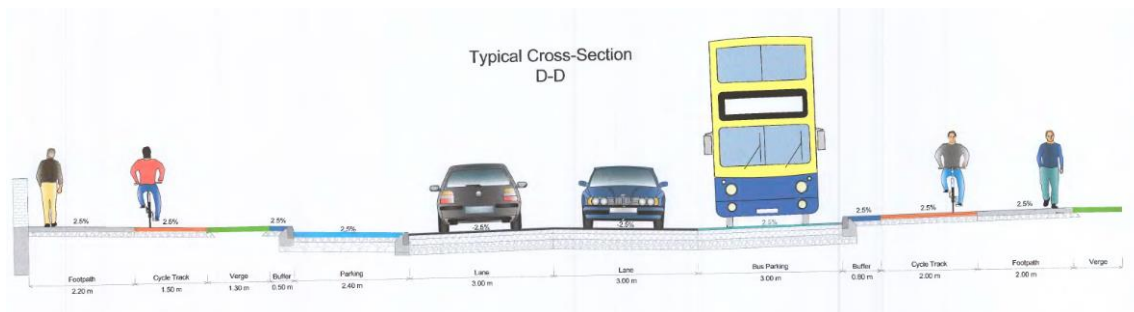


Figure 6 Station Road cross section

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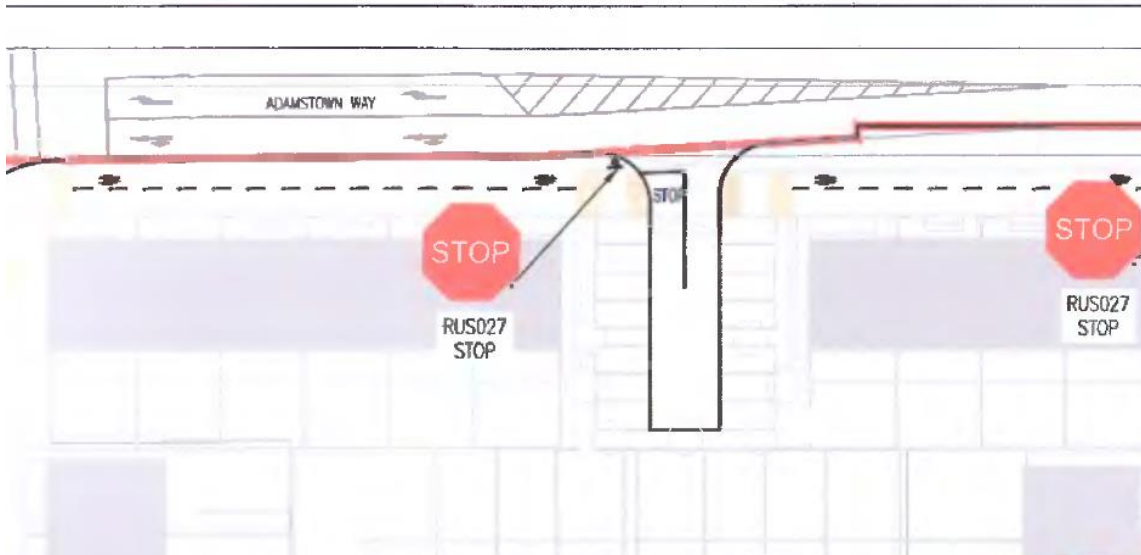


Figure 7 junction across the chevrons

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Figure 7 highlights a junction from the development close to another junction on Adamstown Way, the chevrons on Adamstown Way should be altered to allow right turning out of the proposed development.

An autotrack of fire tender access has been submitted and shows access to all areas required. Refuse vehicle access has been provided too. All the junctions are shown as having 4.5m or 6.0m corners radii. The junction visibility has been demonstrated for all junctions for 50KPH and 30KPH.

An autotrack detailing the bus manoeuvres along Station Road and the turning area have been submitted.

The applicant states that a stage 1 road safety audit has been submitted with the application, but it is not evident in the submission. Clarification of the audit should be provided.

Permeability:

There are cross sections showing the road widths, footpaths, and cycle lanes. However, an overall layout showing the bicycle and walking routes across the development has been provided and details routes to local schools and amenities. The proposed road layout closely follows the SDZ plan. There will be a hierarchy of roads including Avenues, side streets, back streets, and home zones. The permeable network facilitates both pedestrian and cyclist movements. The design speed is 30kmh and will be self-regulated through design treatments such as narrower street widths, smaller turning radii, raised table junctions, pedestrian crossings, on-streetcar parking, and landscaping. This makes the layout consistent with DMURS.

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Car Parking:

The total number of parking spaces is 433 no. for the 257 dwellings of which 47no. are visitor spaces and 206no are on curtilage. There are 55no. spaces for the 166no apartment units. All fall below the requirement to have less than 60% residential parking as private in-curtilage spaces. The parking rate is 1.6 spaces per dwelling. The minimum required parking standards set out in the SDZ is 1 space per unit.

Where reversing space is limited, as in narrow streets of 5.5m width the perpendicular spaces have been increased from 4.8m to 5.3m.



Figure 8 pocket car parks

The applicant has proposed “pocket” car parks along the Adamstown Way Road, because of service constraints.

Bicycle Parking:

Most bicycle parking will be within residential dwellings. The visitor bicycle parking will be in the public realm, in the form of Sheffield stands.

Taking in Charge:

No drawings for the areas to be taken in charge have been submitted. The applicant should submit a layout drawing showing the areas to be taken

Public Lighting

An outdoor lighting report and layout has been submitted with the application. Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme with South Dublin County Council Lighting Department. Once agreed, the scheme shall be constructed/installed to taking in charge standards at the expense of the developer and to the satisfaction of South Dublin County Council Lighting

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Road Construction Details:

Road's construction details have been submitted in the Roads Engineering Report. The applicant is advised that all road materials and depths are to be in accordance with Appendix 6 of the SDCC Taken in Charge standards. All Traffic Signs shall be in accordance with the TSM and the Slow Zones Advice Note.

A construction stage traffic impact has been submitted with the application and outlines the details for site compound and traffic routes. A CMP has also been included but may require updating subject to any planning conditions. If planning is permitted than a detailed construction management plan shall be submitted as per a condition. That will include any additional conditions imposed by the planning process”.

Additional information has been requested.

The NTA has also made comments on the proposed development. Given the location of the proposal adjacent to the train station, the NTA request a higher density is considered. It is noted that the proposal is compliant with the scheme in this regard. The NTA also recommends that the temporary park and ride on the subject site is retained until such times as a permanent park and ride is opened. The timing of the commencement of Phase 3 of the development should be linked to this by way of condition on any grant of permission.

The Planning Authority notes the submission of the NTA and recognises that the temporary Park and Ride facility was provided to satisfy Phase 1B of the Planning Scheme. Furthermore, it is noted that a permanent Park and Ride is required to be provided in Phase 7. Concerns are maintained however that the condition proposed by the NTA, would restrict the delivery of a significant portion of the Boulevard Tile until a permanent Park and Ride facility is provided, especially considering the size, location, and delivery timeline for such a facility is unclear at present. Accordingly, the applicant is requested to provide **additional information** in this regard.

In the event of a grant of permission the NTA has requested that a condition should be attached requiring that the existing bus turning circle is maintained until the proposed new bus turning circle is fully operational and that the applicant liaise with the Local Authority and the NTA to agree the exact design of bus facilities proposed as part of the application, in particular the number, location and design of bus stops required to serve the proposed development.

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In terms of filtered permeability, the NTA states “*Figure 2.1 ‘Road/Street Types’ of the Planning Scheme identifies Local Streets and Back Streets within the block of this site. In particular, Back Streets are defined as ‘Local Streets that provide access to and circulation within individual neighbourhoods, however permeability may be filtered to reduce traffic flows such as via turning restrictions or vehicular cul-de-sacs.’ It is considered that a stronger approach to filtered permeability for this area is required as identified in the planning scheme*”. The Planning Authority is satisfied that the layout is compliant with the scheme.

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 Waterman Moylan.

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 with the implementation of required mitigation, including the translocation of the hedgerow and the significant additional hedgerow planting, there will be no long-term residual impact on any ecological receptors, either within or in the vicinity of the site, or associated with any site designated for nature conservation as a result of the proposed development.

A Hedgerow Survey and Assessment (March 2022) also accompanies the application, as does a Breeding Bird Survey (August 2021 and March 2022) and Bat Survey (March 2022).

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**.

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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 Construction and Demolition Waste Management Plan (April 2022) and Operational Waste Management Plan (OWMP) (April 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 concerns regarding the proposal and has requested **additional information**.

Energy

An Energy and Sustainability Report as prepared by Waterman Moylan has been submitted with the application. The energy statement sets out that the proposed residential aspects of the development will comply with Part L 2021 Dwellings. The report does not address the apartments as outline permission is sought.

Compliance with Regulation 8, parts (a) to (f) is set out.

A range of measures including, building fabric, heat sources and renewable energy options and electric vehicle charging are examined, and the likely solution is set out.

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

The Housing Procurement Section has stated *“It is noted that the Developer intends on fulfilling its Part V obligation for the housing portion of the site by providing a total of 26 units consisting of 10 x 2 Bed, 12 x 3 Bed, and 4 x 4 Bed Houses on site. The apartments will be dealt with under a*

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separate Part V agreement once a full planning permission is lodged. It is South Dublin County Councils preference to acquire a mixture of units on site."

Additional information has been requested.

Aviation

No comments have been received from the IAA of DoD. It is noted that the proposal provides 2 or 3 storey dwellings, save for the apartments, which are submitted for outline approval only.

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 Boulevard, 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 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 Inland Fisheries Ireland has recommended conditions to ensure that there is no negative impact on the fisheries status of the Tobermaclugg and Griffeen Catchments will occur.

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 Planning Authority is not satisfied from the information submitted that the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. The application form states that the site area is 10.14ha. Under Schedule 5, Part 2 (10) "(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere".

The applicant is requested to address the requirement for EIAR via **additional information**.

Conclusion

Whilst a proposed residential development of a mix of houses and apartments and duplex units at the overall density 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.

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Recommendation

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

1. The applicant is requested to provide:
 - a. A revised layout of not less than 1:200 showing a turning area at the end of Homezones adjacent to the linear park, or an autotrack showing vehicle manoeuvres to allow safe turning.
 - b. A revised layout of not less than 1:200 showing the road layout for the vehicle access at the northern end with Adamstown Way.
2. The Environmental Health Department request the application to submit a Traffic Noise Impact Assessment to include:
 1. An acoustic assessment must be undertaken by a suitably qualified acoustic consultant describing and assessing the potential noise impact of the nearby railway line on the propose development. The investigation must include, but not be necessarily limited to, the following:
 - (a) The identification and cumulative assessment of all sources of traffic noise on the proposed development.
 - (b) An assessment of the existing background (LA90,15 min) and ambient (LAeq,15 Min) acoustic environment at the receiver locations representative of the time periods that any noise impacts may occur.
 - (c) Distances between the proposed development and the nearest noise sources (i.e. traffic noise) and the predicted level of noise (Laeq, 15min) from these noise sources when assessed at the boundary of the proposed development.
 - (e) A statement outlining recommended acoustic control measures that should be incorporated into the design and construction of the proposed houses and/or site to ensure the use will not create adverse noise impacts on the occupiers. This should include parameters for walls, glazing, doors and ventilation for the proposed development
3.
 - a. The applicant is requested to increase openings on the following end of terrace dwellings to increase passive surveillance:
 - H3AA
 - H3DA
 - b. The applicant is requested to provide revised boundary treatment details / landscaping details for the boundary of the properties close to the hedgerow to the west.
 - c. The applicant is requested to provide further details of each landmark structure, excluding the structure contained within the apartment complex. In this regard, the applicant should demonstrate that each building would be of significant design quality, so

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that they are clearly discernible from adjacent buildings.

4. The NTA has requested that the temporary park and ride on the subject site be retained until such times as a permanent park and ride is available. The applicant is requested to provide a response to the concerns raised by the NTA in this regard.
5. 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 Planning Authority is not satisfied from the information submitted that the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. The application form states that the site area is 10.14ha. Under Schedule 5, Part 2 (10) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.
The applicant is requested to address the requirement for EIAR.
6. While it is noted that the applicant has indicated that the proposed public open space provision would significantly exceed the minimum quantum required by the Planning Scheme, for this site, concerns are maintained that areas to the south (adjacent to Station Road) and to the west of the site (areas which contain the existing hedge row) may not be usable public open space. The applicant is therefore requested to provide further information in relation to the usability of these spaces.

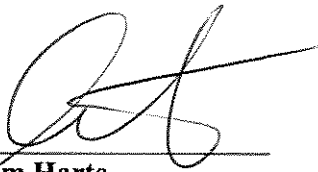
Comhairle Chontae Atha Cliath Theas

PR/0832/22

Record of Executive Business and Chief Executive's Order

REG. REF. SDZ22A/0007

LOCATION: In the townlands of Gollierstown & Aderrig, 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: 30/6/22



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