

Comhairle Chontae Atha Cliath Theas

PR/0981/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ21A/0023

Application Date: 20-Dec-2021

Submission Type: Additional
Information

Registration Date: 05-Jul-2022

Correspondence Name and Address:

John Spain Associates 39, Fitzwilliam Place, Dublin
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Proposed Development:

455 residential units (including a mixture of 2 and 3 storey semi-detached and terraced houses, and duplex units and apartments in 3 and 4 storey blocks), new internal roads and footpaths, site access, public open space, car parking, cycle stores, landscaping, bin stores, foul and surface water drainage, boundary walls and fences, ESB substations and all associated site development works. Private and semi-private open space to serve the proposed units will be provided in the form of balconies, terraces and gardens; including revisions to the permitted / under construction Celbridge Link Road (part of Loop Road 3), permitted under Reg. Ref SDZ17A/0009, associated with the provision of access to the development, parallel parking bays, and public lighting; 58 two bed, two storey, terraced houses (Type E1, E2, E3, J1 & J2); 6 three bed, two storey, semi-detached houses (Type 11); 190 three bed, two storey, terraced houses (Type A 1, A2, A3, B1, 82, C1, C2, C3, D1, D2, F1, F2, 11 & 12); 5 three bed, three storey, terraced houses (Type H); 6 four bed, two storey, terraced houses (Type K1, K2); 7 apartment Blocks (Blocks B, D, E, G, H, I & K) containing 111 apartments/duplexes including 32 one bed apartments, 22 two bed and 57 three bed duplex apartments over 3 storeys; 4 apartment Blocks (Blocks A, C, J & L) containing 37 apartments/duplexes including 8 no. one bed apartments, 29 three bed duplex apartments over 4 storeys; 1 apartment Block (Block F) containing 42 apartments including 2 one bed apartments and 40 two bed apartments over 4 storeys on a site located to the south of Tubber Lane, in the north-west of the Adamstown SDZ lands and to the west and south-west of the permitted/under construction Tubber Lane Phase 2 development (Reg. Ref:

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Location: SDZ19A/0008, as amended under Reg. Ref: SDZ20A/0014).
Tubber Lane, Adamstown, Lucan, Co. Dublin.

Applicant Name: Hugh McGreevy & Sons Ltd.

Application Type: SDZ Application

(SW)

Description of Site and Surroundings

Site Area: 9.95 hectares

Site Description:

The subject greenfield site is located south of Tubber Lane Road within the Adamstown Strategic Development Zone lands, Lucan, Dublin. The subject site forms part of the lands identified in the Adamstown Strategic Development Zone as Development Area 5; Tubber Lane within the Adamstown SDZ Planning Scheme 2014. Tobermaclugg Centre is located east of subject site, with development permitted immediately to the east under SDZ21A/0003. The subject site is bounded by mature trees and hedgerow. The Celbridge Link Road as approved under SD178/0009 runs through the site.

Proposal:

- 455 residential units (including a mixture of 2 and 3 storey semi-detached and terraced houses, and duplex units and apartments in 3 and 4 storey blocks),
 - 58 two bed, two storey, terraced houses (Type E1, E2, E3, J1 & J2);
 - 6 three bed, two storey, semi-detached houses (Type 11);
 - 190 three bed, two storey, terraced houses (Type A 1, A2, A3, B1, 82, C1, C2, C3, D1, D2, F1, F2, 11 & 12);
 - 5 three bed, three storey, terraced houses (Type H);
 - 6 four bed, two storey, terraced houses (Type K1, K2);
 - 7 apartment Blocks (Blocks B, D, E, G, H, I & K) containing 111 apartments/duplexes including
 - 32 one bed apartments,
 - 22 two bed and
 - 57 three bed duplex apartments over 3 storeys;
 - 4 apartment Blocks (Blocks A, C, J & L) containing 37 apartments/duplexes including
 - 8 no. one bed apartments,
 - 29 three bed duplex apartments over 4 storeys;
 - 1 apartment Block (Block F) containing
 - 42 apartments including 2 one bed apartments and
 - 40 two bed apartments over 4 storeys

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- New internal roads and footpaths, site access, public open space, car parking, cycle stores, landscaping, bin stores, foul and surface water drainage, boundary walls and fences, ESB substations and all associated site development works.
- Private and semi-private open space to serve the proposed units will be provided in the form of balconies, terraces and gardens; including revisions to the permitted / under construction Celbridge Link Road (part of Loop Road 3), permitted under Reg. Ref SDZ17A/0009, associated with the provision of access to the development, parallel parking bays, and public lighting;

on a site located to the south of Tubber Lane, in the north-west of the Adamstown SDZ lands and to the west and south-west of the permitted/under construction Tubber Lane Phase 2 development (Reg. Ref: SDZ19A/0008, as amended under Reg. Ref: SDZ20A/0014).

Zoning:

The subject site is subject to zoning objective '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 subject site is located within Development Area No. 5 Tubber Lane. 6 Year Road Proposals are indicated on Development Plan Maps along northern and eastern site boundaries.

Consultations:

Water Services: No objection subject to conditions

Irish Water: No objection subject to conditions

HSE Environmental Health Officer: No report received at time of writing

Roads: Additional information requested.

Parks & Public Realm: Additional information requested.

Heritage Officer: No report received at time of writing

Housing Strategy: Additional information requested.

Forward Planning, SDZ, Schools: No report received at time of writing

Inland Fisheries Ireland: No report received at time of writing

Irish Aviation Authority: No objection, subject to conditions

Pollution Control: No report received at time of writing

Waste Management: No report received at time of writing

Failte Ireland: No report received at time of writing

Heritage Council: No report received at time of writing

Department of Housing, Local Government & Heritage: Report received, a condition in relation to Archaeological Monitoring recommended

Chief Fire Officer: No report received at time of writing

An Taisce: Report received, no objection raised

An Comhairle Ealaíon: No report received at time of writing

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Submissions/Observations /Representations

None received.

Relevant Planning History

Adjacent Site

SDZ20A/0014

Proposal: Amendments to the Phase 2 residential development permitted under Reg Ref: SDZ19A/0008. The proposed amendments relate to permitted house No's 26-40 Hallwell Lane and No's 34-66 Hallwell Avenue (affecting the northern side of Hallwell Avenue only), resulting in changes to the permitted house types and the provision of 4 additional houses. The amendments consist of the following: alterations to permitted units 26-40 Hallwell Lane to provide for a change of house type and quantity from 12 4-bed units (Type A & A1) and 3 3-bed units (Type C2 & C3) to 17 3-bed units (Type C1, C2 & C3). These modifications result in the inclusion of 2 additional houses; Alterations to permitted units 34-66 Hallwell Avenue (northern side only) to provide for a change of house type and quantity from 17 3-bed units (Type B1, B2 & B) to 10 3-bed units (Type D1, D2 & D3) and 9 2-bed units (Type E1 & E2). These modifications result in the inclusion of 2 additional houses: all associated site and ancillary works.

Decision: Permission granted subject to conditions.

SDZ19A/0008

Proposal: 148 residential units comprising of 12 4-bed, semi-detached houses (Type A); 64 3-bed, terraced houses (Type B, C & D); Apartment Block A containing 16 apartments/duplexes including 8 1-bed apartments and 8 3-bed apartments; Apartment Block B containing 24 apartments/duplexes including 12 1-bed apartments and 12 3-bed apartments; Apartment Block C containing 32 apartments including 6 1-bed apartments and 26 2-bed apartments; including a mixture of semi-detached houses, terrace houses, duplex units and apartments and all site development works including the development of new internal roads and footpaths, site access, public open space, car and cycle parking, landscaping, foul and surface water drainage, boundary walls and fences and all associated site works; private and semi-private open space to serve the proposed units will be provided in the form of balconies, terraces and gardens on a site located to the south of Tubber Lane Road and in the north west of the Adamstown SDZ lands with a total site area of 3.2 hectares and is located entirely within the boundary of Adamstown Strategic Development Zone and will be accessed via an access point in the south of the application site off Adamstown Drive.

As part of the ADDITIONAL INFORMATION response the no. of dwellings increased to 158.

Decision: Permission granted subject to conditions.

Adjacent Lands

SDZ20A/0006

Proposal: Amendments to residential development permitted under Reg. Ref. SDZ17A/0006 (as previously amended by Reg. Ref. SDZ18A/0005 & Reg. Ref. SDZ19A/0010; the proposed amendments relate to permitted Apartment Block F (located in the south-eastern section of the permitted development) resulting in the inclusion of an additional three apartments and consist of the following, alterations to the fourth floor of permitted Apartment Block F to provide for three

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additional units, comprising one two bedroom apartment and two one bedroom apartments including associated balconies; associated alterations to permitted apartments at fourth floor level of Apartment Block F resulting in the provision of one two bedroom apartment in place of a permitted three bedroom apartment; associated alterations at roof level including provision of additional solar panels; alterations to permitted parking and landscape layout surrounding Apartment Block F including provision of four additional car parking spaces and the relocation of plantroom/bin storage and cycle parking; all associated and ancillary works; the proposed amendments increase the overall unit number from 172 to 175 residential dwellings within Adamstown SDZ.

Decision: Permission granted subject to conditions.

SDZ19A/0010: *Tubber Lane, Adamstown, Lucan, Co. Dublin.*

Proposal: Amendments to the residential development permitted under Reg. Ref. SDZ17A/0006 (as previously amended by Reg. Ref. SDZ18A/0005) resulting in the inclusion of an additional three houses, increasing the overall unit number from 169 to 172 residential dwellings. Alterations to permitted unit No's 18-21 Hallwell Park to provide for a change of house type and quantity from 4 house type C (two storey, three bedroom) to 2 house type C1 (two storey, three bedroom) and 3 house type C2 (two storey, three bedroom), these modifications result in the inclusion of 1 additional house; alterations to permitted unit No's 1-10 Hallwell Lane to provide for a change of house type and quantity from 10 house type A (two storey, four bedroom) to 12 house type C, C1 and C3 (all two storey, three bedroom), these modifications result in the inclusion of 2 additional houses; all associated and ancillary works.

Decision: Permission granted subject to conditions.

SDZ18A/0005; *Tubber Lane, Adamstown, Lucan, Co. Dublin.*

Proposal: Amendments to residential development permitted under Reg. Ref. SDZ17A/0006 consisting of amendments to the permitted boundary treatment proposals and all ancillary works.

Decision: Permission granted subject to conditions.

SDZ17A/0006; *Tubber Lane, Lucan, Co. Dublin*

Proposal; 169 (revised downwards by condition from 176) residential units including 329 car parking spaces and all site development works including the development of new internal roads and footpaths, site access, pedestrian and cyclists' facilities, public open space with a total area of 0.31 hectares, landscaping, foul and surface water drainage and boundary walls and fences. Private and semi-private open space to serve the proposed units will be provided in the form of balconies, patios and gardens. The development will also comprise of a new section of Adamstown Drive Road (approximately 180 metres in length) which will provide access to serve the residential development. The new proposed road section will extend from a section of Adamstown Drive permitted under Reg. Ref. No: SDZ16A/0003 which connects to Dodsboro Road/Tandy's Lane in the east. The new section of Adamstown Drive will make provision for vehicular traffic, bus services, on street parking and separated cycle track and footpaths. The site will be accessed via an access point in the south of the application site off Adamstown Drive. The development consists of 122 houses (semi-detached, terraced and town) and 54 apartments (Block E and F), to be provide as follows: (i) 20 4-bed, semi-detached houses, 133sq.m GFA (Type A); (ii) 23 4-bed, 3 storey town houses, 154sq.m GFA (Type B); (iii) 39 3-bed terraced houses, 116sq.m GFA (Type C); (iv) 40 3-bed terraced houses, 114sq.m GFA (Type D); (v) Apartment Block E containing 18 apartments

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including 4 1-bed apartments, 10 2-bed apartments and 4 3-bed apartments (123-140); (vi) Apartment Block F containing 36 apartments including 9 1-bed apartments, 26 2-bed apartments and 1 3-bed apartments (141-176) all on a site located to the southeast of Tubber Lane Road and in the northeast of the Adamstown SDZ lands. This application relates to development within the Adamstown Strategic Development Zone (SDZ) and is subject to the Adamstown Planning Scheme 2014. This development has a total site area of 4.72 hectares and is located entirely within the boundary of Adamstown Strategic Development Zone

Decision: Permission granted subject to conditions.

SDZ17A/0009; Adamstown, Lucan, Co. Dublin

Proposal; Development of a section of the Celbridge Link Road (forming part of Loop Road 3) comprising the following: (i) 1220m of 7m carriageway with parallel parking bays, planting/grass verges, buffer/lighting strips, off-road cycle tracks and footpaths, linking a section of the proposed Celbridge Link Road (subject to a Part 8 application) to the proposed Adamstown Drive and Adamstown Way; (ii) new signalised junction at the intersections with Adamstown Drive and Adamstown Way and 13 uncontrolled junctions for future access to the Adamstown SDZ development areas; (iii) new public lighting for the length of the road alignment and (iv) all ancillary and associated site development and infrastructural works including surface and foul water drainage, a total of 178 car parking spaces, temporary security fencing, public lighting, junction layouts and signals, footpaths, cycle paths, trees and planting and minor adjustments of existing drainage and services to serve road and future surrounding development all at a site located within the western section of Adamstown SDZ, on lands generally located along the proposed alignment of the Celbridge Link Road and Loop Road 3 within the Tubber Lane, Arderrig and Adamstown Boulevard development areas of the Adamstown SDZ Planning Scheme 2014. The development has a total site area of 3.06ha and is located entirely within the boundary of the Adamstown SDZ as defined by S.I. 272 of 2001.

Decision: Permission granted subject to conditions.

SD178/0009; Celbridge Link Road, Adamstown, Co. Dublin

Proposal: The proposed Celbridge Link Road is a new two-way single carriageway road alignment linking the Adamstown SDZ lands to the Celbridge Road (R403), a distance of approximately 810m in length.

The Proposed Scheme includes the following works:

- (i) Construction of a new two-way single carriageway road alignment linking the Adamstown SDZ lands to the Celbridge Road (R403) approx. 810m in length.
- (ii) Construction of 810m of new footpaths and cycle tracks in both directions.
- (iii) New signalised junction where the proposed Celbridge Link Road meets the Celbridge Road (R403).
- (iv) New uncontrolled T-junction where the proposed Celbridge Link Road meets Tubber Lane. This junction will be constructed to allow for future potential upgrade to a signal-controlled junction.
- (v) New vehicular cul-de-sac with turning facilities on Tubber Lane on the eastern side of the proposed Celbridge Link Road. Pedestrian and Cycle access will be maintained along Tubber Lane.

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- (vi) Construction of boundary treatments and appropriate landscaping works and Public Lighting.
- (vii) Drainage, public lighting and ancillary service works.
- (viii) An Environmental Report has been prepared in respect of the proposed works. The proposed Road Scheme has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC) and it has been determined that an Appropriate Assessment is not required.

SDZ17A/0001; Tobermaclugg Village Area, Adamstown, Co. Dublin

Proposal; Amendments to planning permission, SDZ16A/0003, comprising of changes to permitted house types A, A1, B and B1 (relating to 156 dwellings out of a total 267 dwellings (as permitted) as follows: (a) House Type A - amended layout of permitted 4 bedroom house resulting in increase in overall floor area from 150sq.m to 164sq.m (73 units), increase in ridge level from 10.155m to 10.975m and minor modifications to elevations including change of box dormer window to apex style dormer window; (b) House Type A1 - amend layout of permitted 4 bedroom house resulting in increase in overall floor area from 153sq.m to 165sq.m (12 units), increase in ridge level from 10.155m to 10.975m and minor modifications to elevations including changes of box dormer window to apex style dormer window; (c) House Type B - amended layout of permitted 3 bedroom house resulting in increase in overall floor area from 110sq.m to 114sq.m (reduction in number of units from 67 to 66 units), increase in ridge level from 9.403m to 9.89m and minor modifications to elevations; (d) House Type B1 - amended layout of permitted 3 bedroom house resulting in increase in overall floor area from 112.8sq.m to 114sq.m (increase in number of units from 5 units to 6 units), increase in ridge level from 9.403m to 9.89m and minor modifications to elevations. Permission is also sought for all associated site and site development works. There is no change to the number of units previously permitted under Reg. Ref. SDZ16A/0003.

Decision: Permission granted subject to conditions.

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SDZ16A/0003; *Tobermaclugg, Adamstown, Lucan, Co Dublin*

Proposal; 267 dwelling units comprising of the following: 199 houses consisting of 107 four bedroom houses, 86 three bedroom houses and 6 five bedroom houses in a mix of two and three storey terrace, semi-detached and detached units ranging in size from 110sqm to 165sqm. 60 apartments (referred to as Block A) consisting of 49 two bedroom units, 9 one bedroom units and 2 three bedroom units ranging in size from 47sqm to 98sqm in a 3 - 4 storey apartment block over basement car park (86 spaces) and 8 duplex/apartment units (referred to as Block B) consisting of 4 three bedroom duplexes, 3 two bedroom duplexes and 1 one bedroom apartment ranging in size from 54sqm to 111sqm in a 3 - 4 storey residential block. Private and semi-private open space to serve the proposed units will be provided in the form of balconies, terraces, gardens, courtyards and roof terraces. The proposed development includes associated landscaping, 534 car parking spaces, bin storage areas and all associated site development and infrastructural works. Vehicular access to serve the residential development will be taken from 4 access points off Adamstown Drive, a proposed 6.5m wide east-west road (c.485m in total) connecting to the existing Dodsboro Road/Tandy's Lane in the east. The new road will make provision for vehicular traffic, online bus services, car parking as required, pedestrian footpaths and cycle paths. Permission is also sought for the upgrade of c.257m of Dodsboro Road/Tandy's Lane from the existing junction of Dodsboro Road and Dodsboro Cottages, tying back into Dodsboro Road/Tandy's Lane adjacent to the former Airlie Studfarm. A new signal controlled crossroads providing access to the proposed residential development will be provided at a point c.143m south of the existing junction of Dodsboro Road and Dodsboro Cottages. The upgraded carriageway of the Dodsboro Road/Tandy's Lane provision for vehicular traffic, bus lanes and right turning lanes as required and will be flanked on both sides by cycle paths. To the east of the proposed crossroads, permission is sought for a new 6.5m wide road of c.360m in length connecting to the existing road network. This new road will make provision for vehicular traffic, car parking as required, pedestrian footpaths and cycle paths. A crossroads will be provided on this section of the road at a point of c.235m from the proposed crossroads on the Dodsboro Road all on lands bound generally by Dodsboro Cottages to the north, Dodsboro Road/Tandy's Lane to the east and future development lands in Adamstown SDZ to the south and west.

Decision: Permission granted subject to conditions.

SDZ08A/0004; *Tobermaclugg Development Area, Adamstown, Lucan, Co. Dublin.*

Proposal: Construction of 317 dwellings comprising as follows: 159 houses including 21 no. four bedroom houses, 123 three bedroom houses, and 15 two bedroom houses in a mix of two and three storey terraced houses; 110 duplex units including 79 three bedroom units and 31 no. two bedroom units in a mix of upper and lower level units in 4 storey buildings; 48 no. apartments including 32 no. two bedroom apartments and 16 no. three bedroom apartments. The apartments are located in 1 no. two storey building and 4 no. three/four storey buildings. It should be noted that 18 of the 24 proposed three-bedroom Type B5 houses will have optional ground floor kitchen extensions. Solar panels are provided for all units, located on the roof. Private and semi-private open space to serve the proposed units is provided in the form of balconies, terraces, gardens and communal courtyards throughout the development A total of 590 surface car parking spaces have been provided; cycle parking spaces are also provided throughout the development. Vehicular access to serve the residential development will be taken from 2 access points a proposed 7m wide east-east distributor

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road (c. 485m in total) connecting to the existing Dodsboro Road/Tandy's Lane in the east. Permission is also sought for: the upgrade of c.385m of the Dodsboro Road /Tandy's Lane from a point c.25m south of the existing junction at Dodsboro and Meadow View Grove, tying back into Dodsboro Road/Tandy's Lane at a point across 20m south of the existing entrance to the former Airlie Studfarm. A new signal controlled crossroads providing access to the proposed residential development will be provided at a point of c.130m south of the existing junction of Dodsboro Road and Dodsboro Cottages. The upgraded carriageway will make provision for vehicular traffic, bus lanes and right turning lanes as required, and will be flanked on both sides by cycle paths. To the east of the proposed crossroads, permission is sought for a new 2m distributor road of c.352m in length connecting to the permitted road network (SDZ07A/0001. A signal controlled cross-roads is to be provided on this section of the road as a point c 235m from the proposed cross-roads on the Dodsboro Road. This road is to serve the proposed residential development on these lands to the east, which are the subject of a separate concurrent specification for planning permission. Provision is also made within the residential scheme to facilitate future access (subject to planning permission) to back land development at the rear garden sites of the adjoining Dodsboro Cottages. Site development and landscaping works also form part of this planning application. All on site measuring approx. 8.5 hectares on lands bounded generally by Dodsboro Cottages to the north, Tobermaclugg to the west, Airlie Stud to the east and future development lands in Adamstown SDZ to the south. SIGNIFICANT ADDITIONAL INFORMATION: the development now comprises the construction of 317 dwellings comprising: 159 houses including 35 no. four-bedroom houses, 109 no. three-bedroom houses and 15 no. two-bedroom houses in a mix of two storey detached houses and two and three storey terraced houses; 110 no. duplex units including 79 no. three bedroom units and 31 no. two bedroom units in a mix of upper and lower level units in 4 storey buildings; 48 apartments including 32 no. two bedroom apartments and 16 no. three bedroom apartments - the apartments are located in 1 no. two storey building and 4 no. three/four storey buildings. It should be noted that 19 of the 21 proposed three-bedroom Type B5 houses will have optional ground floor kitchen extensions. Solar panels are provided for all units, located on the roof. Private and semi-private open space to serve the proposed units is provided in the form of balconies, terraces, gardens and communal courtyards throughout the development. A total of 543 surface car parking spaces have been provided; cycle parking spaces are also provided throughout the development including within secure externally accessed structures and also within the lobby areas for the upper level duplex units. There are no changes to the vehicular access arrangements outlined above and the provision is still being made to facilitate future access (subject to planning permission) to back land development at the rear garden sites of the adjoining Dodsboro Cottages. This application as amended is being made in accordance with the provisions of the Adamstown Planning Scheme and will take place entirely within the boundaries of the Adamstown Strategic Development Zone as defined by Statutory Instrument No. 272 of 2001.

Decision: Permission granted subject to conditions.

SDZ06A/4; Lands off Tubber Lane Road, Lucan, Dublin

Proposal: The proposed development comprises of the construction of the Tobermaclugg foul water pumping station and the construction of twin rising mains, a storm water culvert, a foul water sewer and a temporary haul road, as described within the Adamstown Planning Scheme. The development consists of the construction of both below ground and above ground structures: above

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ground, a single storey building of 158.8m² is to be constructed with a basement level dry well and an overall separate structure of 96.6m² and 3.148m in height. The proposed development also includes two underground storm-water holding tanks with a combined capacity of 2,400m³. These will be concrete structures covered with a concrete slab at ground level of approx. 485m² in total. The proposed development requires the partial culverting and re-channelling of the Tobermaclugg Stream. It is also proposed to erect a 1.8m boundary fence consisting of metal railing with a black powder-coated finish on the southern, northern and western boundaries of the site of the pumping station. Vehicular access to the proposed pumping station will be via a new 6m wide gated vehicular access in the existing stone wall on the Tubber Lane Road. The proposed development also includes c.406m of 500mm diam. and 350mm diam. twin rising mains extending south from the pumping station building; c.375m of foul water sewer which will tie into the foul sewer permitted under planning Reg. Ref. SDZ05A/0002; and a temporary haul road from the site of the proposed pumping station, along Tobermaclugg stream. The temporary haul road is intended to facilitate laying of the pipe work associated with this development, and it will be removed, and the lands restored following completion of the proposed development. Site development and landscaping works also form part of this application. This application is being made in accordance with the provisions of the Adamstown Planning Scheme 2003. The lands fall entirely within Adamstown SDZ as defined by Statutory Instrument No. 272 of 2001.

Decision: Permission granted subject to conditions.

Relevant Enforcement History

None recorded for subject site

Pre-Planning Consultation

PPSDZ04/21 The proposed development consists of 445 residential units on a site of c.11.6ha. The units include a mix of semi-detached houses, terraced houses, duplex units and apartments. The units to be provided are as follows: 269 x 2, 3 & 4 bed semi-detached and terraced houses; 176 x 1, 2 and 3 bed apartments and 3 bed duplex units across 4 blocks of 3 and 4 storeys in height. The scheme is structured around the Celbridge Link Road and will deliver an urban form which is consistent with the requirements of the Planning Scheme (see Davey Smith Brochure). The scheme includes the development of new internal roads and footpaths including cycle paths, site access, public open space, car and cycle parking, landscaping, foul and surface water drainage, boundary walls and fences and all associated site works. Private and semi-private open space to serve the proposed units will be provided in the form of balconies, terraces and gardens.

PPSDZ08/20 The phase 3 residential proposal consists of c.424 residential units on a site of c. 9.68 ha resulting in a net density of c.43 units per Ha. The scheme is structured around the Celbridge Link Road and will deliver an urban form which is consistent with the requirements of the Planning Scheme.

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

Metropolitan Consolidation Towns – Lucan including Adamstown

Strong active urban places within the Metropolitan Area with strong transport links. These towns should be developed at a relatively large scale as part of the consolidation of the Metropolitan Area and to ensure that they support key public transport corridors connecting them to the City, to each other and to Large Growth Towns in the Hinterland. Long term growth could see them expanding to a population of up to 100,000 people in a planned and phased manner.

The Guidance Note on Core Strategies, DECLG (2009) suggest that “any excess (of lands or housing capacity) will not normally include lands identified for strategic long-term development as part of Strategic Development Zones or major regeneration sites within key areas”. There are Strategic Development Zones (SDZ) in South Dublin County at Adamstown and Clonburris. The full capacity of the Adamstown SDZ is included, as this area is deemed to be capable of delivery in its entirety by 2022.

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

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.

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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.

R6 Objective 3:

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

H7 Objective 1:

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

H7 Objective 2:

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

H11 Objective 1:

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

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 (2015), 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.

Adamstown SDZ Planning Scheme 2014

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Relevant Government Guidelines

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

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)

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

Design Manual for Urban Roads and Streets – DMURS

Planning & Development of Large Scale Rail focused Areas in Dublin

School Travel Toolkit Smarter Travel Workplaces; A Guide for Implementers

National Cycle Manual Greater Dublin Area Cycle Network Plan

Urban Development and Building Heights -Guidelines for Planning Authorities 2018

Apartment Guidelines 2020

Assessment

The Adamstown Strategic Development Zone (SDZ) Planning Scheme is the principal Planning document for the Adamstown area. The Planning Scheme is the approved framework for the guidance of development in Adamstown, against which all planning applications must be assessed. The 2003 Planning Scheme was amended by South Dublin County Council and approved by An Bord Pleanála in December 2014, with further non material amendments made in 2017 and 2020.

The main issues for assessment relate to Zoning and Council policy, Part V social housing provision, phasing, density, design and layout, residential and visual amenity, landscaping, trees, bat survey, vehicular access & car parking, appropriate assessment screening, fisheries, public health, services and drainage, public lighting, bin and bicycle stores and waste management.

Zoning and Council Policy

The site is located 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 proposal to construct residential dwellings on the SDZ lands is in compliance with the Adamstown SDZ Planning Scheme.

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Part V

A Part V Allocation drawing has been submitted indicating 45 units proposed for social and affordable housing on site. 6 traveller accommodation units have been provided.

The Housing Strategy Report states:

“The Part V submission lodged with this planning application is noted, the developer intends on fulfilling its Part V obligation by providing, 9 x 2 bed, 8 x 3 bed & 6 x 4 bed houses with 10 x 1 bed & 14 x 3 bed apartments for Social Housing. 7 x 2 bed & 15 x 3 bed houses with 14 x 1bed & 9 x 3bed apartments for affordable housing is noted.

It is South Dublin County Councils preference to acquire a mixture of units on site in line with the ratio of units proposed in the development to include 4 universal type units to accommodate persons with medical needs. The Developer is requested to make contact with the Housing Department in this regard.”

The applicant is requested to address the comments of Housing Strategy by way of **additional information**.

Adamstown SDZ Planning Scheme 2014

The Adamstown SDZ Planning Scheme 2014, South Dublin County Council – Development Area No. 5 Tubber Lane outlines the following requirements:

Tubber Lane

Area character type	Low development density	Min non-residential development	
Gross area	18.8 hectares	Max non-residential development	5% of total development up to 4,500 sq. m.
Net development area	17.6 hectares	Max retail development	10% of total non-residential up to 450 sq. m.
Min-max total residential development	73,800-94,800 sq.m.	Min-max courtyard building height	2 - 3 storeys with up to 4 storeys at corner/feature buildings 1 - 2 where reduced
Min-max dwellings per Ha.	35-45	Min-max perimeter building height	3 - 4 storeys with up to 5 storeys at corner/feature buildings 2 - 3 with up to 4 where reduced
Min-max total dwelling units	615-790	Max landmark building height	15 metres (up to 5 storeys approx.)
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy to include 1x traveller accommodation facility	Min local public open space	0.67 hectares

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Urban Design Characteristics

- > Strong terrace of development to linear park to encourage sense of surveillance and safety
- > Permeable housing courts with good pedestrian and cyclist links
- > Landmark buildings close vistas
- > Opportunities for crèches off primary routes and adjacent to local parks
- > Traffic calming through design of road hierarchy

A design statement has been submitted which addresses the Development Strategy with regard to compliance with the Planning Scheme Built Form and provides illustrations and proposed views of the development. The layout, design and built form are assessed in full below.

Phasing

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 report notes that if all units with permission, along with all units at the preplanning stage are constructed and occupied, then total dwellings would be 5,556 and would be in Phase 7. The applicant outlines the required infrastructure associated with Phase 3 (1,801-2,600 dwellings) and notes that the requirements of this phase have been satisfactorily addressed

The applicant outlines the infrastructure requirements associated with Phase 4, 5 and 6 (2,601-3,400; 3,401-4,200; 4,201-5,000) and a status update on each item of infrastructure.

The applicant states that, whilst the majority of Phase 6 infrastructure has been completed or applied for, a number of items are outstanding or not yet completed. A condition is recommended by the applicant limiting the occupation of the proposed units until such a time that a sufficient amount of Phase 6 infrastructure is complete and for details of same to be agreed prior to the commencement of development of each sub-phase.

Within the Development Area of Tubber Lane 175 dwellings have been permitted under SDZ17A/0006(as amended by SDZ18A/0005, SDZ19A/0010 and SDZ20A/0006). 162 dwellings were permitted under SD19A/0008 (as amended by SDZ20A/0014 providing 317 units in total, in the event of a grant of permission, out of a possible min-max residential development of 615-790 units.

Adamstown Planning Scheme- Key Parameters

The Planning Scheme (pages 56-57) details key parameters governing development in the Tobermaclugg development area. Table 1 below provides a summary as to whether the proposed development in this application is in compliance with the Planning Scheme;

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	<i>SDZ criteria relevant to Tubber Lane</i>	<i>Proposed Development</i>	<i>Comments on whether a proposal is wholly in compliance with the Planning Scheme</i>
<i>Min-max total development</i>	<i>73,800-94.800sq.m.</i>	<i>Proposed Development 47,523.7sq.m.</i>	<i>36,526sq.m. development permitted to date within Tubber Lane. Including this application, it would provide for a total of 84,049sq.m. Current application is final phase. Therefore, development as proposed is in accordance with criteria.</i>
<i>Min-max dwellings per hectare</i>	<i>34-45</i>	<i>Stated as 46dph</i>	<i>Combined density across development area is 45. In accordance with criteria</i>
<i>Min-max total dwelling units</i>	<i>770-965</i>	<i>455 dwellings</i>	<i>334 dwellings permitted to date. Including this application, it would provide for a total of 789 dwellings. Current application is final site in development area. Therefore, development as proposed is in accordance with criteria</i>
<i>Min affordable / social dwellings</i>	<i>To be negotiated in accordance with relevant legislation and SDCC Housing Policy 1x Traveller Accommodation Facility</i>	<i>45 units are proposed for Part V. 6 provided for traveller accommodation</i>	<i>In accordance with Planning Scheme criteria. Traveller Accommodation units welcomed by Planning Authority.</i>
<i>Min non-residential development</i>	<i>Nil</i>	<i>Nil</i>	<i>n/a</i>
<i>Max non-residential development</i>	<i>5% of total development up to 4,500sq.m.</i>	<i>No non-residential development proposed</i>	<i>None proposed as part of this application;</i>
<i>Max retail development</i>	<i>10% of total non-residential</i>	<i>No retail development</i>	<i>None proposed as part of this application;</i>

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	<i>development up to 450sq.m.</i>	<i>proposed</i>	
<i>Min-max courtyard building height</i>	<i>2-3 storeys with up to 4 storeys at the corner/feature buildings 1-2 where reduced</i>	<i>2/3 storey dwellings and duplex apartment units. 4 storeys at corner of duplex</i>	<i>Some variation in building type due to new location of Celbridge Link Road in the 2014 Scheme. Blocks J, K and L meet required courtyard height, which allows up to 4 storeys at corner. In accordance with criteria</i>
<i>Min-max perimeter building height</i>	<i>3 to 4 storeys with up to 5 storeys at corner/feature buildings 2-3 with up to 4 where reduced</i>	<i>Max 4 storey building</i>	<i>Apartments and duplex generally positioned in areas indicated as perimeter. Some elements of Block B are 2 storey, although the scheme identifies this area as transition from perimeter to courtyard. Blocks F, G and H at perimeter locations and are 3 or 4 storey. Block E and I provide for 3 storey. Scheme indicates perimeter building extending partially along the north east area of the site, adjacent to the linear open space. Not in accordance with criteria – applicant requested to address height via additional information.</i>
<i>Max landmark building height</i>	<i>15 metres (up to 5 storeys approx.)</i>	<i>No specific landmark provided. A number of 4 storey elements and areas with enhanced materials along Celbridge Road.</i>	<i>In accordance with criteria</i>
<i>Min local public open space</i>	<i>0.67hectares</i>	<i>1.15 ha provided.</i>	<i>There is some concern regarding the functionality of some of the open space provided. Noted that 0.85ha provided in previous phases. In accordance with criteria</i>

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Amenity, Design and Layout

Urban Design Manual – A Best Practice Guide 2009

Urban Design Criteria	Assessment
<i>1. Context: How does the development respond to its surroundings?</i>	Taller buildings provided along the avenues. Corner buildings could provide more wayfinding function. Proposal needs to consider the development to the east.
<i>2. Connections: How well is the new neighbourhood / site connected?</i>	Proposed internal route network would link with the surrounding road network. Provision of pedestrian links & permeable routes. Further consideration should be given to adjacent routes and already permitted cycle / pedestrian links (particularly to the east). Duplication of such features should be avoided. It is noted that the layout plan indicated adjacent development to the east, however, the layout does not reflect the approved version. Additional information
<i>3. Inclusivity: How easily can people use and access the development?</i>	High quality road, rail, cycle and bus network provided across over SDZ area.
<i>4. Variety: How does the development promote a good mix of activities?</i>	Residential development comprising a mix of houses, apartments and duplex. Variety of uses within overall SDZ area.
<i>5. Efficiency: How does the development make appropriate use of resources, including land?</i>	Residential development with public realm space and car and bicycle parking. Density at required level
<i>6. Distinctiveness: How do the proposals create a sense of place?</i>	Good quality urban design: roads and junctions designed having regard to the <i>Design Manual for Urban Roads & Streets DMURS</i> and the <i>Adamstown Street Design Guide</i> .

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Urban Design Criteria	Assessment
<i>7. Layout: How does the proposal create people-friendly streets and spaces?</i>	Homezones and side streets with traffic calming measures proposed. Further detail on these areas required to ensure compliance with the ASDG. Additional information
<i>8. Public realm: How safe, secure, and enjoyable are the public areas?</i>	Passive surveillance of public open space areas and side streets could be improved. Additional information.
<i>9. Adaptability: How will the buildings cope with change?</i>	Internal layouts can be easily adapted in the future.
<i>10. Privacy / amenity: How do the buildings provide a decent standard of amenity?</i>	Obscure glazing, adequate separation distances, internal layouts and private amenity space appear to meet the relevant standards. Quality housing assessment required.
<i>11. Parking: How will the parking be secure and attractive?</i>	On-street surface and on-curtilage car parking provided. Improvements needed to ensure compliance with Scheme. Additional information.
<i>12. Detailed design: How well thought through is the building and landscape design?</i>	Landscape design requires further consideration. Additional information.

A Design Statement prepared by Davey and Smith Architects has been submitted with the Planning Application which addresses the development strategy with regard to compliance with the SDZ Planning Scheme built form and provides illustrations and proposed CGI views of the development. The proposal would benefit from more CGIs / sections, e.g., indicating some of the homezone areas to the rear of the duplexes and relationship with development to the east. The layout, design and built form are assessed in full below.

Density

The required density within Tubber Lane Development Area is 35-45 units per hectare. There are 445 units proposed within this planning application. 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. Having regard to the permissions for Phases 1 and 2, which had a density of 42.5dph, the density of 46dph as proposed in

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this application is in compliance with the Planning Scheme and would result in a total density across the development area of 45dph.

House Types, Mix and Floor Areas (Compliance with Apartment Guidelines and Quality Housing for Sustainable Communities)

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. There are a range of house types provided within the proposed development. The proposed development of houses, duplexes and apartments has been designed to provide a variety of options for prospective residents as well as catering for the future flexible needs of expanding family sizes.

Summary of Accommodation:

Number of	1 Bed	2 Bed	3 Bed	4 Bed	TOTAL
Houses		58	201	6	265
Duplex Apartments		18	68		86
Apartments	60	4			104
Total	60	120	269	6	455
Dwelling Mix %	13%	26%	59%	1%	100%

Having regard to the location of the proposed development, the required density and urban design characteristics of the Tubber Lane Development Area, the proposed dwelling mix is considered acceptable and in compliance with the Planning Scheme.

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. There are a range of house types provided within the proposed development. The proposed development has been designed to provide a variety of options for prospective residents.

The applicant is requested to submit a Housing Quality Assessment in accordance with Section 6 of the apartment guidelines. **Additional information.**

Under SPPR4 of the Apartment Guidelines (2020), the minimum number of dual aspect apartments that may be provided in any single scheme in suburban or intermediate locations shall be 50% and 33% in more central accessible urban locations. The applicant states that 99% of proposed units are dual aspect. The applicant is requested to provide on the schedule of accommodation for the apartment's details of the aspect for individual apartments. It should be noted that single facing north apartments will only be acceptable in certain instances. **Additional information.**

Floor to Ceiling Height and Core Areas – the applicant states in their Planning Statement that the proposed development is in keeping with SPPR5 and SPPR6.

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Layout

The Planning Statement sets out that the proposal is compliant with the planning scheme, as follows:

- Strong terraces to the linear open space
- Variety of building height to create attractive, desirable, safe and secure places to live
- Good pedestrian and cycle links
- Traffic calming
- Connection to adjacent development to the east
- Provision of public and communal open space
- Adequate amenity
- Parking provided

The applicant states that the proposal provides connectivity and permeability, rather than enclosed and gated enclaves. Perimeter buildings address streets, density and height varies throughout the site and there are focal points to assist wayfinding.

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 which indicates the site in the context of Phases 1 and 2, as well as Tobermaclugg Village. A Design Statement has also been submitted.

The Adamstown SDZ Planning Scheme layout indicates perimeter and courtyard type buildings. The below extract from the submitted planning statement indicates the proposal in the context of the scheme.

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The layout/block forms take account of the previous link road alignment. The site has been designed based upon new link road alignment. Whilst the proposal cannot strictly follow the indicative layout for the development area, it is considered that the principles of the indicative layout are still applicable. It is noted that the permitter buildings are proposed along the south east corner, partly along the Celbridge Link Road and Shackleton Drive (the northern avenue), as well as the open space to the east. It is noted that the scheme also allows flexibility in certain matters, in particular at this location where the layout in the scheme and new route of the Celbridge Link Road are not aligned.

In accordance with Section 170 of the Planning and Development Act:

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

Given the realignment of the Celbridge Link Road, the proposed development is considered acceptable in its design and scale and is in general accordance with the SDZ Planning Scheme.

Notwithstanding the above, the following detailed comments are made with regards the design of the proposal.

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Street Hierarchy

The proposed development is bisected by the Celbridge Link Road (an avenue), which runs north west to south east. The road to the north of the site running east west and joining the Celbridge Link Road is also an avenue (Shakleton Drive). It is noted that Shakleton Drive is proposed to extend to the western boundary of the Development Area. However, it appears the purpose of this was to meet the Celbridge Link Road. Given the relocation of the Celbridge Link Road, it is not considered necessary that the Avenue extend to the western site boundary.

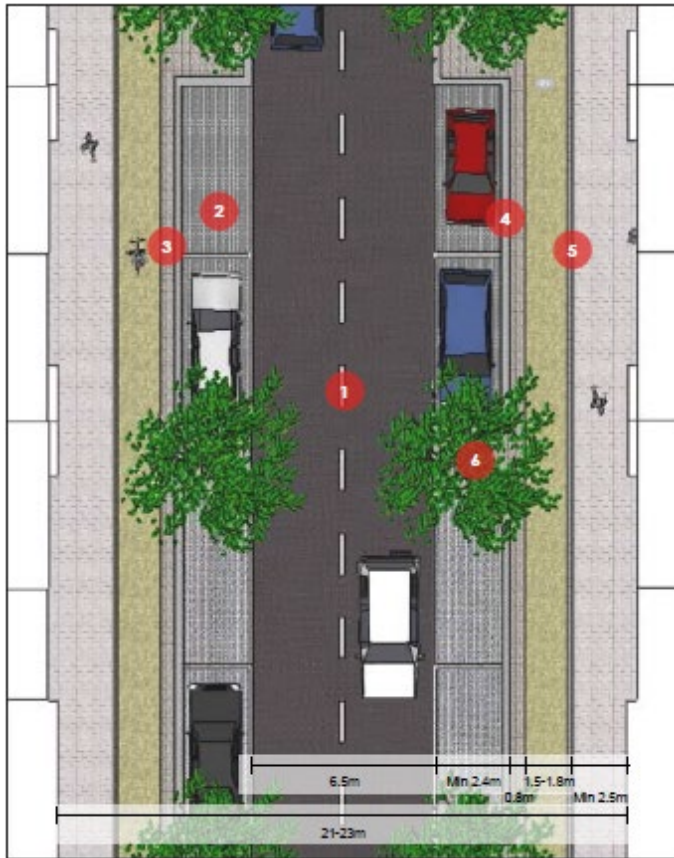
There are a number of side streets also indicated within the scheme. It is noted that the side street joining the land to the east has been omitted, which is considered acceptable as the permitted opposing development (SDZ21A/0003) also does not provide this road. It is noted that there a number of smaller streets and homezones on the eastern side of the development. The side street to the south has also been omitted, which is considered acceptable in this instance, as it would protect the existing hedgerow. Again, it is noted there is a network of smaller streets and homezones in the area.

It is noted that the hedge to the west has been punctuated by a street, which is not in compliance with the scheme. The lands to the west are zoned 'RU' in the County Development Plan and outside the SDZ boundary. Therefore, there is no need to ensure connectivity to these lands. The applicant is requested to remove the link through the hedge to the 'RU' lands via **additional information**.

As discussed, the applicant has provided a number of street types across Phase 3. The Avenues are fixed; however, the applicant site incorporates areas with the Avenues, i.e., the south side of Shakleton Drive and the parking areas etc. east / west of the Celbridge Link Road.

The below image is an extract from the Adamstown Street Design Guide (ASDG) and indicates the typical layout of an avenue:

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It is noted that not all elements of the Avenues are in keeping with this design and the applicant is requested to provide a revised layout indicating that all elements of the Avenues provide parking, trees, footpaths and cycle paths in line with the ASDG. **Additional information.**

From the layout plan, there appears to be two types of secondary streets – a car based street and a homezone. It is not clear how these streets align with the ASCG hierarchy. The below shows indicative layouts for side streets and back streets:

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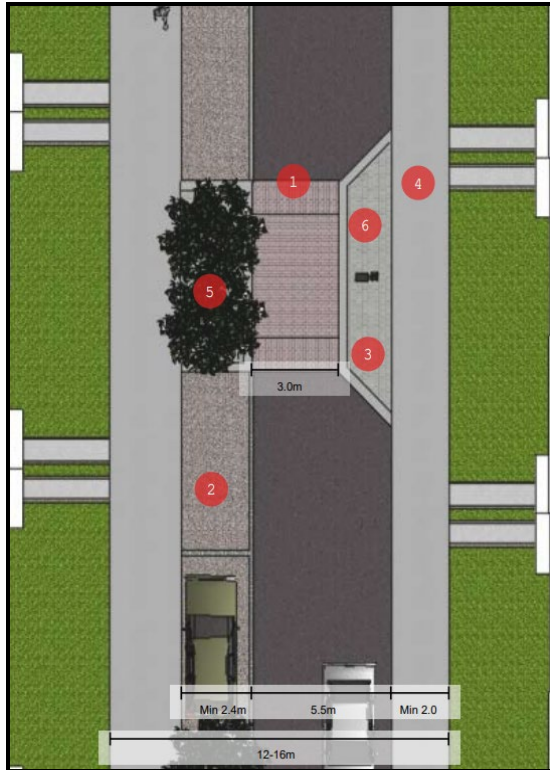
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Side Street:



Back Street (including homezones):

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The applicant is requested to provide a road layout plan clearly indicating street typologies. Each type of street should meet the relevant design requirements in terms of parking, pedestrian/cycle movement, crossings and street trees. **Additional information** is required. It is noted that some perpendicular parking associated with the secondary streets is visible from the avenues – the applicant is requested to redesign these areas via **additional information**.

House / Apartment Design

The design statement for the proposed development sets out the proposed development in three sectors:

Sector 3.1: east portion.

- a mix of duplex apartments and wide frontage houses are proposed along Celbridge link Road and Shakleton Drive. Parking is provided to the rear in homezones or local streets. Private open space also provided to the rear. Parallel parking and street trees have been provided along the main avenues
- stepped frontage along linear park

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Sector 3.2: south west portion

- a mix of duplex apartments and wide frontage houses are proposed along Celbridge link Road. Parking is provided to the rear in homezones or local streets. Private open space also provided to the rear. Parallel parking and street trees have been provided along the main avenues
- potential connection to 'future development lands' to south and east considered.
- POS provided along western boundary as retained hedgerow

Sector 3.3: north west portion

- duplex apartments are proposed along Celbridge link Road. Parking is provided to the rear in homezones or local streets. Parallel parking and street trees have been provided along the main avenues
- independent access for traveller accommodation

The Planning Authority has the following comments to make in relation to the proposed houses, apartments and duplexes:

Sector 3.1: The duplex / wide frontage housing along the avenues (Shackleton Avenue and Celbridge Link Road) are welcomed. It is noted that the proposed site plan (1515-PL004) indicates the heights of the proposed buildings, providing a key with typologies. However, the height strategy across the site is not immediately clear from this plan. For instance, Blocks A and C are 2 / 3 / 4 storeys high. The proposal would benefit from a plan clearly indicating heights across the site. This should be provided as **additional information**.

The scheme indicates a perimeter building at the corner of Shackleton Drive and fronting the park. Plan PH024 indicates that the Block A would be 4 storeys at the eastern side, dropping to 3 and then 2 on the western side. Block B, west of Block A, would also be 2-3 storeys (PH026) with the height changing from 2 to 3 storeys intermittently across the block. Block C would mirror Block A, rising to 4 storeys at the corner. The height strategy of the Shackleton Road frontage is acceptable, given the relocation of the Celbridge Link Road. The highest points are at the entrance to this element of the site and the Celbridge Link Road. It is noted, however, that there should be an element of perimeter block, fronting the park to the north. The applicant is proposing 2 storey housing in this location and the proposed Back Street does not join Shackleton Drive as per the scheme. In their design statement, the applicant indicates that there is a stepped frontage along linear park. This is not evident. The inclusion of a variety of height at this location would assist this.

In terms of passive surveillance, the linear area to the east of Block A would benefit from further activation. It is noted from the floorplans that the majority of windows on the east elevation would serve bedrooms and there is little opportunity for passive surveillance, with the exception of the top floor balconies. This elevation should be activated, with the possible inclusion of an entrance/improved design. The applicant is requested to address this via **additional information**. Any amendments should be reflected on the side elevation of Block C, fronting Celbridge Link Road, which is also a wayfinding structure. It is noted that there are two pedestrian links between

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Blocks A / B and Blocks B / C. Privacy strips are provided at these locations and it is noted that there are living rooms at ground floor level. This is welcomed. Block B is the longest of the blocks. It is predominantly 3 storey, with two storey elements at either end and at a central location. Some elements of the 3rd storey are set back (with a balcony to the front) and there are also elements that project forward of the main front and rear facades. This is considered acceptable. Blocks D and E are also situated in this sector, to the south. These provide duplex apartments also and are dual frontage, providing access from both the road facing elevation and the open space facing elevation. The floorplans / elevations indicate good passive surveillance alongside elevations. The main entrance for the upper floor duplex faces onto the adjacent open space and there are also terraces at ground and first floor fronting the parks. Overall, the scale and design of this element of the proposal is considered acceptable.

The remainder of this sector consists of housing:

- A1 – 2 storey, 3 bed, end terrace. Passive surveillance should be increased. Dual frontage should be considered. Dwelling should ‘turn corner’ and be elongated alongside elevation.
Additional information
- A2 – 2 storey, 3 bed, end terrace. These generally have other dwellings in close proximity to the end of the terrace and the design is considered acceptable.
- A3 – 2 storey, 3 bed, mid terrace. Design is considered acceptable.
- B1 – 2 storey, 3 bed, end terrace. These generally have other dwellings in close proximity to the end of the terrace and the design is considered acceptable.
- B2 – 2 storey, 3 bed, mid terrace. Design is considered acceptable.
- C2 – 2 storey, 3 bed, end terrace. These generally have other dwellings in close proximity to the end of the terrace and the design is considered acceptable.
- C3 – 2 storey, 3 bed, mid terrace. Design is considered acceptable.
- E2 – 2 storey, 2 bed, mid terrace. Design is considered acceptable.
- F1 – 2 storey, 3 bed, end terrace (wide frontage). Layout plan indicates that these are end terrace. Plan PH013 states they are mid terrace. No side elevation provided. Floorplans indicate an elongated side elevation that ‘turns corner’, however, no windows indicated on floorplans. **Additional information** required to address this
- F2 – 2 storey, 3 bed, mid terrace (wide frontage). Design is considered acceptable.
- H1 – 3 storey, 3 bed, end terrace (wide frontage). Passive surveillance should be increased where separation distances from other dwellings allow. Dual frontage should be considered.
Additional information.
- I1 – 2 storey, 3 bed, end terrace (wide frontage). Passive surveillance should be increased where separation distances from other dwellings allow. Dual frontage should be considered.
Additional information.

As stated above, the applicant sets out in their design statement that there is a stepped frontage along linear park. It appears that all housing is 2 storey in this location. The applicant is requested to connect to the development to the east based upon the permitted layout plan for (SDZ21A/0003)

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and to punctuate connection points with a greater variety in housing, increasing heights to 2.5 / 3 storeys to assist wayfinding. The applicant is also requested to demonstrate that an appropriate depth of linear park has been provided in accordance with the scheme. **Additional information.**

Sector 3.2:

Blocks F, G, H and I are located within this sector.

Block F – 4 storey apartment blocks located to the south. Perimeter building identified in this location within the scheme. 4th storey is set back. Design considered acceptable.

Block G – 3 storeys – apartments and duplexes. The entrance to the building is from the west side only. It appears that the ground floor units can enter through their terrace to the rear, ‘however, this is the primary entrance. The applicant is requested to reconsider the layout of these units and whether it is possible to give the ground floor units own door access to the rear, rather than the front, to activate the area along the linear park. **Additional information.**

Block H – is similar to Block G. Main entrance faces Celbridge Link Road. Design generally acceptable, although access points could be considered in terms of location of ground floor entrances. **Additional information.**

Block I – 3 storeys – apartments and duplexes. This is located to the west. Entrances are proposed on the north east and south east elevations. It is not apparent the applicant has provided rear elevations, **additional information**, is required to address this. There is an area of communal open space to the rear and the proposal would benefit from dual frontage at this location to address the communal open space. **Additional information.**

The following house types are located within this sector: A1, A2, A3, B1, B2, C2, C3, E2, F1, F2, H1, I1 and the comments made in relation to these house types under Sector 3.1 are also relevant here. The following additional house types are also present:

C1 – 2 storey, 3 bed, end terrace. Passive surveillance should be increased. Dual frontage should be considered. Dwelling should ‘turn corner’ and be elongated alongside elevation. **Additional information**

D1 – 2 storey, 3 bed, end terrace. Passive surveillance should be increased. Dual frontage should be considered. Dwelling should ‘turn corner’ and be elongated alongside elevation. **Additional information**

D2 – 2 storey, 3 bed, mid terrace. Design is considered acceptable.

E1 – 2 storey, 2 bed, end terrace. These generally have other dwellings in close proximity to the end of the terrace and the design is considered acceptable.

I2 – 2 storey, 3 bed, mid terrace (wide frontage). Design is considered acceptable

J1 – 2 storey, 2 bed, end terrace (wide frontage). Passive surveillance should be increased. Dual frontage should be considered. Dwelling should ‘turn corner’ and be elongated along side elevation.

Additional information

J2 – 2 storey, 2 bed, mid terrace (wide frontage). Design is considered acceptable.

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Sector 3.3:

Blocks J, K and L are located within this sector. All blocks front Celbridge Link Road. These blocks are designed similarly to blocks A, B and C. Block J is stepped from 4 storey in the south to 3 storey and 2 storey. Block K is 3 storey and is stepped in at part at top level for balconies – some elements extend to the forward of the front and rear elevations, although the proposal appears somewhat monolithic and would benefit from breaking up the massing more, such as what has been achieved with Block B. **Additional information** is required to address this. Block L is stepped from 3 to 4 storeys from south to north. It is noted that there are habitable windows at ground floor for Block L, which is considered acceptable in terms of overlooking adjacent walkways. Blocks J and K also provide overlooking. The southern side elevation of Block J and northern side elevation of Block L would benefit from a redesign to make it more of a landmark / wayfinding structure (similar to the northern elevation of Block A and the southern elevation of Block C). **Additional information.**

The following house types are located within this sector: E1, E2, I1, I2, J1 and the comments made in relation to these house types under Sectors 3.1 and 3.2 are also relevant here.

The following additional house types are also present:

E3 – 2 storey, 2 bed, end terrace. Passive surveillance should be increased. Dual frontage should be considered. Dwelling should ‘turn corner’ and be elongated alongside elevation. **Additional information**

K1, K2 – design is generally considered acceptable – consideration should be given to activating the northern side elevation of K1. **Additional information.**

Boundary Treatments

The proposed development would provide long sections of boundary treatments with blank facades in some instances. This is seen on section 1. It is noted that the sections are generally along the Avenues, with the exception of Section 1, which enters one of the secondary streets. The Planning Authority has detailed a number of units that would benefit from dual frontages. The provision of dual frontage would reduce the impact of the boundary treatments in these areas. The applicant is requested to provide revised sections of the smaller streets via **additional information.**

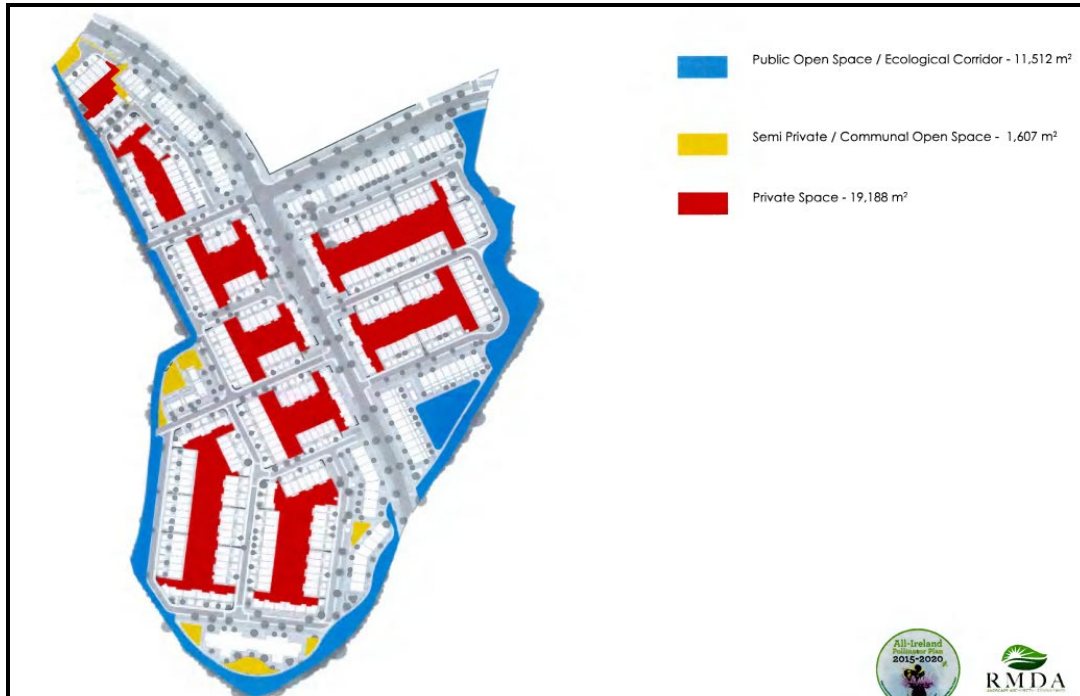
Materials and Finishes

A Design Statement been submitted with the application, as has a planning statement. Neither document provides details on materials. The applicant is requested to provide this via **additional information.**

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Communal amenity

The proposal would provide 1,607sq.m of communal open space. The Landscape Rationale submitted indicates the following:



The Planning Authority requests that the applicant provide a breakdown of the communal amenity space and how it accords with the apartment guidelines. This should be provided via **additional information**.

The applicant should note that the Planning Authority has concerns regarding the functionality of some of the areas of open space identified.

Block F: Area to the west appears to consist of trees, bin stores and plant, with no room for amenity space. Area to the east contains a bike store and trees, with no room for amenity space.

Block G and H: The area between these two blocks again seems incidental with no connection to the wider open space network.

Block L: The area identified is a thin strip which is unlikely to provide any amenity.

East of the Celbridge Link Road: There does not appear to be any communal amenity space in this location.

The applicant is requested to provide revised plans, indicating usable, well connected and functional open spaces.

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Bin and cycle storage

Generally, the bin and cycle storage location are situated away from the main open spaces, however, they still benefit from overlooking. To the north of the scheme, the bike and bin stores are close to unit 449. The applicant is requested to revise this area or provide a section indicating the impact on the adjacent properties. The bin and bike stores for Blocks A, B and C are in a prominent location and the applicant is requested to consider the design of these elements further – e.g., greening the structure or redesigning. The bin and bike stores for units C and E are also in a prominent location. The applicant is requested to consider screening for the bin stores at Blocks F, G / H and I. It is not apparent that the bin and cycle storage has been included on the sections. This should be addressed via **additional information**.

ESB substation

The ESB substation would be located adjacent to dwellings 441 and 392. This is considered acceptable.

Daylight, Sunlight and Shadow

The applicant has not provided an assessment of the above. Apartments are proposed and the impacts of these should be demonstrated. **Additional information**.

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Vehicular Access & Parking

Roads has made the following comments:

1. "Vehicular Access



Figure 1 SDZ road layout and proposed layout

The main vehicle access locations are from the Celbridge link road running north south. There is another major access from the Adamstown Boulevard from the east. The access links provided for in SDZ17A/0009 should correspond to the access points identified in this development. The street cross sections should match the proposed Celbridge Link Road and follow the layout as approved i.e., on street parking bays, cycle lanes etc.

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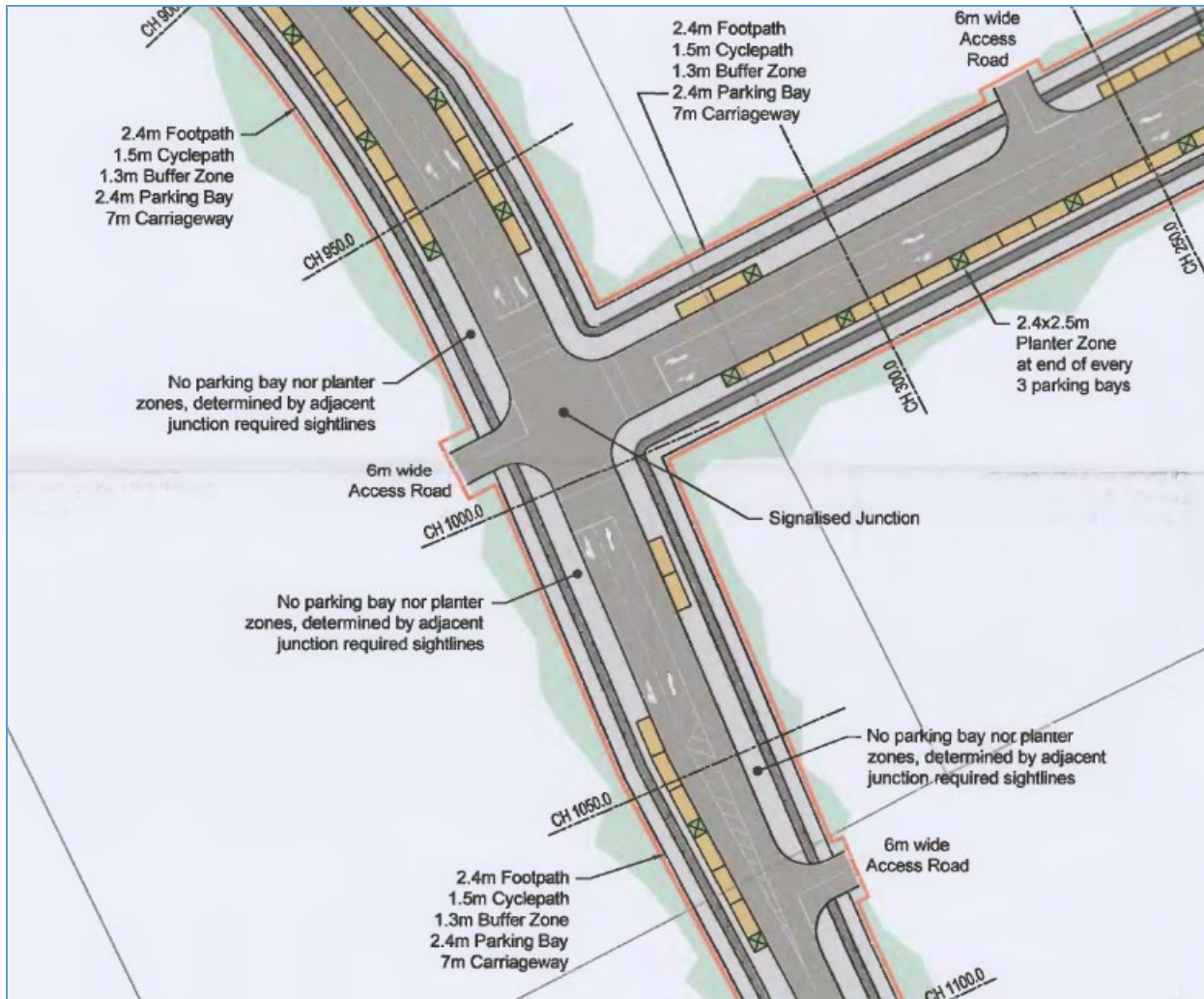


Figure 2 road layout from SDZ17A/0009

1. Internal Road Layout

The internal road layout has been provided. The applicant should provide the road cross sections for each road type and ensure the design of roads and streets within the Adamstown SDZ are in accordance with DMURS. Cross section for each road type should ensure correct spacing for cycle lanes and parallel and perpendicular parking. The details of access roads and crossing points should also be submitted showing dimensions of corner radii, road widths etc.

2. Fire Tender and Bin Collection Access

A waste management layout has been submitted detailing the locations and type of bins. An autotrack or similar should be provided highlighting the routes refuse vehicles and fire tenders would take around the development, to ensure this type of vehicle can navigate the corners and smaller width roads.

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3. Pedestrian Permeability:

The overall pedestrian permeability is good. The pedestrian access in the northwest corner from Tubber Lane is not clear Figure 3, will this be an access over the existing ditch and will it continue to along the western edge.



Figure 3 pedestrian access from tuber lane

The link to the east Figure 4, is shown as pedestrian this is vehicular in the SDZ tile. This is a link to the proposed school and shopping to the west of the development and crosses the linear park. This link should be verified and match the proposed link from the neighbouring development.

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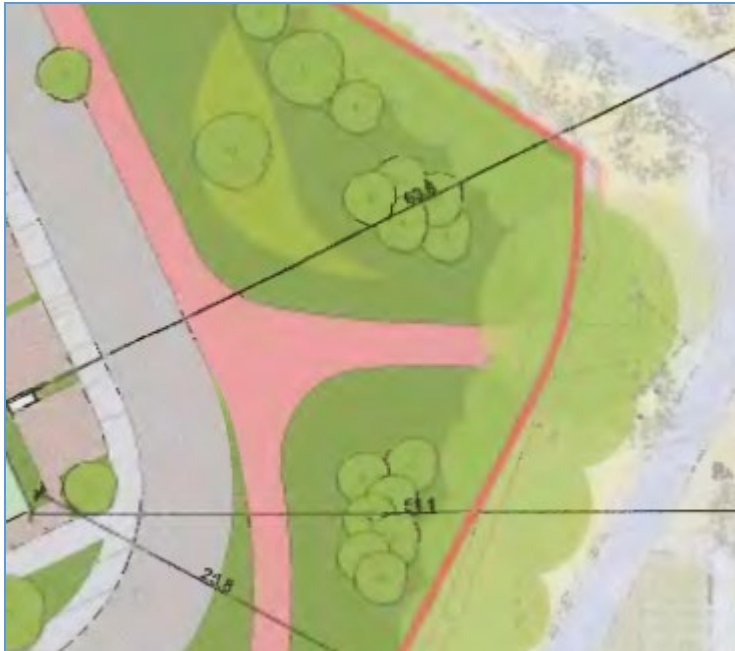


Figure 4 link to west development.

The footpath shown in Figure 5 should link to surrounding footpaths, if the road is to be a shared surface it should be identified.



Figure 5 footpath link

4. Car Parking:

A drawing detailing the car parking provision has been submitted within the architectural design statement Figure 7. The drawing identifies the on-curtilage parking spaces; however, it is not clear the quantity of spaces provided. The applicant should submit a breakdown of the car parking

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provided for the development ensuring no more than 60% of residential car parking spaces are provided as private in-curtilage parking spaces in this development area.

Table 2.12 Car Parking Standards	
Development Type	Car Parking Standard
Residential	
Dwelling with 1 bedroom	1 space per dwelling
Dwelling with 2 bedrooms	1.5 spaces per dwelling
Dwelling with 3 or more bedrooms	2 spaces per dwelling
Commercial	
Convenience retail	1 space per 15 square metres gross
Comparison retail/retail services	1 space per 30 square metres gross
Office/high tech industry (employment)	1 space per 45 square metres gross
Community/Leisure*	
Schools	1 space per 1.25 classrooms
Major Parks	1 space per 0.2 hectares
Creches/Community Centres	1 space per 30 square metres gross

Figure 6 SDZ carparking standard

The total number of housing units is as follows:

- 58 two bed houses*
- 201 three bed houses*
- 6 four bed houses*

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Table 1 maximum parking for houses

<i>Input no. of 2 beds</i>	58	1.5	87
<i>Input no. of 3+ beds</i>	207	2.0	414
<i>Total Houses</i>	265		
		<i>Total residential Spaces</i>	501
		<i>Average Parking Ratio</i>	1.89

The total number of apartments is as follows:

- 7 apartment Blocks (Blocks B, D, E, G, H, I & K) containing*
 - 111 apartments/duplexes*
 - 32 one bed apartments,*
 - 22 two bed and*
 - 57 three bed duplex apartments*
- 4 apartment Blocks (Blocks A, C, J & L) containing*
 - 37 apartments/duplexes*
 - 8 no. one bed apartments,*
 - 29 three bed duplex apartments over 4 storeys;*
- 1 apartment Block (Block F) containing*
 - 42 apartments*
 - 2 one bed apartments and*
 - 40 two bed apartments*

Table 2 maximum car parking for apartments

		<i>Parking Spaces per Unit</i>	<i>Total Spaces required</i>
<i>Input no. of 1 bed</i>	42	0.65	27
<i>Input no. of 2 beds</i>	62	0.80	50
<i>Input no. of 3 beds</i>	86	1.00	86
<i>Total Residential Units</i>	190		
<i>% Build to Rent</i>	0		
<i>%Build to Sell</i>	100		163
<i>Build to Rent</i>			0

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Total Spaces Residential	163
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Figure 7 Car parking provision.

5. Bicycle Parking

Details of bicycle parking shelters has been provided, Figure 8. The location of the shelters has also been provided. The applicant should provide a statement on the quantity of bicycle parking provided at the development, to ensure the amount is consistent with the apartment guidelines.

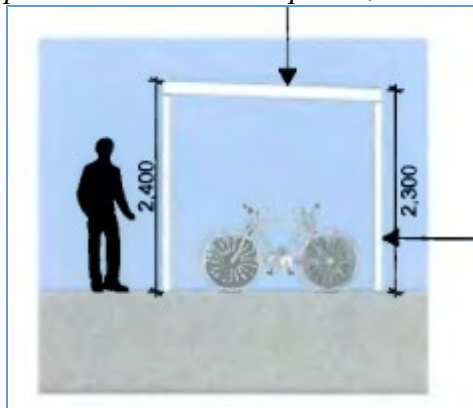


Figure 8 Bike shelter

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Table 3 minimum bicycle parking numbers

<i>Residential Parking for Apartments</i>		
<i>Input the Location from Picklist to the right of the yellow cell</i>	<i>Location</i> Adamstown	<i>Weighting</i> 1.00
		<i>Input Column</i>
<i>Average Distance from Public Transport</i>	<i>Input distance (km)</i>	1
		<i>Rough Bicycle parking numbers</i>
Apartments		<i>Total of rooms</i>
	<i>Input no. of 1 bed</i>	42
	<i>Input no. of 2 beds</i>	62
	<i>Input no. of 3 beds</i>	86
	<i>Total Residential Units</i>	190
	<i>Total required</i>	519

6. Public Lighting:

A drawing detailing the public lighting has been submitted.

7. Taking in Charge:

A taking in charge drawing has been submitted detailing the areas for public care. All the parking spaces and apartment areas are to be maintained by management company. The submitted map highlights the areas for Taking in Charge in green. Figure 9 below shows footpath links (highlighted) are not to be offered for Taking in Charge, this could be clarified.

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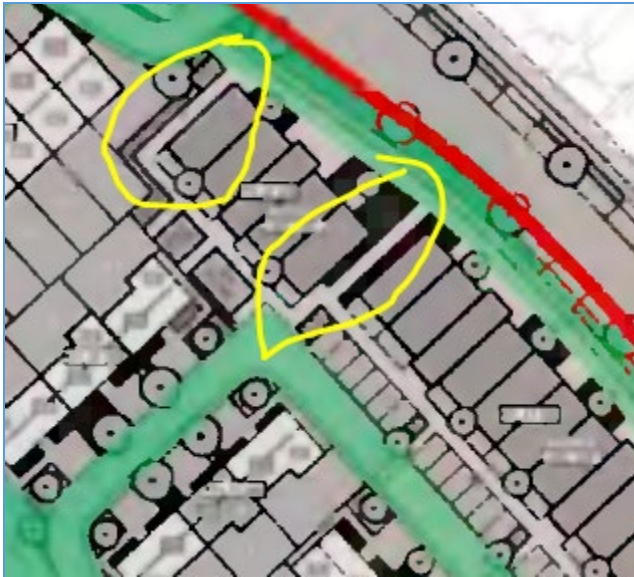


Figure 9 Taking in Charge map

10. Bin Collection

The location and general details of the bin storage areas has been submitted. The autotrack analysis has been submitted detailing refuse vehicle movements around the development.

11. Construction management plan.

Has not been submitted”.

Additional information has been requested to address the above.

Open Space, Trees & Landscaping

The Parks and Public Realm Department has made the following comments:

1. “Impact on existing trees, hedgerows and local biodiversity:

- (a) *Location of Site Compound NE: The proposed site compound at the northeast of the site is too close to the existing hedgerow which is to be retained (poga Construction, Waste and Environmental Management Plan Ref 20065_CMP/CWEMP_R2 December 2021 Appendix A, Site Plan)*

- (b) *Location of Site Compound SW: The proposed site compound at the southwest of the site shows an entrance through hedgerow and badger protected area. (Poga Construction, Waste and Environmental Management Plan Ref 20065_CMP/CWEMP_R2 December 2021, Appendix A, Site Plan)*

The site compounds should be moved away from these areas as they are too close to the existing hedgerows. Refer poga Construction, Waste and Environmental Management Plan Ref 20065_CMP/CWEMP_R2 December 2021 Appendix A Site Plan for proposed compound locations.

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- (c) *Public Lighting: Public lighting is shown next to hedgerows (refer McElligott Phase 3 Public Lighting Layout Dwg No E013-016). Public lighting must be kept on the opposite side of roads to retained hedgerows. Hedgerows should be retained as dark corridors and should not be lit. This is a recommendation of the Ecological Impact Assessment (EcIA) (Faith Wilson, 15th December 2021) (page 30 Item 10 and 13), i.e. 'any lighting used in the development should not overspill onto the adjoining trees and woodland thereby ensuring that a dark corridor for foraging and commuting bats and movement for other wildlife is maintained' and 'ensure that there is no light spill from the proposed development onto the retained areas of linear vegetation and boundary features'. Open Spaces should not be lit.*
- (d) *Access roads through hedgerows proposed for retention
The layout drawings and Landscape Rationale (RMDA, Dec 2021, P. 20) show access points through hedgerows along the rural western boundary which are to be retained. These access routes through hedgerows should be removed.*
- (e) *Removal of boundary hedgerow in northwest corner (Hedge No. 2) regarded as a key green infrastructural connection. The removal of boundary hedgerow at this location to facilitate one house and a cycle path that is not required is contrary to sustainable development and SDCC Green Infrastructure Policies and Objectives.*
- (f) *Impact on Bats
Threats to bats, protected species under the Wildlife Act 1976 and Wildlife Amendment Act 2000 and the Bern (1982) and Bonn (1979) conventions, identified in the EcIA (Faith Wilson, 15th December 2021) include:*
- i. Light pollution (inappropriate lighting)*
 - i. Loss of potential Tree Roosts*
 - ii. Loss of foraging areas – removal of hedges and scrub)*
 - iii. Water pollution*
 - iv. Infilling of ditches*

Despite this:

- i. Lighting has been proposed alongside hedgerow to be retained (refer 1 (iii) above)*
- i. Trees identified in the northwest corner of the site as potential bat roosts have been proposed for removal*
- ii. Willow and ash along the southern ditch of the northern field was completely removed in between the ecologists visits to make way for the development.*
- iii. Large amounts of the western boundary hedgerow to the northern field were removed between site ecologists visits to make way for the development (EcIA page 15).*
- iv. The deep drainage ditch along the wet of the site is being infilled for conversion to a swale. The network of drainage ditches link into the Tobermaclugg and Lucan Streams.*

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(g) Impact on Badgers

The badger is an internationally protected species under the Wildlife Act 1976 (Amended 2000) and the Bern (1982) convention. The EcIA (Faith Wilson, 15th December 2021 - page 20) identified a badger sett on the southeastern boundary of the site for which remedial measures are proposed in the form of an ecological corridor and badger protective fencing. The report identified other badger setts within the wider area (Page 26). The report stated that habitat connectivity between these setts must be protected and enhanced. This would require a badger pass beneath the Cellbridge Link Road (SDZ17A/0009). The applicant is requested to review the badger protection measures in the context of adjoining approved development and revise their approach to badger protection accordingly.

2. Street trees are severely lacking.

A major redesign of the streets throughout the development is required to provide street trees. Trees that are integral to the street need to be in public ownership and comply with the requirements of Adamstown SDZ (2014), Adamstown Street Design Guide (2014) and DMURS (2019).

3. Insufficient SuDS Tree Pits. *All trees within/adjacent to hard surface areas should be in SuDS tree pits. The applicant is requested to refer to the recently published 'SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022'*

4. Boundaries

Badger-Resistant fencing is proposed outside swales which prevents the required maintenance operations. Timber post and rail fencing is not suitably robust for this boundary. Paladin type fencing with buried mesh is appropriate and details are required.

5. Public Open Space

- a) *There is only one small area of public open space for the entire development, i.e. a pocket park in the southeast of approximately 0.2ha or 2% of the development. Development Area 5 is required to provide 0.67 hectares of Public Open space. The applicant is required to demonstrate that this has been provided. The Landscape Rationale includes areas in the public open space calculation that cannot be considered as public open space, i.e.:*
- i. *An ecological corridor, constituting a linear network of scrub planting and retained trees, hedgerows and native vegetation with badger proof fencing that will be 'allowed to develop and mature without trampling impacts and also reduce human disturbance' (P33 EcIA, Dec 2021).*
 - ii. *Cycle paths – the perimeter cycle path is not deemed necessary and should be removed. The home-zone/back streets are designed as shared surfaces for pedestrians, cyclists, and vehicles. The applicant is requested to integrate cycle path proposals with those in the adjoining development areas to avoid over-provision.*
 - iii. *Boundary Trees and Hedgerows*

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6. Play

Play Provision is totally inadequate. Access to play is poor. There is no kick about areas”.

Additional information has been requested.

Fisheries

Inland Fisheries Ireland has not provided comment in this instance. Standard condition regarding CEMP is recommended.

Public Health, Services & Drainage

The Adamstown SDZ Planning Scheme outlines the following:

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.

Much of the drainage infrastructure has already been installed under the SDZ lands in Adamstown. Additional SUDS methods include permeable paving, infiltration swales and a Class 1 oil/grit interceptor. Fresh water supply for the development would be via a mains supply which originates from a reservoir along the River Liffey, upstream of Leixlip.

The Drainage Section report states no objection to the proposed development subject to conditions being attached in the event of a grant of permission.

Irish Water has no objections to the proposed development, subject to standard conditions.

The Environmental Health Officer has not provided a report. Standard conditions are recommended.

Waste Management

The applicant has submitted a Construction Waste and Environmental Management Plan for the proposed development. In the event of grant a condition is recommended to secure the provisions of this.

Appropriate Assessment

An Appropriate Assessment screening report has been submitted with the planning application prepared by Faith Wilson Ecological Consultant which states that “*there will be no direct, indirect, or cumulative impacts from the proposed development on any Natura 2000 sites*”.

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Having regard 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.

Environmental Impact Assessment

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

Conclusion

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

- Part V
- Design and layout and amenity of the proposed development
- Car parking
- Street/road layout
- Trees and planting
- Communal and public open spaces
- Provision of SuDS
- Ecology
- Bin and cycle stores

Recommendation

Request Additional Information.

Additional information requested: 22 February 2022

FI extension order until 22 November 2022

Additional information received: 5 July 2022

Consultations:

Inland Fisheries: No report received at time of writing.

NTA: No report received at time of writing.

TII: No report received at time of writing.

Housing Strategy: Clarification of additional information requested.

Roads: Clarification of additional information requested.

Water Services: No objections, subject to conditions.

Irish Water: No objections, subject to conditions.

EHO: No report received at time of writing.

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Parks: Clarification of additional information requested.

Heritage: No objections, subject to conditions.

Public Lighting: Details not acceptable.

Assessment:

Item 1:

It is South Dublin County Councils preference to acquire a mixture of units on site in line with the ratio of units proposed in the development to include 4 universal type units to accommodate persons with medical needs. The applicant is requested to make contact with the Housing Department in this regard.

Applicant's Response:

The applicant has engaged with the Housing Department/ A letter has been appended to the cover letter / response to the AI. The location has been shown on the drawing, but the final specification is subject to future agreement, following grant of permission.

Assessment:

The Housing Department has raised concerns regarding the submission with regards TAU obligations. It is noted that 6 units are proposed, however, the preference is for detached units. The applicant is requested to address this.

Item 2:

1. Design

The applicant is requested to submit:

(A) a layout plan clearly indicating heights across the site.

(B) a revised design statement, setting out details of materials and finishes.

(C) a quality housing assessment which should include all relevant floor areas and an indication of aspect for the proposed apartments.

2. Height and Linkages

The proposed development is generally compliant with the scheme in terms of height, given the realignment of the Celbridge Link Road. However, the proposed development would benefit from a variety of heights along the linear park, particularly to the north and at access points. The applicant is requested to connect to the development to the east based upon the permitted layout plan for (SDZ21A/0003) and to punctuate connection points with a greater variety in housing, increasing heights to 2.5 / 3 storeys to assist wayfinding. The applicant is requested to take the approved development to the east under SDZ21A/0003 into consideration. In particular, consideration should be given to the approved linear green space and links through this to the adjacent development. The applicant is also requested to demonstrate that an appropriate depth of linear park has been provided in accordance with the scheme.

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3. Apartments

The applicant is requested to address the following regarding apartment and duplex blocks
Blocks A and C: the linear area to the east of Block A would benefit from further activation. It is noted from the floorplans that the majority of windows on the east elevation would serve bedrooms and there is little opportunity for passive surveillance, with the exception of the top floor balconies. This elevation should be activated, with the possible inclusion of an entrance / improved design. Any amendments should be reflected on the side elevation of Block C, fronting Celbridge Link Road, which is also a wayfinding structure.

Block G: The applicant is requested to reconsider the layout of these units and whether it is possible to give the ground floor units own door access to the rear, rather than the front, to activate the area along the linear park.

Block H: The applicant is requested to consider more variation in ground floor access points.

Block I: The applicant is requested to provide rear elevations. There is an area of communal open space to the rear and the proposal would benefit from dual frontage at this location to address the communal open space.

Block K: Block K is 3 storey and is stepped in at part at top level for balconies - some elements extend to the forward of the front and rear elevations. The proposal appears somewhat monolithic and would benefit from breaking up the massing more, such as what has been achieved with Block B.

Blocks J and L: The southern side elevation of Block J and northern side elevation of Block L would benefit from a redesign to make it more of a landmark / wayfinding structure (similar to the northern elevation of Block A and the southern elevation of Block C).

4. Communal amenity

(A) The applicant is requested to provide a breakdown of the communal amenity space and how it accords with the apartment guidelines.

(B) The applicant should note that the Planning Authority has concerns regarding the functionality of some of the areas of open space identified.

Block F: Area to the west appears to consist of trees, bin stores and plant, with no room for amenity space. Area to the east contains a bike store and trees, with no room for amenity space.

Block G and H: The area between these two blocks again seems incidental with no connection to the wider open space network.

Block L: The area identified is a thin strip which is unlikely to provide any amenity.

East of the Celbridge Link Road: There does not appear to be any communal amenity space in this location.

The applicant is requested to provide revised plans, indicating usable, well connected and functional open spaces.

5. Bin and cycle storage

Generally, the bin and cycle storage location are situated away from the main open spaces, however, they still benefit from overlooking. To the north of the scheme, the bike and bin stores are close to unit 449. The applicant is requested to revise this area or provide a section indicating the impact on the adjacent properties. The bin and bike stores for Blocks A, B and C are in a prominent location and the applicant is requested to consider the design of these elements further - e.g.,

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greening the structure or redesigning. The bin and bike stores for units C and E are also in a prominent location. The applicant is requested to consider screening for the bin stores at Blocks F, G / H and I. It is not apparent that the bin and cycle storage has been included on the sections. The applicant is requested to address these matters.

6. Daylight, Sunlight and Shadow

The applicant has not provided an assessment of daylight, sunlight and shadow. Apartments are proposed and the impacts of these should be demonstrated. The applicant is requested to address this.

7. House Types

The applicant is requested to address the following:

A1, C1, D1, E3, J1 - Passive surveillance should be increased. Dual frontage should be considered. Dwelling should 'turn corner' and be elongated alongside elevation

F1 - Layout plan indicates that these are end terrace. Plan PH013 states they are mid terrace. No side elevation provided. Floorplans indicate an elongated side elevation that 'turns corner', however, there are no windows indicated on floorplans.

H1, I1 - Passive surveillance should be increased where separation distances from other dwellings allow. Dual frontage should be considered

K1 - consideration should be given to activating the northern side elevation of K1.

8. Boundary Treatments

The proposed development would provide long sections of boundary treatments with blank facades in some instances. This is seen on section 1. It is noted that the sections are generally along the Avenues, with the exception of Section 1, which enters one of the secondary streets. The Planning Authority has detailed a number of units that would benefit from dual frontages. The provision of dual frontage would reduce the impact of the boundary treatments in these areas. The applicant is requested to provide revised sections of the smaller streets

9. Parking

It is noted that some perpendicular parking associated with the secondary streets is visible from the avenues - the applicant is requested to redesign these areas.

10. Street hierarchy

(A) It is noted that the hedge to the west has been punctuated by a street, which is not in compliance with the scheme. The lands to the west are zoned 'RU' and outside the SDZ. Therefore, there is no need to ensure connectivity to these lands at this stage by impacting on hedgerows. The applicant is requested to remove the link through the hedge to the 'RU' lands.

(B) It is noted that not all elements of the Avenues are in keeping with this design and the applicant is requested to provide a revised layout indicating that all elements of the Avenues provide parking, trees, footpaths and cycle paths in line with the ASDG

(C) The applicant is requested to provide a road layout plan clearly indicating street typologies. Each type of street should meet the relevant design requirements in terms of parking, pedestrian / cycle movement, crossings and street trees. Cross sections for each road type should ensure correct spacing for cycle lanes and parallel and perpendicular parking should be provided.

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Applicant's Response:

1. see architect design statement and HQA.

2. scheme has been revised to provide additional variation in height, particularly along the linear park. House type A1 has been revised from 2 to 3 storey and apartment block A has been revised to provide a full 4 storey element facing the open space. The proposal meets the criterion for min-max perimeter building heights as set out. The revised scheme also provides variation in height at the northern part of the scheme to assist wayfinding. Drawings demonstrate how connections to SDZ21A/0003 have been provided. Linear Park depth – the linear park does not exactly follow the line of the linear park outlines in the Planning Scheme May. Noted that this is an indicative layout only and the depth of the proposed park is generally aligned with the PS, when viewed in the context of the permitted adjoining development. Where the depth is narrower within the proposed scheme, it is wider as permitted under SDZ21A/0003 to ensure that the overall width of the linear park is appropriate in the context of the PS.

Figure 2: Planning Scheme Development Area 5 - Linear park indicative Layout compared to linear park proposed including adjoining permitted development



Source: Planning Scheme and Davey Smith FI drawings

The depth of the open space as proposed under the revised scheme is appropriate in the context of the Planning Scheme.

3. Block A – unit facing linear park have been revised. Entrance on east has been relocated to the north. Internal layout altered so windows located on the eastern gable serve habitable rooms. East facing second floor windows have increased in size and the balconies have been amended.

Revisions serve to activate the eastern elevation of Block A, facing the linear park and assist with passive surveillance of the open space to the north eastern part of the site. The revisions of the balconies provide for a full height of 4 stories to the corner of the block.

Block C – units fronting Celbridge Road have been revised. Entrance to the east ground floor has been relocated from north to western façade and internal layout has been altered so that the windows located to the western gable serve habitable rooms. West facing second floor windows

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have been increased in size and balconies have been amended to provide for a height of 4 stories to the corner of the block facing the Celbridge Link Road. Revisions serve to activate the western elevation of Block C facing the Celbridge Link Road and assist wayfinding.

Block G – entrance on ground floor duplex relocated to the west from east, internal layout altered. Rear access to the ground floor units has been provided via the terraces. Revisions activate the eastern elevation facing the linear park and provide additional passive surveillance of same. They provide activity to the rear / west due to the location on the ground floor terraces.

Block H – units have not been revised as the block as originally proposed provides entrances to the east and west. Entrances for the ground floor duplex units are located to the east façade facing the Celbridge Link Road and secondary accesses are provided to the rear / west of the units through the terraces. Considered that Block H provides suitable variation with respect access points

Block I – full details of elevations provided

Block K – second floor revised with 2 units removed to the centre portion to reduce the section from 3 to 2 storeys. Revision provides a visual break, similar to Block B

Block J – southern units facing Celbridge Link Road have been revised. Entrance from the southern ground floor unit has been relocated from east to south. Internal layout has been altered so windows located to the southern gable serve habitable rooms. South facing second floor windows have been increased in size and balconies amended. The revisions activate southern elevation of Block J and assist wayfinding

Block L – units facing Celbridge link road have been revised. Entrance to north ground floor unit has been relocated from the east. Internal layout altered so habitable rooms change orientation. Second floor windows increased in size and balconies amended. The revisions activate northern elevation of Block L and assist wayfinding

Passive surveillance of open space has been provided for under the revised design and this will encourage a sense of safety through the provision of dual frontage units with strong terraces to the proposed linear park. Permeable housing layouts with good pedestrian and cyclist links combined with appropriate higher elements to assist with wayfinding. Revised scheme is in accordance with the requirements set out in the PS for Development Area 5.

4. (A) 542.5sq.m of communal amenity provided at 2 locations. Communal space includes only functional. Requirement under apartment guidelines is 384sq.m.

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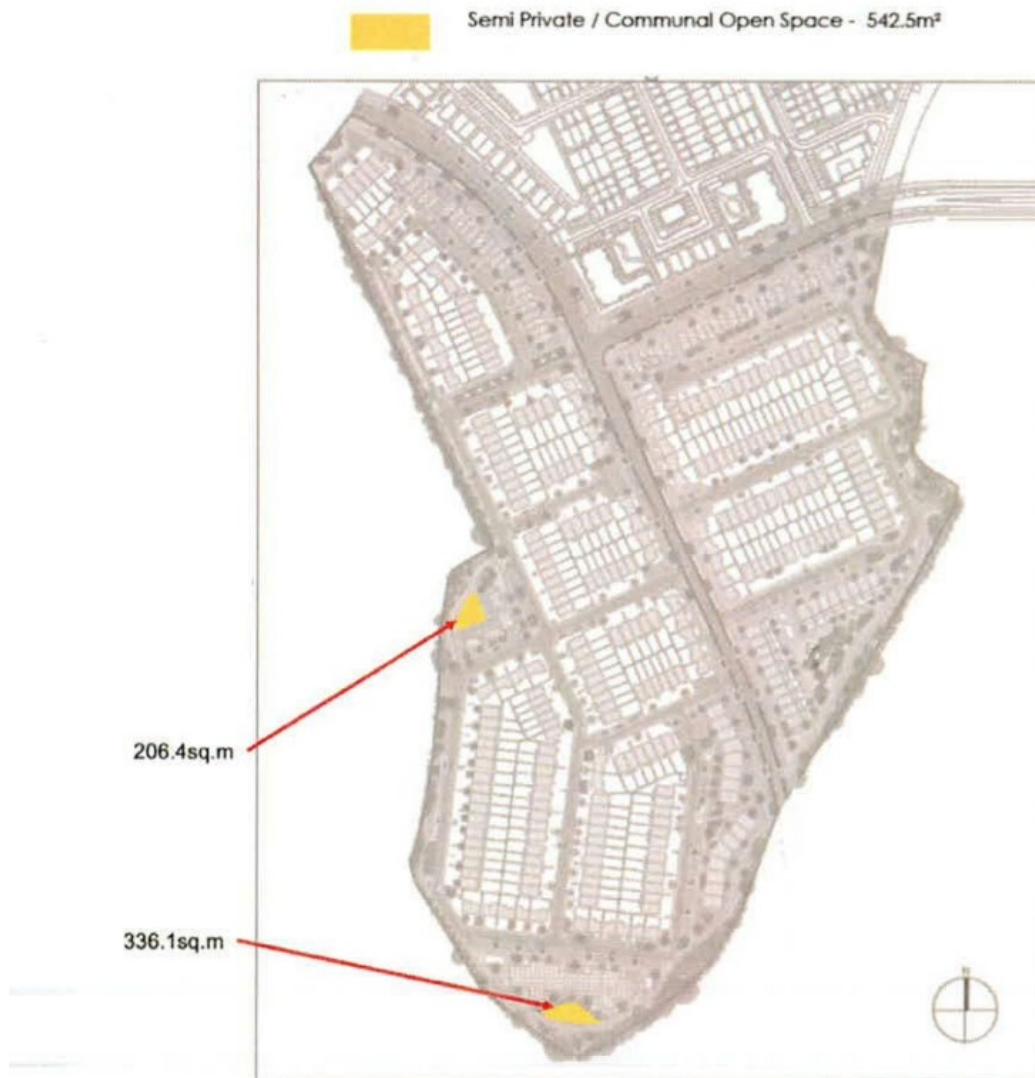


Figure 10 Updated RMDA communal open space diagram

5. Unit 449 is a wide front house type and benefits from a large garden. This provides a comfortable degree of separation from the adjacent bike and bin store, so amenity of the residence is not impaired. Access to the store is from the front so as to remove any impact on the surrounding residences in terms of both use and management.

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Figure 11 Bike and bin store adjacent to No. 449

The design of the bike and bin store is proposed to be revised to have brick walls to all aspects. It is further proposed to green the structure by way of a landscaping scheme that will encourage growth of plants to the brick surface.

Provision is made for such planting measures at each store location and is detailed further in RMDAs amended Landscape Design Rational. Figure 12 above illustrates the bike and bin store adjacent to Block C, envisioned with mature plant growth as described.

6. Please see Tubber Lane (Phase 3) Adamstown Sunlight, Daylight and Shadow Assessment prepared by Chris Shackleton for the purposes of the FI response and the Further Information Response Architectural Design Statement prepared by Davey Smith.

The report highlights that the BRE guidance document is advisory and that the numerical target values states within the document may be varied to meet the needs of a development and BRE should not be used as an instrument of planning policy but used in the design process.

The assessment concludes, for ADF, the development shows excellent results with 100% of all rooms on all floors complying with requirements. The average ADF for the tested living rooms (including living / kitchen) and bedrooms was 2.6% and 1.8% respectively.

In terms of sunlight to living rooms, the assessment found that 100% of living rooms receive some sunlight over the year. 76% receive BRE Annual APSH and 71% Winter WPSH., which is generally in accordance with what the guidelines define as 'careful' design 80%.

Communal amenity meets requirement.

7. A1, C1, D1, E3 and J1 – relocation of main entrances to side of terrace, alteration of internal layout, inclusion of windows to both habitable rooms located in gable end. Revisions provide dual frontage and activate end facades providing passive surveillance.

A1 has been revised from 2 storey to 3 storey.

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F1 – is end of terrace. Revised plans provided

H1, H2 – H2 has new box window at ground floor. Passive surveillance increased.

K1 – updated K1 includes new window at ground floor gable end. Passive surveillance increased.

8. Dual frontage remove issue of blank facades. Additional sections provided

9. Layout revised to ensure perpendicular not visible. Tree planting provided.

10 (A) site layout removes access to 'RU' lands. Cycle path removed to ensure western hedgerow not impacted. (B) (C) POGA Engineers confirm that the design of the avenues within the proposed scheme is in accordance with the PS. Colour coded layout with street typology provided.

Application is seeking minor revisions to the permitted Celbridge Link Road, POGA Engineers have confirmed that the connections to the Celbridge Link Road are in accordance with the permitted Celbridge Link Road Design, subject to minor variations to connection points and location of parking spaces necessitates by the proposed scheme, which can easily be incorporated into the road scheme without materially affecting the permitted link road.

The revised proposal demonstrates street design meets the relevant design requirements.

Assessment:

1. (A) Plan 1515-PL-009 (Heights Diagram) noted. There are a number of instance where the proposed development does not accord with the scheme, e.g., elements of perimeter apartment blocks reduce to 2 storey (Blocks A, B), however this is considered a minor deviation and the visual impact of these elements is considered acceptable. There is concern that the dwellings to the north east corner, fronting the park are highlighted as perimeter and the applicant is only proposing 2 storey:



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In order to achieve compliance with the scheme, building heights should be increased to 3 storey.

Clarification of additional information is requested.

(B) Revised design statement noted

(C) HQA noted.

2. The applicant has increased house type A1 to 3 storey, these are end of terrace facing the linear park. Block A has also increased to 4 storeys, close to the Park. The proposed layout plan indicates distances from permitted development to the east, as well as connecting with the permitted development through the hedgerow. It is noted that the depth of the linear park to the east is greater, therefore the proposed development, in combination with the previously permitted layout for SDZ21A/003, provides sufficient space.

3. Amendments to Blocks A, C are acceptable

For Block G, all entrances now face the linear park.

Noted no changes proposed to Block H, which is considered acceptable.

Elevations for I noted and are considered acceptable.

Southern elevation of Block J has been amended – this is welcomed.

Changes to Block K are also welcomed.

Changes for Block Land J in terms of wayfinding noted.

4. (A) communal amenity provision is acceptable. Noted that only functional areas are now included.

5. The location of the bin store is not acceptable, beside No449 (now 447). **Clarification of additional information** is requested to relocate it to the rear of Block K, adjacent to car spaces 30/31. The tree proposed in this location shall be relocated (not omitted). Noted all bin stores are now brick with landscaping.

6. Noted that the proposal is generally duplex. Only 2 apartments are single aspect. Daylight / sunlight is considered acceptable.

7. A1 is acceptable. C1, D1, E3 – first floor windows should be provided. J1, I1 – bay window should be removed, and it should be dual aspect at ground floor and first floor. K1 -more windows could be provided on the dwelling at the north end of the terrace. **Clarification of additional information** is requested seeking these changes. F1, H1 are acceptable.

8. Proposed sections are acceptable.

9. The Roads Department has stated *“The applicant has proposed redesign of turning heads and junctions to screen the on-street parking. The addition of 2.5m x 5m deep strip of planting at proximity to the road junctions and footpaths may result in reduced driver visibility resulting in a hazard. The recommended height for objects at or close to junctions is 0.9m, considering the applicant is proposing planting these areas the control of the height is not guaranteed. The planting*

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around turning head (A) is acceptable as there are no vehicle movements in this area”.

Clarification of additional information is therefore requested.

10. (A) No roads objections.

(B) The Roads Report states *“The cross section submitted by the applicant somewhat matches the ASDG. The buffer zone is wider by 700mm, and the footpath is narrower by 100mm. the “typical housing estate – cross section” does not confirm to the ASDG. The applicant is requested to apply the street hierarchy submitted in drawing shown in **Error! Reference source not found.** below and show all types of street cross sections”.*

(C) The Roads Department has stated *“The applicant has submitted an overall road hierarchy plan, the plan identifies the location and type of road for the development, however it identifies them as boulevard, avenue, back street and side street. But the cross sections provided only identify the Celbridge Link Road and “typical housing estate – cross section” both of which do not comply with the layouts within the SDZ development plan. Avenue footpath are 2.4m wide but should be a minimum of 2.5m to comply with SDZ widths. Cross sections should be submitted for Side Streets and Back streets which conform to SDZ widths”.*

Clarification of additional information is therefore requested.

Item 3:

Roads.

The applicant is requested to:

- (1) submit a colour coded plan of the vehicle parking and bicycle parking across the development, to ensure compliance with the SDZ.
- (2) confirm the cycle/pedestrian link on to Tubber Lane in the north.
- (3) The pedestrian access in the northwest corner from Tubber Lane is not clear, it appears that this would be an access over the existing ditch, and it continue to along the western edge. The applicant is requested to provide further details of this area. Having regard to house typology and protection of hedgerow, the need and rationale for same shall be submitted.
- (4) The footpath between dwellings 356 and 390 should link to surrounding footpaths, if the road is to be a shared surface it should be identified.
- (5) The applicant is requested to ensure that turning manoeuvres are achievable on all roads unless short enough to allow reversing as per DMURS.
- (6) The details of access roads and crossing points should be submitted showing dimensions of corner radii, road widths etc.
- (7) Where links to future developments are left the applicant shall insure that they are built right to the boundary. No ransom strips should be created. This does not apply to adjacent lands zoned 'RU'.
- (8) The applicant is requested to provide an overall management plan of refuse collection for the apartments, detailing collection points and vehicle routes throughout the entire development. A revised layout of not less than 1:100 scale, showing a swept path analysis drawing (i.e., Autotrack or similar) is requested detailing turning movements and routes of refuse vehicles and fire tenders throughout the development.
- (9) The applicant is requested to provide a statement on the quantity of bicycle parking provided at the development, to ensure the amount is consistent with the apartment guidelines.
- (10) The applicant is requested to submit a clearer car parking provision calculation. The revised calculation shall, include:

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- (a) 5% of the overall provision to be allocated for mobility impaired users,
- (b) 10% of the total provision to be equipped with electrical charging points.
- (c) And ensure no more than 60% private on curtilage parking spaces have been provided.
- (d) Taking in Charge:

(11) A taking in charge drawing has been submitted detailing the areas for public care. All the parking spaces and apartment areas are to be maintained by management company. The submitted map highlights the areas for Taking in Charge in green. However, some footpath links are not to be offered for Taking in Charge, the applicant is requested to address this.

(12) The applicant is requested to provide a construction management plan.

Applicant's Response:

See architect design statement and POGA consulting response. For (1), (9) and (10), we refer to the enclosed separate colour coded car parking and cycle parking layouts, which demonstrates compliance with the PS.

- 178no. car parking spaces
- 15no. mobility
- 10% electric
- 452 in curtilage – 60%

206 cycle spaces

For (2) (3) – access removed to ensure protection of the hedgerow to west. DWG 448 repositioned so it does not interfere with hedgerow.

(4) the road between dwellings 356 and 390 is proposed as a shared surface

(5) all roads meet DMURS. Swept path included

(6) revised layout and sections include details of all access roads and crossing points

(7) revised layout provides for appropriate connections to lands north, south and east. Access to west 'RU' lands removed. Proposed scheme does not create 'ransom strips'

(8) refuse collection points, refuse and fire tender routes and turning manoeuvres indicated.

(11) revised Taking in Charge drawing provided

(12) Construction, Waste and Environmental Management Plan provided.

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Assessment:

The Roads Department has stated:

1 “*The applicant has submitted details of the car parking arrangements. There are 526no for the housing 186no. the apartments and an additional 46no. visitor spaces.*

The maximum for the housing units is 501no. carparking spaces and 307no. for the apartments.

Table 2.12 Car Parking Standards	
Development Type	Car Parking Standard
Residential	
Dwelling with 1 bedroom	1 space per dwelling
Dwelling with 2 bedrooms	1.5 spaces per dwelling
Dwelling with 3 or more bedrooms	2 spaces per dwelling
Commercial	
Convenience retail	1 space per 15 square metres gross
Comparison retail/retail services	1 space per 30 square metres gross
Office/high tech industry (employment)	1 space per 45 square metres gross
Community/Leisure*	
Schools	1 space per 1.25 classrooms
Major Parks	1 space per 0.2 hectares
Creches/Community Centres	1 space per 30 square metres gross

Figure 10 SDZ car parking standards.

The total number of housing units is as follows:

- 58 two bed houses*
- 201 three bed houses*
- 6 four bed houses*

Table 4 maximum parking for houses

<i>Input no. of 2 beds</i>	58	<i>1.5</i>	<i>87</i>
<i>Input no. of 3+ beds</i>	207	<i>2.0</i>	<i>414</i>
<i>Total Houses</i>	265		
		<i>Total residential Spaces</i>	<i>501</i>
		<i>Average Parking Ratio</i>	<i>1.89</i>

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The total number of apartments is as follows:

7 apartment Blocks (Blocks B, D, E, G, H, I & K) containing
 111 apartments/duplexes
 32 one bed apartments,
 22 two bed and
 57 three bed duplex apartments

4 apartment Blocks (Blocks A, C, J & L) containing
 37 apartments/duplexes
 8 no. one bed apartments,
 29 three bed duplex apartments over 4 storeys;

1 apartment Block (Block F) containing
 42 apartments
 2 one bed apartments and
 40 two bed apartments

Table 5 maximum car parking for apartments

		Parking Spaces per Unit	Total Spaces required
Input no. of 1 bed	42	1	42
Input no. of 2 beds	62	1.5	93
Input no. of 3 beds	86	2.00	172
Total Residential Units	190		
% Build to Rent	0		
%Build to Sell	100		307
Build to Rent			0
		Total Spaces Residential	307

The applicant has confirmed that the ratio to on and off cartilage is 60%.

2 The applicant has removed the cycle and pedestrian links from the west of the development.

3 The applicant has removed the cycle and pedestrian links from the west of the development.

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4 Roads are satisfied with the response.

5 Roads are satisfied with the response.

6 The applicant has submitted details of road crossings and footpath construction; roads are satisfied with the submission. The applicant shall ensure that the road cross sections confirm to the SDZ guidelines for road types, particularly when perpendicular parking is proposed, there must be a minimum of 6.0m reversing space behind or an increased parking bay width

7 Roads are satisfied with the response.

*8 The applicant has submitted details of the refuse vehicle Autotrack movements. the kerb collection points for the apartment blocks are also identified on the plans, as shown in **Error! Reference source not found.** The location of large refuse containers on the public footpath or road carriage way for collection must be avoided, particularly if 1100Ltr containers are in use. The applicant shall identify collection points for the apartment blocks of the public areas or road carriageway.*

9 The applicant is proposing 1no bicycle parking space per unit.

10 Roads are satisfied with the TIC layout plan. The other items are addressed above”.

Item 4:

Parks

(1) Impact on existing trees, hedgerows and local biodiversity:

(a) Location of Site Compound NE: The proposed site compound at the northeast of the site is too close to the existing hedgerow which is to be retained (poga Construction, Waste and Environmental Management Plan Ref 20065_CMP/CWEMP_R2 December 2021 Appendix A, Site Plan)

(b) Location of Site Compound SW: The proposed site compound at the southwest of the site shows an entrance through hedgerow and badger protected area. (Poga Construction, Waste and Environmental Management Plan Ref 20065_CMP/CWEMP_R2 December 2021, Appendix A, Site Plan)

The applicant is requested to move the site compounds away from these areas as they are too close to the existing hedgerows. Refer poga Construction, Waste and Environmental Management Plan Ref 20065_CMP/CWEMP_R2 December 2021 Appendix A Site Plan for proposed compound locations.

(c) Public Lighting: Public lighting is shown next to hedgerows (refer McElligott Phase 3 Public Lighting Layout Dwg No E013-016). Public lighting must be kept on the opposite side of roads to retained hedgerows. Hedgerows should be retained as dark corridors and should not be lit. This is a recommendation of the Ecological Impact Assessment (EcIA) (Faith Wilson, 15th December 2021) (page 30 Item 10 and 13), i.e., 'any lighting used in the development should not overspill onto

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the adjoining trees and woodland thereby ensuring that a dark corridor for foraging and commuting bats and movement for other wildlife is maintained' and 'ensure that there is no light spill from the proposed development onto the retained areas of linear vegetation and boundary features'. Open Spaces should not be lit. the applicant is requested to address this and consider omitting pedestrian walkway adjacent to the western boundary hedgerow that forms the edge of the SDZ.

(d) Access roads through hedgerows proposed for retention

The layout drawings and Landscape Rationale (RMDA, Dec 2021, P. 20) show access points through hedgerows along the rural western boundary which are to be retained. These access routes through hedgerows should be removed to protect the ecological value of the hedgerow. Noted that the lands to the west are zoned RU and no strategic connections are required. Any connections must be shown as potential future link and demonstrated that no impact on hedgerow is proposed.

(e) Removal of boundary hedgerow in northwest corner (Hedge No. 2) regarded as a key green infrastructural connection. The removal of boundary hedgerow at this location to facilitate one house and a cycle path that is not required is contrary to sustainable development and SDCC Green Infrastructure Policies and Objectives. The applicant is requested to address this. It is considered that the cycle track should be omitted.

(f) Impact on Bats

Threats to bats, protected species under the Wildlife Act 1976 and Wildlife Amendment Act 2000 and the Bern (1982) and Bonn (1979) conventions, identified in the EcIA (Faith Wilson, 15th December 2021) include:

- (i) Light pollution (inappropriate lighting)
- (ii) Loss of potential Tree Roosts
- (iii) Loss of foraging areas - removal of hedges and scrub)
- (iv) Water pollution
- (v) Infilling of ditches

Despite this:

- (i) Lighting has been proposed alongside hedgerow to be retained (refer 1 (iii) above). Removal of pedestrian loop walkway to be considered.
- (ii) Trees identified in the northwest corner of the site as potential bat roosts have been proposed for removal
- (iii) Willow and ash along the southern ditch of the northern field was completely removed in between the ecologists' visits to make way for the development.
- (iv) Large amounts of the western boundary hedgerow to the northern field were removed between site ecologists' visits to make way for the development (EcIA page 15).
- (v) The deep drainage ditch along the west of the site is being infilled for conversion to a swale. The network of drainage ditches link into the Tobermaclugg and Lucan Streams. The applicant is requested to address the above and consider maintaining the drainage ditch.

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(g) Impact on Badgers

The badger is an internationally protected species under the Wildlife Act 1976 (Amended 2000) and the Bern (1982) convention. The EcIA (Faith Wilson, 15th December 2021 - page 20) identified a badger sett on the southeastern boundary of the site for which remedial measures are proposed in the form of an ecological corridor and badger protective fencing. The report identified other badger setts within the wider area (Page 26). The report stated that habitat connectivity between these setts must be protected and enhanced. It is noted that the Celbridge Link Road (SDZ17A/0009) segregates the habitat. The applicant is requested to review the badger protection measures in the context of adjoining approved development and revise their approach to badger protection accordingly. It should be noted that no badger protection fence was proposed under SDZ21A/0003. The Planning Authority has concerns in relation to the incompatible approach to badgers in the area and requests that the Ecological assessment and badger mitigation be revised to consider the context of the permitted development in the area.

(2) Street trees are severely lacking.

A redesign of the streets throughout the development is required to provide street trees. Trees that are integral to the street need to be in public ownership and comply with the requirements of Adamstown SDZ (2014), Adamstown Street Design Guide (2014) and DMURS (2019). The applicant is requested to provide Street Trees in accordance with the ASDG.

(3) The applicant has provided insufficient SuDS Tree Pits. All trees within/adjacent to hard surface areas should be in SuDS tree pits. The applicant is requested to refer to the recently published 'SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022'

(4) Public Open Space

(a) The Planning Authority considers that this is one functional area of public open space for the entire development, i.e., a pocket park in the southeast of approximately 0.2ha or 2% of the development. Development Area 5 is required to provide 0.67 hectares of Public Open space. The applicant is requested to demonstrate that this has been provided. The Landscape Rationale includes areas in the public open space calculation that cannot be considered as public open space.

(i) An ecological corridor, constituting a linear network of scrub planting and retained trees, hedgerows and native vegetation with badger proof fencing that will be 'allowed to develop and mature without trampling impacts and also reduce human disturbance' (P33 EcIA, Dec 2021). This approach should be reviewed as part of the revised ecological assessment.

(ii) Cycle paths - the perimeter cycle path is not deemed necessary and should be removed. Noted that the adjacent development to the east has provided a strategic north-south connection for pedestrian and cyclists. The applicant should prioritise connection to same. In addition, the home-zone/back streets are designed as shared surfaces for pedestrians, cyclists and vehicles. The applicant is requested to integrate cycle and pedestrian proposals with those in the adjoining development areas to the east to avoid over-provision and demonstrate convenient connection to the adjacent Airlie Park.

(iii) Boundary Trees and Hedgerows

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(6) Play

Additional details, specifications and images shall be provided in relation to the proposed play areas included as part of the landscape proposals. Where possible all play equipment should be of predominantly natural materials with unstructured play included in the proposed design. The playground designer/landscape architect can contact SDCC public realm section to discuss the play items proposed including the inclusion of universally accessible equipment. Where possible the applicant should consider the use of engineered woodchip as playground surfacing material.

The applicant is requested to submit:

- (a) Details of play items to be agreed with the Public Realm Section. Play proposals should include accessible features.
- (b) Details of all play equipment, and safety surface, along with specifications and proof that all equipment conforms to European Standards EN 1176-1-11 and EN 1177 Playground equipment and surfacing shall be submitted prior to the commencement of development.
- (c) Post installation certification by the Royal Society for the Prevention of Accidents will be a requirement.
- (d) An Indicative Play Map showing types of play and age groups catered for shall also be submitted.

(7) A redesign of the development to address the issues outlined above related to a lack of integrated design both within the development and with its context. All relevant submitted plan and details, drawings and reports should be revised accordingly.

Applicant's Response:

(1) updated site compound drawing and revised lighting layout provided. Walkway removed. Connection to 'RU' zoned lands removed. Swale will be retained. Drainage ditch will be infilled. The badger protection measures were revised, and the site layout has been amended to include additional mitigation measures for protecting badgers. Layout clearly identifies the badger sett and includes amended site boundary treatments which include badger protective fencing where necessary

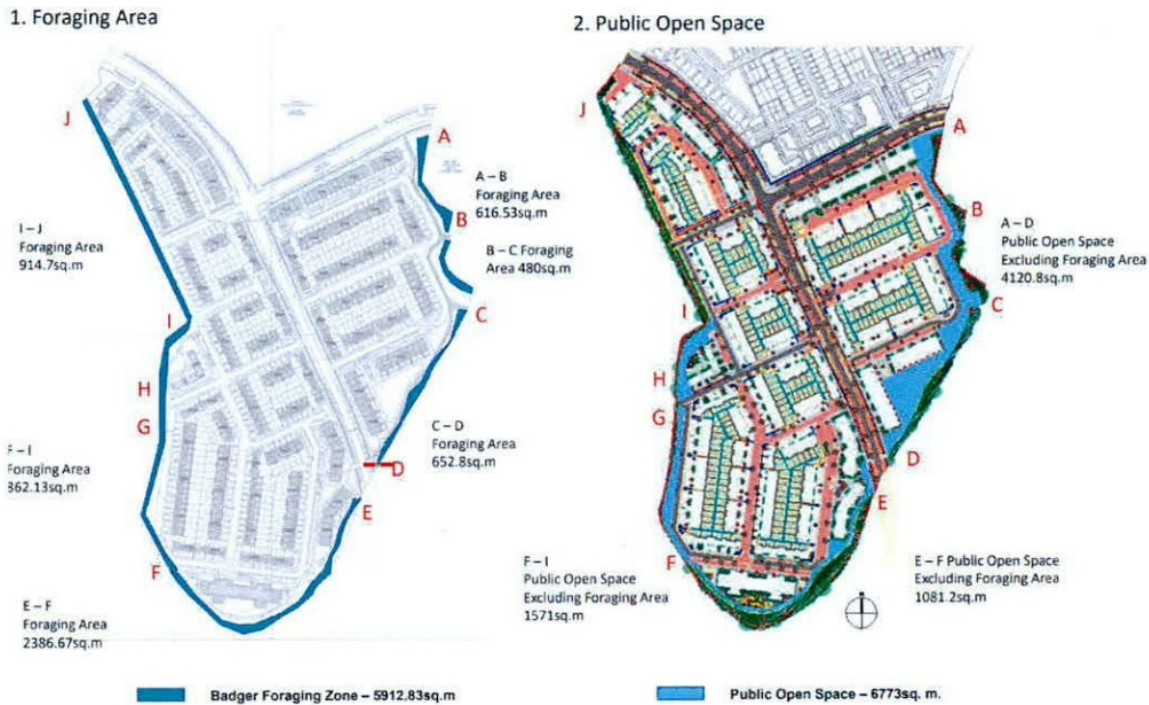
(2) revised tree planting plan provided.

(3) SuDS tree pits proposed for all trees within or adjacent to hard surface areas. Increase from 18 to 81.

(4) total POS is 0.677ha

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Figure 3: Public Open Space calculation (extract)



Source: RMDA Further Information Response

Pedestrian and cycle paths and connections to the adjoining development to the east is fully aligned with the PS.

(6) Additional play details provided

(7) scheme has been amended to address the issues set out in the AI.

Assessment:

The Public Lighting Department has stated

- *“The Public Lighting submission for SDZ21A/0023 shows Public Lighting assets in areas that are not included for TIC on the TIC layout drawing also submitted under this application. This is not acceptable.*
- *The Public Lighting report shows 5m columns. The minimum height acceptable for TIC is 6m.*
- *The Public Lighting submission and the landscape drawings do not seem to be co-ordinated. The lighting design does not seem to take account of the shadowing effect of trees planted in front of the columns”.*

The Heritage Officer has stated *“An Ecological Clerk of Works (ECoW) will be appointed for the duration of the project. The contact details of the Ecological Clerk of Works shall be forwarded to the SDCC Heritage Officer prior to any works commencing (including enabling or initial clearance works). The ECoW will agree a Biodiversity Management Plan with the Heritage Officer which*

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shall be based on the ecological mitigation measures as set out in Section 7 of the submitted EcIA and in subsequent FI amendments relating to ecological mitigation measures. The ECoW will oversee and ensure the implementation of the mitigation measures as detailed and will, prior to the commencement of any works, liaise with the project contractor to ensure appropriate incorporation of ecological mitigation measures into the Construction Environmental Management Plan/Method Statement and Lighting Plans and to oversee the implementation of same". Condition recommended in the event of grant.

The Parks Department has stated that the proposal is generally acceptable, however, the following concerns remain:

- There are still large areas without street trees. Trees in front driveways are not street trees. Street tree plan is still to be agreed. Street tree plans should identify Suds tree pits.
- Suds design is still lacking in detail. Please consult SDCC Suds guidance document and show treatment train, demonstrate amenity and biodiversity value of proposals. Agree tree pit detail.
- Infilling of ditches is identified on ecological report as a threat to bats. However, despite this being flagged this scheme still proposes infilling of ditches to construct a swale. The swale can be constructed outside the ditch in the space previously occupied by the cycle lane.
- Planting plans need to be agreed. Locations of wildflower meadows do not make sense as they cannot be maintained where proposed. Foraging and biodiversity area planting to be agreed.
- Play proposals are not satisfactory. Response states that play proposals are predominantly natural playground type, but this is not shown on plans. No contact was made with public realm as requested in FI request. Play proposals should be designed by a play company with experience in natural play as this proposal is not addressing what is requested.
- Response on quantity of open space is unsatisfactory. Space behind apartment blocks is not public open space nor is narrow strips along roadsides.

Clarification of additional information is requested.

It is noted that the applicant has retained the perimeter cycle path. It is noted the layout indicates the infrastructure as permitted under SDZ21A/0003. **Clarification of additional information** is requested to remove this.

In relation to 4(b) the Roads Department has stated there are no objections. In relation to 4(d) the Roads Department has stated there are no objections.

The Planning Authority concurs with Parks report in relation to the calculation is unsatisfactory. Notwithstanding same, it is noted that the linear park is delivered, and areas of open space are permitted in the earlier phases. Overall, the revised proposal provides connection eastwards to Airlie Park and northwards to the permitted Tobernaclugg Park.

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Other Considerations

Development Contributions

Permission sought for residential development, 265 houses, 188 apartments

Total floor area 44,738.8sq.m

Other ancillary facilities

	BEDS	AREA	NO.	
A1	3	115.6	3	346.8
A2	3	115.6	7	809.2
A3	3	115.6	21	2427.6
B1	3	110.8	28	3102.4
B2	3	110.8	44	4875.2
C1	3	113.5	4	454
C2	3	113.5	8	908
C3	3	113.5	28	3178
D1	3	101.2	2	202.4
D2	3	101.2	7	708.4
E1	2	86.8	9	781.2
E2	2	86.8	40	3472
E3	2	86.8	1	86.8
F1	3	113.4	5	567
F2	3	113.4	14	1587.6
H	3	113.6	5	568
I1	3	113.4	16	1814.4
I2	3	114.8	9	1033.2
J1	2	91.9	2	183.8
J2	2	91.9	6	551.4
K1	4	129.4	2	258.8
K2	4	129.4	4	517.6
BLOCK A	3	110.5	5	552.5
	3	101.5	2	203
	1	50	2	100
BLOCK B	3	110.5	11	1215.5
	1	50	8	400
BLOCK C	3	110.5	5	552.5
	3	101.5	2	203

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	1	50	2	100
BLOCK D	2	71.3	2	142.6
	2	69.4	6	416.4
	3	105.2	8	841.6
BLOCK E	2	71.3	2	142.6
	2	69.4	2	138.8
	2	69.6	6	417.6
	3	105.2	10	1052
BLOCK F	2	72	4	288
	2	79.5	2	159
	2	76.9	4	307.6
	2	82.1	2	164.2
	2	72	4	288
	2	79.5	2	159
	2	76.9	4	307.6
	2	82.1	2	164.2
	2	72	4	288
	2	79.5	2	159
	2	76.9	4	307.6
	2	82.1	2	164.2
	2	78.2	2	156.4
	2	51.6	2	103.2
	2	77.9	2	155.8
BLOCK G	3	113.6	6	681.6
	3	133.8	2	267.6
	3	55.5	6	333
	3	64.7	2	129.4
BLOCK H	3	113.6	6	681.6
	3	133.8	2	267.6
	1	55.5	6	333
	2	64.7	2	129.4
BLOCK I	3	132.6	3	397.8
	3	134.9	1	134.9

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	1	55.1	1	55.1
	1	57.6	1	57.6
	1	62	1	62
	1	55.3	1	55.3
BLOCK J	3	110.4	7	772.8
	3	101.5	2	203
	1	50	2	100
BLOCK K	3	110.4	8	883.2
	2	82.8	2	165.6
	1	50	4	200
BLOCK L	3	110.4	4	441.6
	3	101.5	2	203
	1	50	2	100
TOTAL			453	44738.8

SEA Monitoring

- *Building Use Type Proposed* - Residential
- *Floor Area (sqm)*- 44,738.8.m
- *Land Type*- SDZ/ Greenfield
- *Site Area*- Stated as 9.95 ha

Conclusion

The proposed residential development is considered to be generally acceptable in principle. Having regard to the additional information submitted, as well as the consultee responses, it is considered that **clarification** should be sought on a number of matters to ensure that the proposed development meets the provisions of the Adamstown SDZ Planning Scheme (as amended) and is consistent with the Scheme and in keeping with the sustainable planning and development of the area.

Recommendation

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

1. At Further Information stage, the applicant was requested to make contact with the Housing Department regarding Part V. The Housing Department has raised concerns regarding the submission with regards TAU obligations. It is noted that 6 units are

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proposed, however, the preference is for detached units. The applicant is requested to engage further with the SDCC Housing Department and address this.

The applicant is requested to provide an updated schedule of accommodation, reflecting any changes.

2. The applicant is requested to clarify and address the following.
 - (a) There is concern that the dwellings to the north east corner, fronting the park are highlighted as perimeter and the applicant is only proposing 2 storey. In order to achieve compliance with the Planning Scheme, building heights should be increased to 3 storey.
 - (b) The location of the bin store is not acceptable, beside No449 (now 447). The applicant is requested to relocate it to the rear of Block K, adjacent to car spaces 30/31. The tree proposed in this location shall be relocated (not omitted). Noted all bin stores are now brick with landscaping.
 - (c) House types.
 - C1, D1, E3 – first floor windows should be provided
 - J1, I1 – bay window should be removed and it should be dual aspect at ground floor and first floor
 - K1 -more windows could be provided on the dwelling at the north end of the terrace (it is noted that this house type may alter significantly as a result of Item 1).
 - The building line of house no 448 will adversely impact on the residential amenity of no. 449. Amendment required.
 - (d) The applicant has proposed redesign of turning heads and junctions to screen the on-street parking. The addition of 2.5m x 5m deep strip of planting at proximity to the road junctions and footpaths may result in reduced driver visibility resulting in a hazard. The recommended height for objects at or close to junctions is 0.9m. The applicant is requested to provide revised details which address this issue.
 - (e) The cross section submitted by the applicant somewhat matches the ASDG. The buffer zone is wider by 700mm, and the footpath is narrower by 100mm. the 'typical housing estate – cross section' does not confirm to the ASDG. The applicant is requested to apply the street hierarchy, submitted in drawing Figure 8 and show all types of street cross sections.
 - (f) The applicant has submitted an overall road hierarchy plan, the plan identifies the location and type of road for the development, however it identifies them as boulevard, avenue, back street and side street. But the cross sections provided only identify the Celbridge Link Road and a typical housing estate – cross section which does not comply with the layouts within the Planning Scheme. Avenue footpaths are 2.4m wide but should be a minimum of 2.5m to comply with the Planning Scheme widths. Cross sections should be submitted for Side Streets and Back streets which conform to Planning Scheme widths.
3.
 - (a) The applicant shall submit information which confirms that the road cross sections confirm to the SDZ guidelines for road types, particularly when perpendicular parking is proposed, there must be a minimum of 6.0m reversing space behind or an increased parking bay width.
 - (b) The applicant has submitted details of the refuse vehicle Autotrack movements. The

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kerb collection points for the apartment blocks are also identified on the plans, as shown in Figure 11. The location of large refuse containers on the public footpath or road carriage way for collection must be avoided, particularly if 1100Ltr containers are in use. The applicant shall identify collection points for the apartment blocks off the public areas or road carriageway.

4. (a) The applicant is requested to clarify the following and update the relevant plans.
 - There are still large areas without street trees. Trees in front driveways are not street trees. Street tree plan is still to be agreed. Street tree plans should identify Suds tree pits.
 - Suds design is still lacking in detail. Please consult SDCC Suds guidance document and show treatment train, demonstrate amenity and biodiversity value of proposals.
 - Infilling of ditches is identified on ecological report as a threat to bats. However, despite this being flagged this scheme still proposes infilling of ditches to construct a swale. The swale can be constructed outside the ditch in the space previously occupied by the cycle lane.
 - Play proposals are not satisfactory. Response states that play proposals are predominantly natural playground type but this is not shown on plans. No contact was made with public realm as requested in FI request. Play proposals should be designed by a play company with experience in natural play as this proposal is not addressing what is requested.
- (b) The applicant is requested to clarify the following regarding Public Lighting and make changes to the scheme as necessary.
 - The Public Lighting submission for SDZ21A/0023 shows Public Lighting assets in areas that are not included for TIC on the TIC layout drawing also submitted under this application. This is not acceptable.
 - The Public Lighting report shows 5m columns. The minimum height acceptable for TIC is 6m.
 - The Public Lighting submission and the landscape drawings do not seem to be co-ordinated. The lighting design does not seem to take account of the shadowing effect of trees planted in front of the columns
- (c) It is noted that the applicant has retained the perimeter cycle path to the east of the site. It is noted the layout indicates the infrastructure as permitted under SDZ21A/0003. The applicant is requested to remove the cycle path in the open space as it appears to duplicate the permitted cycle infrastructure to the east of the site.

Comhairle Chontae Atha Cliath Theas

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REG. REF. SDZ21A/0023

LOCATION: Tubber Lane, Adamstown, Lucan, Co. Dublin.

Colm Harte

**Colm Harte,
Senior Executive Planner**

Eoin Burke

**Eoin Burke,
Senior Planner**

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

Dated: 02/08/22

Mick Mulhern

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