



Planning Application Report

Change of use from
Offices to Health
Centre

At No. 1 Adamstown
Boulevard -
Adamstown SDZ

For Quintain
Developments Ireland
Limited.

AUGUST 2022

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1 INTRODUCTION

We are instructed by Quintain Developments Ireland Limited (the Applicant), 6th Floor, Fitzwilliam Court, Leeson Close, Dublin 2, D02 YW24 to lodge a planning application for the building, No. 1 Adamstown Boulevard, Adamstown, Lucan, Co. Dublin in the Adamstown Strategic Development Zone (SDZ). It is proposed to change the use of the building from Office to Health Centre and to make ancillary adjustments to the external appearance of the building and to undertake site development and landscape works.

The lands which are the subject of this application are outlined in red on the enclosed Site Location Map prepared by Quinn Architects and also on the individual Site Plan drawings. The locations where the 2 no. site notices have been erected are also shown on the enclosed Site Location Plan.

We confirm that prior to making this planning application, pre-planning discussions were entered into with various Departments of South Dublin County Council at which time the principle of the change of use, and specifically the Health Centre in this building was agreed in principle

1.1 Compliance with Planning & Development Act 2000, as amended

We confirm that prior to making this planning application the drawings enclosed herewith have been screened by this office with reference to the Planning & Development Act 2000 (as amended) and are consistent with the spirit and intent of the same.

It should be noted, at the outset, that Adamstown is designated as a Strategic Development Zone in accordance with a Government Order on 1st July 2001. This Order was made in accordance with Part IX of the Planning & Development Act 2000 (Statutory Instrument no 272 of 2001 refers). South Dublin County Council is recognised as the named 'Development Agency' under this Order and have prepared a Planning Scheme for the lands in this case.

Section 170 of the Planning & Development Act 2000 sets out the procedure for planning applications within a Strategic Development Zone where they are essentially the same as any other application for planning permission for development. However, three Sections of the Act should be kept in mind, these are quoted as follows: -

"(2) 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,

(3) Notwithstanding Section 37, no appeal shall lie to the Board against a decision of a planning authority on an application for permission in respect of a development in a strategic development zone

(4) Where a planning authority decides to grant permission for a development in a strategic development zone, the grant shall be deemed to be given on the date of the decision."

Considering this information, where an application is submitted to the Planning Authority, it shall be granted planning permission, so long as it complies with the Planning Regulations and the appropriate Planning Scheme. In addition, there is no right to appeal the Council's decision to An Bord Pleanála.

This application for development is made subject to the above provisions. Compliance with both the Planning and Development Regulations 2001, as amended, and the Adamstown Planning Scheme 2014, as amended (hereafter referred to as the Adamstown Planning Scheme) is demonstrated in this report. A confirmation of the EFT payment already made for the appropriate planning fee is also included with this application.

1no. letter of consent accompanies this application. This has been provided by Adamstown Infrastructure Designated Activity Company, henceforth referred to as AIDAC. This relates to the entirety of the land within the application red line boundary.

1.2 Site Description

The development lands are located within Development Area 9 – Adamstown Square of the Adamstown Strategic Development Zone (SDZ).

The site subject of these Change of Use proposals is the existing office building located at the corner of the junction formed by Adamstown Boulevard and Adamstown Avenue. The site is bounded generally by the existing residential development known as 'Stratton' to the north and east, by Adamstown Avenue to the south and finally by Adamstown Boulevard to the west.

The building itself was originally permitted temporarily as a 'marketing suite and information centre' with ancillary temporary carpark under permission Reg. Ref. (SDZ07A/0006), this use expired on 24 August 2011 and as per Condition 2 of the aforementioned permission this use changed to 'Office Building.'

1.3 Summary Description of Development

The proposed development is on a site of approximately 0.22 Ha located in Development Area 9 – Adamstown Square, in the Adamstown SDZ Planning Scheme. In summary, the proposed development comprises:

- Change of use of existing 4 storey office building to health centre, including associated minor internal layout revisions.
- Alterations to the façade of the existing building.
- Bin store.
- Bicycle parking.
- Alterations to existing Adamstown Boulevard Road consisting of relocation of cycle lane and footpath to allow for creation of emergency vehicle set down area and layby area, and all associated ancillary site development and landscape works.

We refer the Planning Authority to the enclosed statutory notices and enclosed application material for the full description of the development proposed in this planning application.

2 SITE CONTEXT

2.1 Adamstown

Adamstown is located approximately 16 kilometres to the west of Dublin City Centre, and 1.1 kilometres south of Lucan village. The subject site is situated on lands that have been designated as a Strategic Development Zone (SDZ), within the Gollierstown townland in Adamstown, Lucan, Co. Dublin. The overall SDZ lands are bound generally to the east by the R120 Newcastle (Lock) Road, to the south by the railway line, to the west by Tuber Lane Road and to the north by Hillcrest housing area.

The following infrastructure has already been delivered within the Adamstown SDZ:

- Adamstown Link Road – linking Adamstown with wider external strategic road network
- Adamstown Rail Station & Temporary Park & Ride
- 2no. Primary Schools
- A Post-Primary School
- A crèche (Giraffe)
- Local Shops
- Neighbourhood Park and Playground
- Trunk Mains Water Supply, Foul and Surface Water drainage including Tobermaclugg Pumping Station
- New ESB 110kV station and full range of utilities
- Adamstown Community Centre
- Adamstown All-Weather Pitch
- Adamstown Park (Loop Road #1)
- Shackleton Drive (Loop Road #2)
- Tandy's Lane Park
- Tobermaclugg Village Centre (Lidl Trading)
- Adamstown Boulevard (including QBC)

Permission has also been granted for the following strategic elements of development at Adamstown:

- Phase 1 of Adamstown District Centre (under construction)
- Celbridge Link Road (under construction)
- Airlie Park (under construction)
- Tandy's Lane primary school (site now controlled by the Department of Education)

The provision of Tandy's Lane Park, Airlie Park and the Celbridge Link Road rest with South Dublin County Council to construct under the LIHAF arrangements.

2.2 Application Site

No. 1 Adamstown Boulevard is located at the western boundary of the Adamstown Square Development Area at the junction between Adamstown Boulevard and Adamstown Avenue. Adamstown Square has seen significant levels of construction to date with the vast majority of units being fully constructed and occupied.

The Adamstown Square Development Area is itself bounded by the St. Helen's tile immediately north, Adamstown Boulevard to the west with Aderrig and Adamstown Boulevard tiles beyond that, Adamstown Station to the south beyond Adamstown Avenue and Adamstown Castle to the east. Adamstown Square is characterised by medium to high-density residential development with a mix of standard housing units and apartment units throughout.

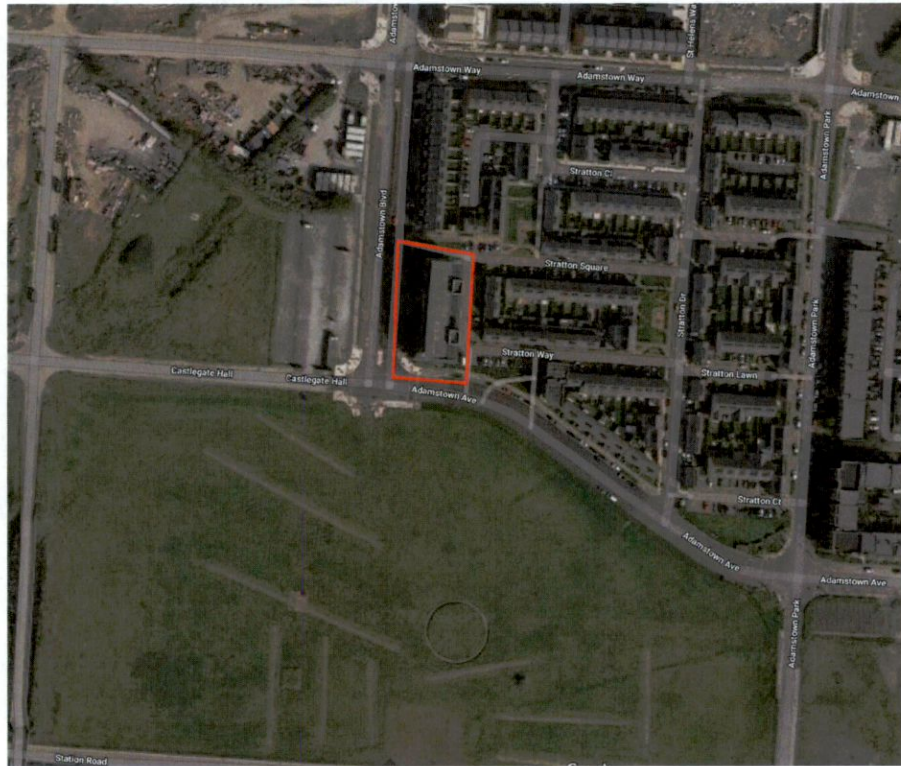


Figure 1: Subject site at No. 1 Adamstown Boulevard with approximate application site boundary outlined in red. Please refer to the enclosed Site Location Map prepared by Quinn Architects for definitive red line boundary.

3 PLANNING HISTORY

There are a wide range of planning permissions on the area surrounding the application site. Given the nature of this planning application it is not considered necessary to outline every planning application, and only the permissions which we consider as relevant to the proposed development are outlined below.

3.1 Application Site

SDZ07A/0006 (Office Building with Associated site works within Adamstown SDZ)

South Dublin County Council granted permission on 31 April 2007 for permission for a four-storey office building originally to be used as a marketing suite and information facility for the development of Adamstown Strategic Development Zone. Upon cessation of its intended use the building was returned to its original form to be used as office's. Permission was also granted for a temporary 100-space car park adjacent the building.

3.2 Adjacent Developments

SDZ20A/0008 Adamstown District Centre Phase 1

Quintain Developments Ireland Limited applied for permission on 28 April 2020 for phase 1 of the Adamstown District Centre development, comprising a mixed use commercial and residential development of c. 36,621sq.m (gross floor area) in total (excluding the multi-storey car park) to be constructed in buildings ranging in height from 4-9 storeys. The non-residential element of the development consists of a total of c. 9,653sq.m (net sales floor space), as follows: 16 retail units comprising c. 8,693sq.m including 1 supermarket (c. 6,880sq.m in total) and 2 retail service units (c. 290sq.m); 5 retail/restaurant/café units comprising a total of c. 959sq.m; projecting signage and awnings on retail and retail/café/restaurant units. The residential element consists of a total of 278 residential units. Permission was granted on 17 September 2020, and construction is underway.

SDZ20A/0016 Revisions to Blocks B and E of SDZ20A/0008

Quintain Developments Ireland Limited applied for permission on 6 October 2020 for minor amendments to the development permitted under SDCC Reg. Ref. SDZ20A/0008. The amendments included repositioning of landscaped courtyards of Blocks B and E, re-arrangement of car parking, minor adjustments to the footprint of the permitted retail and retail/ café/ restaurant units, and one additional apartment. Permission was granted on 30 November 2020.

SDZ20A/0018 Revisions to Block F of SDZ20A/0008

Quintain Developments Ireland Limited applied for permission on 11 December 2020 for amendments to the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 which comprised of adjustments to the configuration of the footprint of Block F. This also included removal of a level of the multi-storey car park, revised façade treatment, reconfiguration of the ground floor layout to provide 2 supermarket units, relocation of entrance to the multi storey car park and access and egress to ground floor internal vehicular goods delivery area. Permission was granted on 15 February 2021.

SDZ21A/0007 Adamstown District Centre Phase 2

Quintain Developments Ireland Limited sought permission for Phase Two of the Adamstown District Centre and consists of 17,764sq.m (gross floor area, including car park and storage) of residential development to be constructed in 2 buildings ranging in height from 4 to 9 storeys; a total of 185 apartments, comprising 82 1-bedroom apartments, 102 2-bedroom apartments and 1 3-bedroom apartment; ancillary resident's amenity rooms and facilities are also provided at the ground floor level of Block G1; all apartments are provided with private open space in the form of balconies or gardens. The proposed block description is as follows: Block G1 (c. 6,708sq.m gross floor area, 5,420sq.m net floor area); 4-9 storeys, with a total of 86 apartments (38 1-bedroom apartments and 48 2-bedroom apartments); resident's amenity area (231sq.m) including lounge and gym at ground

floor, with direct access to semiprivate communal open space; private front gardens are provided on the west elevation for all ground floor units; private front gardens are also provided for first floor units on the east elevation, with access onto a communal open space between Blocks G1 and G2 above the podium; ancillary plant, storage, waste and internal bicycle parking rooms provided at ground floor level; Block G2 (c.7,808 sq. m gross floor area, 6,480 sq. m net floor area): 4-5 storeys with 1 no. setback storey and a total of 99no. apartments (44 1-bedroom apartments, 54 2-bedroom apartments and 1 3-bedroom apartment). Permission was granted on 13 September 2021.

SDZ21A/0020 Revisions to Block G of SDZ20A/0008

Permission was sought by Quintain Developments Ireland Limited on 21 October 2021 for development consisting of minor amendments to the development permitted under Planning Permission Ref SDZ21A/0007 comprising the following: repositioning of landscaped communal courtyard of Block G from first floor podium level to ground floor level due to removal of podium parking at Level 0, and the consequential relocation of 83 car parking spaces within the Block F multi-storey car park (as permitted under Ref SDZ20A/0008, amended by SDZ20A/0018 and as further amended under a concurrent application under Ref SDZ21A/0017) and to on-street locations immediately adjacent to Block G, all including ancillary site development and landscape works; modification of 174 apartments (74 one-bedroom units, 98 two-bedroom units and 2 three-bedroom units) arising from adjustments to structural grids in Block G consequent to repositioning of the car parking and the landscaped courtyard; adjustments to Block G2 consisting of a minor reduction to the footprint of the Block by 0.6m and the removal of the setback floor on the northern half of the block (level 5), the reduction in height (1 floor) to the northern half of Block G2 (now 5 storeys), a minor reduction to the overall provision of residential units from 185 to 184 apartment units, a minor reduction to the overall provision of car parking spaces from 93 to 92 spaces, a minor reduction to the overall provision of bicycle parking spaces from 225 to 224 spaces, the introduction of 9 ground floor units, facilitated by the removal of the podium from the core, the introduction of an additional apartment unit on Level 1, adjustments to the location of the bicycle, plant, and waste stores serving Block G, including the provision of bicycle storage structures in the courtyard; the development now proposed in Block G comprises of 184 apartments in a mix of 83 one-bedroom units, 99 two-bedroom units, 2 three-bedroom units, in two blocks (Block G1 ranges in height from 4 to 9 storeys and Block G2 ranges in height from 4 to 6 storeys; both including set back floors).

Following submission of Further Information on 8 February 2022, permission was granted on 7 March 2022.

SDZ22A/0005 District Centre Blocks A, C & D

Permission was sought by Quintain Developments Ireland Limited Ltd. On 14 April 2022 for Phase Three of development of the Adamstown District Centre and consists of 37,402sq.m (gross floor area including car parking and storage) of residential development to be constructed in 3 blocks ranging in height from 2 to 9 storeys. There is a total of 436 apartments, comprising 9 studio apartments, 204 one bedroom apartments, 213 two bedroom apartments and 10 three bedroom apartments. An ancillary resident's pavilion building (2 storey) is linked to Block D, ancillary resident's amenity rooms and facilities are also provided at ground floor level of Block A. All apartments are provided with private open space in the form of balconies or gardens.

This application is now subject of a request for further information.

3.3 Infrastructure in Adamstown

The proposed development will benefit from close proximity to a wide range of amenities, including:
 - primary and secondary schools, a community building, local parks, the train station and a Quality Bus Corridor. The following table is a record of all grants of permission for Adamstown that involve infrastructure to benefit development in the SDZ.

Reg Ref	Description of Infrastructure	Date of Grant
SDZ04A/2	Adamstown Station	25-Feb-2005
SD04A/0964	Adamstown Link Road and R120 Upgrades	29-Jul-2005
SDZ05A/3	Adamstown Castle Park	13-Dec-2005
SDZ06A/1	Adamstown Castle Bus Shelters	10-Mar-2006
SDZ06A/2	Adamstown Castle Primary Schools	2-Jun-2006
SDZ06A/4	Tobermaclugg Pumping Station	18-Jul-2006
SD06A/0497	ESB Substation Western SDZ Boundary	4-Aug-2006
SDZ06A/5	Adamstown SDZ Strategic Roads	15-Aug-2006
SDZ06A/8	Temporary Park and Ride Relocation	22-Sep-2006
SDZ06A/9	Crowley Overbridge	17-Oct-2006
SDZ06A/11	District Centre Strategic Roads	22-Nov-2006
SDZ07A/0002	Adamstown Post Primary School	12-Dec-2007
SDZ07A/0003	District Centre Enabling Works	5-Jun-2007
SDZ10A/0335	Adamstown Primary School No.2	5-Jun-2007
SDZ11A/0001	Adamstown Primary School (Temporary)	28-Jul-2011
SDZ14A/0001	Adamstown Secondary School (Retention)	4-Jul-2014
SDZ16A/0001	Community Building with Sports Hall	25-Nov-2016
SDZ16A/0003	Northern part of Loop Road 2	23-Jan-2017
SDZ17A/0004	All Weather Pitch	18-Jul-2017
SDZ17A/0007	Loop Road 1	05-Sep-2017
SDZ17A/0009	Celbridge Link Road	26-Feb-2018
SDZ18A/0002	Tobermaclugg 2 (including Northern section of Adamstown Boulevard)	15-Mar-2018
SDZ18A/0003	Tandy's Lane Park	4-Apr-2018
SDZ18A/0009	Adamstown Boulevard Road (southern section) and Realigned Tandy's Lane	25-Sept-2018
SDZ18A/0014	Airlie Park	12-Feb-2019
SDZ18A/0015	Tobermaclugg Village Centre	25-Feb-2019
SDZ20A/0005	Tobermaclugg Park	17-Apr-2020
SDZ20A/0008	Adamstown District Centre Phase 1	17-Sept-2020
SDZ21A/0001	Adamstown Primary School at Tandy's Lane	8-June-2021
SDZ21A/0007	Adamstown District Centre Phase 2	13-September-2021

Table 1: Infrastructure Permissions in Adamstown

SDZ18A/0009 Adamstown Boulevard Road and Realigned Tandy's Lane

Adamstown Infrastructure DAC applied for permission on 3 August 2018 for c.480m of road known as the Adamstown Boulevard connecting the permitted section of the Boulevard to the north (Reg. Ref. SDZ18A/0002) to its junction at Adamstown Way. The relocation and realignment of 280m of Tandy's Lane was also proposed within the application. Permission for this road was granted on the 25 September 2018.

4 PRE-PLANNING CONSULTATION

To date, 2no. Pre-Planning meetings have taken place in regard to these proposals on 16 June 2021 and 21 July 2021. Both of the meetings took place via Microsoft Teams with the following individuals

from South Dublin County Council in attendance at at least one meeting each; Tracy McGibbon, Eoin Burke and Ronan Toft among others.

The proposals were reasonably well received and the importance of a health centre within Adamstown was noted and the acceptability of the Health Centre in this readily accessible, landmark building was agreed in principle. Any self-sustaining area should be capable of catering for the needs of all residents including their medical needs.

5 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development comprises:

- Change of Use from existing four-storey Office building to a Health Centre, including associated minor internal layout revisions (2,987 sq m GFA).
- Amendments to elements of existing external façade of building including removal of glazed façade at ground, first and second floor level and replace with part clad / part glazed façade and replacement of ground floor timber cladding on eastern ground floor elevation with cladding.
- A new single storey bin store (c. 30 sq m GFA).
- 21no. surface level bicycle parking spaces.
- Alterations to the existing Adamstown Boulevard road consisting of relocation of cycle lane and footpath to allow for the creation of emergency vehicle set down and layby area associated with the Health Centre.
- All associated and ancillary site development and landscape works.

5.1 Design Rationale

The design of the building at No. 1 Adamstown Boulevard was considered and deliberate to serve a variety of purposes. Originally, while the building was serving as a Marketing Suite, the aim was for prospective buyers to use the upper floors and top-level balconies to view the ongoing development occurring in the adjacent District Centre in Adamstown Station and the SDZ as a whole.

The design of the buildings floorplates allows the structure to accommodate different uses throughout its lifetime. Upon the expiration of the permission permitting Marketing Suite, the building was returned to its original proposed use of Offices. Originally containing mock-ups of Adamstown future developments, the large, open floor space allowed for change into Offices and subsequently are ideal for the new proposed use of Health Centre.

Consideration was also given to the location of the marketing suite. As such, the location at No.1 Adamstown Boulevard was selected because not only is it directly adjacent to the District Centre of Adamstown Station, it is also bounded by a distributor road and active bus corridor ensuring easy access to the building. Connectivity will be paramount to employees and patients using the health centre and ambulances also.

The use of Health Centre in many ways brings similar effects as office space would. A Health Centre, like an office of any description, provides employment opportunities and conforms with the idea of Adamstown being a self-sustaining development. Not only this but having a Health Centre in such an accessible position within the development is hugely beneficial to the entirety of the local population.

5.2 Internal Layout Alterations

The layout of No. 1 Adamstown Boulevard has been informed by the overall masterplan for the Adamstown Square Development Area, which was developed in consultation with the Planning

Authority, and submitted as part of planning application Reg Ref SDZ07A/0006.

As part of these new proposals layout alterations are proposed to the internal layout of the building at each level to better serve the proposed health centre use.

For clarity, no changes are proposed to the gross floor area of the building. We refer the Planning Authority to the enclosed floor plans prepared by Quinn Architects in respect of the proposed alterations to the internal layout of this building.

5.3 Façade Alterations

As part of the proposed development it is proposed to alter the façade treatment as follows:

- Removal of glazed façade at ground, first and second floor level and replace with part clad / part glazed façade.
- Replacement of ground floor timber cladding on eastern ground floor elevation with cladding.

This is proposed to mitigate against overheating due to the high level of glazing on the existing building. The proposed amendments will also allow for a high thermal performance of the building envelope which is crucial particularly for a use such as that proposed.

It is proposed to retain the glazed façade at Third Floor level. It is also proposed to retain the terracotta tile cladding to the two staircases in order to retain the design features of the existing landmark building.

We refer the Planning Authority to the enclosed Design Statement, prepared by Quinn Architects which states:

“The proposed facade finishes and colour scheme, while utilising the existing zinc roofing and terracotta cladding, complements the urban form of the residential buildings in the surrounding area. The burnt orange cladding proposed along with the terracotta cladding, links back to the red brick of the residential units. The general colour scheme is a nature driving approach, which is beneficial to an urban residential setting.”

We additionally refer the Planning Authority to the enclosed Sustainability / Energy Statement prepared by CEL which outlines the approach to the façade design to ensure that the required energy rating targets are met through these proposals.

5.4 Connectivity, Inclusiveness & Permeability

An integrated design approach has been employed for the design of the internal street layout across the Adamstown masterplan area. This has resulted in a highly permeable, connected street layout that provides a safe, convenient, comfortable and place-based environment for all users. The layout is based on a clear hierarchy of streets as set out in the Planning Scheme and the specific street and junction layouts as set out in the Adamstown Street Design Guide and reflected in the Design Manual for Urban Roads and Streets.

The site at No. 1 Adamstown Boulevard of the proposed Health Centre is well connected to the rest of the SDZ. The proposed Health Centre is located on Adamstown Boulevard, a planned QBC route in to and out of the Adamstown District Centre. The District Centre at The Crossings is directly across the street from the planned Health Centre. The Adamstown Rail Station can be accessed directly from the Health Centre through the very large public plaza area being provided as part of The Crossings development; which is presently under construction and due to be complete in 2023. The street hierarchy of the development means that the site is on the junction of the main boulevard and 2no. significant avenues along with excellent connections to neighbouring residential areas.

Directly outside the building on Adamstown Boulevard are footpaths, cycle lanes, bus stops and car parking spaces ensuring the site is well connected for all.

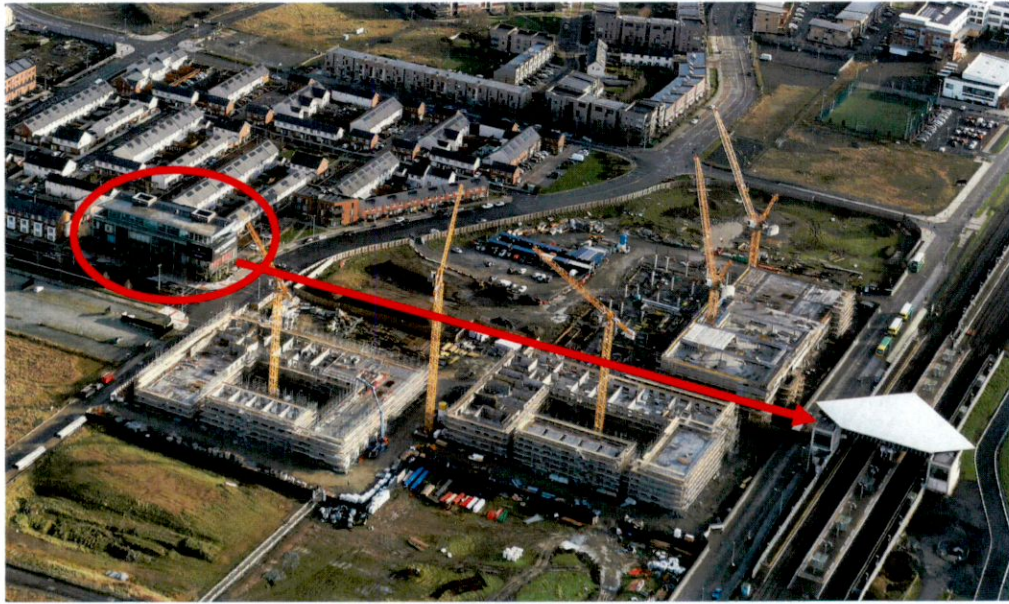


Figure 2: Subject site at No. 1 Adamstown Boulevard (circled in red), with short walk through Adamstown District Centre to Adamstown Rail Station shown by red arrow

5.5 Roads Hierarchy and Design

The subject site is strategically located in a well-served and well-connected area of the Adamstown SDZ. No. 1 Adamstown Boulevard, located on the corner of Adamstown Boulevard and Adamstown Avenue, is easily accessible via private vehicle on the quality local roads, by green modes on adjoining cycle and pedestrian lanes and by bus via the QBC designated roads.

The site is surrounded by the main boulevard in the scheme and also several avenues which double as quality bus corridors. In addition, there are a number of Back and Side Streets around the development also. The road hierarchy follows the principles set out in the Planning Scheme.

Within the proposals set forth under this application, provision has been made for alterations to the road and pedestrian/cycle network immediately outside No. 1 Adamstown Boulevard. It is proposed that 2no. new disabled parking spaces and an ambulance layby be developed within what is now the footpath/cycle path adjacent No. 1 Adamstown Boulevard, located on Adamstown Boulevard itself. This will result in the cycle path being moved inside the layby/parking spaces and reduced to 1.5m in width, the footpath shall also be relocated inside the layby and spaces but shall remain at 2m wide. Additionally, a buffer zone has been afforded to ensure safety of cyclists and pedestrians.

We confirm further that Atkins Consulting Engineers have assessed the sight lines of the road junctions proposed in this case. Further details of this can be found in the enclosed roads drawings, Road Engineering Report and Road Safety Audit prepared by Atkins Consulting Engineers.

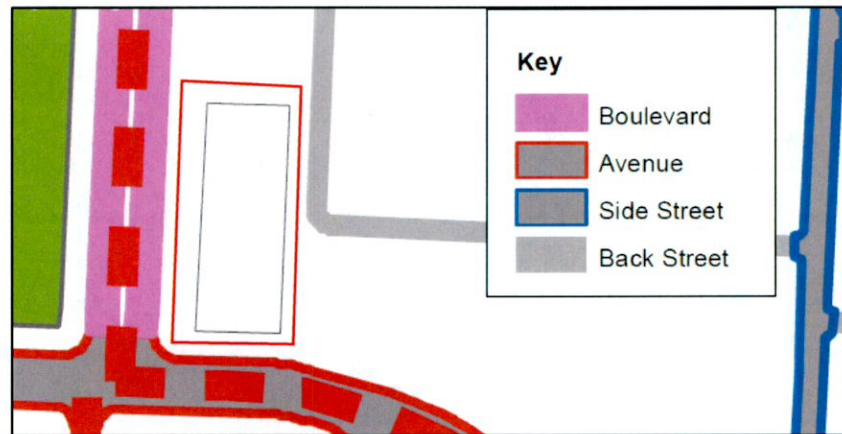


Figure 3: Road Hierarchy surrounding subject building.

This planning application is accompanied by the following reports, prepared by Atkins Consulting Engineers:

- Transport Statement
- Roads Drawings

The Transport Statement demonstrates that the impact of traffic from the proposed development will be mitigated, and that the development will result in a low dependence on car travel. The road and junction layouts have been designed to meet relevant road safety standards. We refer the Planning Authority to these reports and the accompanying engineering drawings for further information.

5.6 Car Parking

10no. car parking spaces are to be allocated for use by Health Centre patients/staff. These shall be located within the Block F multi-storey car park of Adamstown Station that is already permitted under SDZ21A/0017 and under construction. Additionally, we note that the Block F car park is a public car park with over 400no. parking spaces, which can be used by those availing of the health centre.

We refer to the enclosed drawing number 5150924/HTR/08/SK/039 'Car Park Block F Allocation Plan', prepared by Atkins Consulting which shows the location of the 10no. spaces allocated to the health centre in Block F.

5.7 Proposed Cycling Amenities

In keeping with the Adamstown SDZ Planning Scheme all previously proposed cycling facilities have been accommodated in newly proposed plans and road alterations. The cycle lane running directly outside the proposed health centre has been repositioned, although now only measuring 1.5m in width, around the new parking bays and now incorporates an 800mm buffer to ensure opening doors will not impede cyclists.

Additionally, a number of new cycle parking facilities (21no. spaces) are proposed towards the northern boundary nearby to the newly proposed bin store.

The Adamstown Planning Scheme, as per Table 2.13, requires a minimum of 1 bicycle parking space per 100 square metres of floor space.

5.8 Water Supply

The existing structure at No. 1 Adamstown Boulevard is supplied by an existing watermain to the east of the development located within the 'Stratton Square' area of Adamstown Square, permitted under DCC Reg Ref. SDZ10A/0001. It is proposed to retain and reuse this existing water supply connection as illustrated on Drawing. No. D020-CSC-ZZ-XX-DR-C-0001, prepared by CS Consulting.

We refer the Planning Authority to the Engineering Services Report, also prepared by CS Consulting, for greater detail.

5.9 Foul Water Drainage

A foul sewer of 225mm diameter exists along Stratton Square which the existing development at No. 1 Adamstown Boulevard is connected. It is proposed to retain and reuse this existing foul drainage connection as illustrated on Drawing. No. D020-CSC-ZZ-XX-DR-C-0001, prepared by CS Consulting.

We refer the Planning Authority to the Engineering Services Report, also prepared by CS Consulting, for greater detail.

5.10 Landscaping

As the building faces onto Adamstown Boulevard, there is a significant level of landscaping in place in the form of trees, green spaces, and flower beds.

Due to the proposed emergency vehicle set down, layby and associated footpath and cycle path realignment at Adamstown Boulevard Road, it is required to remove 4no. existing street trees. An additional tree on the southern landscaped area of the building also needs to be removed due to arboricultural reasons. We refer to the enclosed arboricultural material prepared by Charles McCorkell Arboricultural Consultant for further details of the required tree removals, and in particular drawing number 220722-P-11 'Tree Removals and Protection Plan'.

It is proposed to plant a number of new trees to supplement the required removals. These are shown on the enclosed drawing number LP-01-PP 'Landscape Plan', prepared by Doyle & O'Troithigh Landscape Architects. It is noted that the building on this site is specified as a landmark building in the Planning Scheme, and as such it is respectfully submitted that the removal of 4no. street trees and compensatory planting around the building will allow for the landmark building to be read in its totality from the wider public realm.

6 STRATEGIC PLANNING CONTEXT

The application site lies within the boundaries of the area covered by the Adamstown Planning Scheme 2014, as amended (Planning Scheme). The Planning Scheme has been prepared by South Dublin County Council, in accordance with the following strategic planning guidance:

- *Regional Planning Guidelines for the Greater Dublin Area, 2010 - 2022*
- *Retail Strategy for the Greater Dublin Area, 2008 - 2016*
- *Greater Dublin Area Transport Strategy, 2011 - 2020*
- *Design Manual for Urban Roads and Streets, March 2013*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) 2009*
- *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2007*
- *Planning and Development of Large Scale, Rail Focused Areas in Dublin, 2013*
- *School Travel Toolkit Smarter Travel Workplaces: A Guide for Implementers*

- *National Cycle Manual Greater Dublin Area Cycle Network Plan 2013*

The Planning Scheme as adopted is in accordance with these strategic planning documents, and therefore any planning application, which is in compliance with the Planning Scheme, can also be said to be in compliance with those documents.

7 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN, 2016 – 2022 & SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2022 - 2028

The application site is designated to be part of the Adamstown Strategic Development Zone. Section 169(9) of the Planning and Development Act 2000 (as amended) reads as follows:

“(9) A Planning scheme made under this section shall be deemed to form part of any development plan in force in the area of the scheme until the scheme is revoked, and any contrary provisions of the development plan shall be superseded.”

As such, the Adamstown Planning Scheme 2014 is the principal planning document in relation to site and should be deemed to form part of the Development Plan. This report thus examines the proposed development’s compliance with the Adamstown Planning Scheme primarily. In accordance with the above section of the Act, the Planning Scheme is deemed to form part of the Development Plan. Any complementary measures in the Development Plan will still apply within the SDZ, and these are also discussed in this section.

At the time of writing, the new South Dublin County Development Plan 2022 – 2028 is due to come into effect by mid-August. As such, it is our professional opinion that it would be prudent to take account of both plans, existing and future, to show overall scheme compliance with the Council’s vision(s).

7.1 Land Use Zoning

The application site is zoned ‘SDZ’ in the South Dublin County Development Plan 2016 – 2022 and is designated to be part of the Adamstown Strategic Development Zone. The land-use objective for the SDZ zoning reads:

“To provide for strategic development in accordance with approved planning schemes.”

The County Development Plan (2022-2028) objective for the SDZ mirrors the above.

8 COMPLIANCE WITH THE ADAMSTOWN PLANNING SCHEME

8.1 Zoning

In the Adamstown SDZ Planning Scheme both proposed uses are listed as ‘Permitted in Principle’ these are – **Doctor/Dentist etc.** and **Health Centre**. As a result, the proposed new uses for the building are in general compliance with the scheme. Listed in the planning scheme for Adamstown SDZ are the types of development that are permitted, open for consideration or not permitted. These are detailed in Table 2.1 (pg. 10) of the document and seen below:

Table 2.1 Types of Development Permissible in Adamstown - Development Areas	
Permitted in Principle	Advertisements & Advertising structures, Bed and breakfast, Betting office, Car park, Church/ Place of Worship, Community facility, Childcare Facilities, Cultural use, Dancehall/nightclub, Doctor/Dentist etc., Education, Enterprise centre, Funeral home, Guest house, Health centre, Hospital, Home-based economic activities, Hotel/ motel, Industry-light, Office-based industry, Offices, Open space, Petrol station, Public house, Public services, Railway Station, Recreational buildings (commercial), Recreational facility/ sports club, Residential, Residential caravan bays/Group housing, Residential institution, Restaurant/Cafe, Retirement home, Science and Technology based enterprise, Service garage, Retail service, Shop, Vet. Surgery
Open for Consideration	Agricultural buildings, Caravan park-holiday, Cash and carry/Wholesale outlet, Garden centre, Household fuel depot, Motor sales outlet, Refuse transfer station, Retail warehouse, Telecommunications support structures required to service Adamstown, Transport depot, Warehousing.
Not Permitted	Abattoir, Aerodrome/Airfield, Boarding kennels, Cemetery, Concrete/Asphalt plant, Heavy vehicle park, Industry-Extractive, Industry-General, Industry-Special, Refuse landfill, Rural industry, Scrap yard

Table 2: Extract from the Adamstown Planning Scheme showing Development Types in Table 2.1.

In the above table, noted under '*Permitted in Principle*' there are many development types. In the context of the proposed development, the most relevant that are listed are as follows; 'Health Centre'.

The use of 'Doctor/Dentist..' is also included within the list of uses that are '*Permitted in Principle*' which is complementary to that of a Health Centre generally.

As such the proposed change of use is considered to be permitted in principle for this building.

8.2 General Development Compliance

As detailed on pg. 76 of the Adamstown Planning Scheme, there is no guide figure for minimum non-residential development while it is stated that the max floor space for non-residential development is 10% of the total development or not more than 8,000 sq. m. The proposed floor area is approximately 2,987 sq.m. with an approximately 30 sq m bin store and is therefore well within the permitted size.

8.3 Building Type and Height

Table 2.9 of Section 2.3 (ix) details the Maximum building heights of Landmark Buildings within the Adamstown SDZ. The aim of this report section is to reaffirm to the Planning Authority the conformity of the building with the Adamstown SDZ Planning Scheme.

The subject Development Area, Adamstown Square, is listed as a high-density area in Table 2.8. As per table 2.9 of the same page (pg. 20) high density area landmark buildings have a max height of 10-storeys, or 30 metres. The building at No. 1 Adamstown Boulevard has a total height of c. 16.9m and with no proposed alterations to building height it therefore complies with the Planning Scheme.

There are no changes proposed to the height of the existing building compared to that which exists at present.

We refer the Planning Authority to the enclosed architectural drawings and Design Statement, prepared by Quinn Architects, for further details relating to the building heights proposed.

8.4 Landmark Buildings

The indicative layout of the Adamstown Square Development Area as shown in the Planning Scheme shows 1no. landmark building, the application site. The aforementioned maximum height for a landmark building in this Development Area is 30 metres (approximately 10 storeys).

In this case, No. 1 Adamstown Boulevard rises to 4-storeys in height at the junction of Adamstown Boulevard and Adamstown Avenue and is positioned at a natural entrance, or gateway, to the District Centre for Adamstown. At this location, the building signals the end or start of Adamstown main travel-way. Adamstown Boulevard is catered for by various travel modes both motorised and excellent cycle and pedestrian facilities. The scale and design of the building creates a stand-out, distinctive building aided primarily by the use of varied materials on the building façade and roof. The amendments proposed to the external appearance of the building retain this landmark character and visual appearance. It is noted that Section 2.3.34 of the Planning Scheme states:

“It is important to note that the significance of these buildings need not be limited to their height and that their presence may be enhanced by changes in building form, colour and construction materials.”

The landmark building at No. 1 Adamstown Boulevard complies with the spirit and intent of the Planning Scheme in this regard. It is not considered that the proposed elevational changes will alter this.

8.5 Adamstown Health Centre

Section 2.6 of the Adamstown Planning Scheme, and in particular sub-point 2.6.43, it is stated that:

*“Provision is made for a **Primary Health Care Facility** within the SDZ lands”*

This shows the use of Primary Care Centre/Facility is not only acceptable but also desired within the development. In addition to this, due to the expected level of population in Adamstown upon completion of the development the facility would also be necessary to cater for local health needs. The subject site has excellent transport connectivity to the rest of Adamstown and is therefore in prime location.

The phasing requirements contained within the Planning Scheme requires a Health Centre in Phase 5, or prior to the occupation of the 4,201st dwelling.

As such the proposed health centre is considered to be acceptable in relation to this site.

8.6 Development Standards

Car Parking

Such is the level of connectivity within Adamstown attributed to the continued roads development in addition to the excellent public transport links, it is therefore submitted that a dedicated car park facility is not necessary for the proposed Health Centre at No. 1 Adamstown Boulevard. The subject unit is served by excellent road networks nearby namely Adamstown Boulevard and Adamstown Avenue, both to be served by public bus transport routes. Excellent levels of pedestrian and cycle facilities have also been achieved throughout the Adamstown SDZ making the building at No. 1 Adamstown Boulevard highly accessible to all modes of transport.

Provisions have been made for alterations to the adjacent road/foot and cycle path layouts which will incorporate a layby and an ambulance layby for use by the Health Centre and associated vehicles.

Additionally, 10no. car parking spaces are to be allocated for use by Health Centre patients/staff. These shall be located within the Block F multi-storey car park of Adamstown Station that is already permitted under SDZ21A/0017 and under construction.

Cycle Parking

The Adamstown SDZ Scheme provides excellent cycle facilities, with segregated cycle facilities located on the avenues and on street shared provision on quieter roads. The health centre building will provide for SDZ compliant cycle numbers for staff as well as short term visitor cycle parking.

Table 2.13, Minimum Bicycle Parking Standards (pg. 29) details the requirements for bicycle parking spots per metre of gross floor area. As per the table, all commercial units (retail, office/high tech industry (employment) require 1 space per 100 square metres gross.

Development Type	Bicycle Parking Standard
Residential Apartments*	1 per dwelling
Commercial Retail	1 space per 100 square metres gross
Office/high tech industry (employment)	1 space per 100 square metres gross
Community/Leisure Secondary school	1 space per 2 pupils
Primary school	1 space per 10 pupils
Major Parks	1 space per 0.2 hectares
Creches	1 space per 100 square metres gross
Community Centres	1 space per 30 square metres gross

Table 3: Adamstown SDZ Minimum Bicycle Parking Standards.

We can confirm that 21no. bicycle parking spaces have been provided for as part of proposals located just north of the building beside the proposed bin store.

8.7 Transport and Connectivity

Cycling and Walking Routes

Section 2.4 (vi) of the Adamstown Planning Scheme highlights how walking and cycling routes will form an essential part of the transport network in Adamstown. The scheme has been designed to be easily and quickly maneuvered and is based on five and ten-minute walking times.

Avenues, Local Streets and Civic Linking spaces have been designed to intentionally slow down vehicular traffic and in turn make area more inviting for pedestrians and cyclists alike.

The overall design of Adamstown's transport network makes movement easier and more efficient.

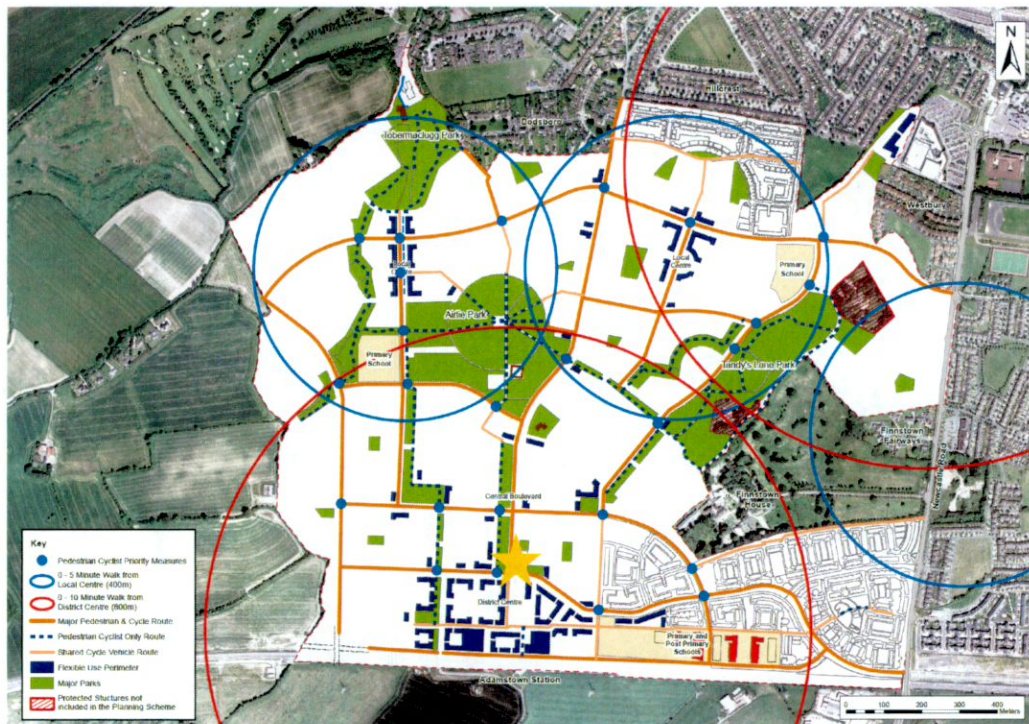


Figure 3: Extract from Figure 2.22 from the Planning Scheme highlighting Pedestrian and cyclist permeability.

Section 2.4 (vi) of the Planning Scheme relates to the primacy that walking and cycling should be afforded priority over vehicular transport in the design of development in Adamstown. This masterplan prioritises cyclist and pedestrian permeability through Avenues, Local Streets and Civic Linking Spaces that are designed intentionally to slow down vehicular traffic.

Figure 4 above demonstrates that much of Adamstown, particularly the southern development tiles, are within a 10 minute walk of the proposed Health Centre building (highlighted with yellow star).

We refer the Planning Authority to the enclosed Design Statement, prepared by Quinn Architects, as well as the Transport Statement prepared by Atkins for further details.

Public Transport

The site is within walking distance of the C1, C2, L51, L52 and L53 Dublin Bus routes, which currently serve Adamstown, with the nearest stop located at Adamstown Station. The Adamstown Station rail station is also within walking distance of the site. Figure 2.17 of the Planning Scheme confirms that the site is within a 0-5 minute walk of the existing Adamstown Rail Station.



Figure 4: Extract from Figure 2.17 of the Planning Scheme highlighting walking distances from the rail station in the SDZ.

The site is also situated along the Adamstown Quality Bus Corridor (QBC) which runs along Adamstown Boulevard. Figure 2.18 of the Planning Scheme confirms that the site is within a 0-5 minute walk of the QBC.



Figure 5: Extract from Figure 2.17 of the Planning Scheme highlighting walking distances from the QBC in the SDZ.

As Adamstown grows, the demand and corresponding supply of public transport by bus will increase in the area. Adamstown Boulevard will incorporate the main quality bus corridor route through Adamstown.

Overall Design of Development

In addition to those other aspects that are detailed above, the following guiding principles – set down in section 2.3.2 of the Planning Scheme – have been followed in the design of the proposed development.

Road and Street Layout and Design

The development provides connectivity and permeability for pedestrians, with direct routes to and from the site by numerous transport means. The proposed Health Centre at No. 1 Adamstown Boulevard also supports passive surveillance to the junction and wider environment due to the height of the building. The streets have been designed in accordance with the Design Manual for Urban Roads and Streets, 2013 (DMURS) and the Adamstown Street Design Guidelines, 2009 as required in the Planning Scheme. Atkins, Transport Planning Consultants have guided the Design Team to ensure these principles were factored into the design from the outset.

The layout of the road network across the Adamstown Station Development Area masterplan has been informed by the indicative layout provided by figure 2.10 of the Planning Scheme. The subject site is bounded by Adamstown Boulevard and Adamstown Avenue in the main as it lies on the junction of both. Adamstown Way is also located nearby to the north along with other minor routes.

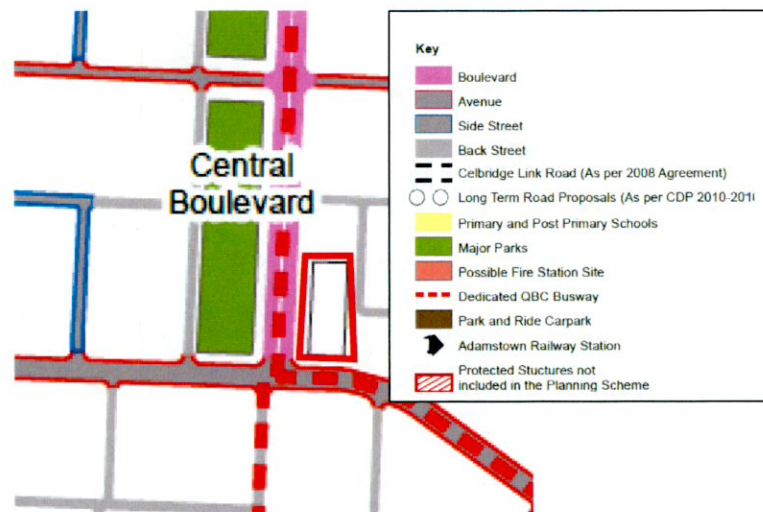


Figure 6: Extract from Figure 2.10 of the Planning Scheme highlighting the road network surrounding the site.

For more information on the design of streets, please see enclosed drawing and Roads Engineering Report prepared by Atkins, Consulting Engineers.

8.8 Compliance with Phasing Requirements

With c. 5,153 units already permitted, the Adamstown Planning Scheme is currently in Phase 7 (5,001-5,800 units). However, it is noted that the occupation of such units are presently still in Phase 4 (2,601-3,400 units) at 3,155 units up to 31st December 2021. The Planning Authority have confirmed that the infrastructure requirements for Phase 3 have all been met. As such, all of the phasing requirements for Phases 1 – 3 are provided. As such, it is possible to occupy up to 3,400

dwelling before the Phase 4 requirements will apply. There are therefore some 245 occupations before these Phase 4 phasing requirements apply.

Section 4 of the Planning Scheme determines the required infrastructure to be delivered prior to the occupation of the 2,601st dwelling in Adamstown. This infrastructure is partially completed, as outlined in the tables below.

We refer the Planning Authority to the below tables showing the progress of infrastructure throughout Adamstown phases 1 – 6.

Infrastructure, Services, Facilities and Amenities	Status
Phase 2 (1,001-1,800 dwellings)	
Adamstown Access Road adjoining the railway line (as Haul Road)	Complete
Upgrade Existing Lucan-Esker and Lucan Low-Level pump stations.	Complete
Construction of Primary Schools 1 + 2 with a minimum of 8 no. classrooms permanently constructed, or a secondary school with minimum 12 no. classrooms of permanent construction.	Complete
<p>Community Centre (Two Options):</p> <p>1 – One community centre with a minimum floor area of 1,200 square metres shall be provided in phase 2. This facility shall incorporate a community sports hall (minimum 33m x 18m), 4 no. multi-purpose meeting rooms, a kitchenette and toilet facilities.</p> <p>OR</p> <p>2 – A school sports hall (minimum 600m²) shall be provided in phase 2 and this shall provide for community use, and in addition a 600m² community centre (4 no. multi-purpose meetings rooms, a kitchenette and toilet facilities).</p>	Complete
Provisions of an all-weather pitch with a minimum floor area of 2000m ² .	Complete

Infrastructure, Services, Facilities and Amenities	Status
Loop Road 1 – Alternative access arrangement for existing eastern section of Tandy's Lane are to be determined by the Planning Authority in consultation with the residents of that section of Tandy's Lane.	Complete
Provision of surface water drainage on a pro-rata basis.	Complete
Completion of the Newcastle Road (R120) study as part of an overall Lucan Movement Framework Plan.	Complete.
Any necessary improvement works to the Newcastle Road between Adamstown and the N4, arising from the Newcastle Road Study.	Complete

Table 6: Progress of Phase 2 Infrastructure in Adamstown

Infrastructure, Services, Facilities and Amenities	Status
Phase 3 (1,801-2,600 dwellings)	
Both Sides of Adamstown Link Road (linking Adamstown to the Outer Ring Road to provide a two-way dedicated QBC busway in addition to a two-way carriageway road.	Complete
Adamstown Station Access Road adjoining the Railway line	Complete
Part of the northern section of Loop Road 3 (as a haul road).	Complete
The northern section of Loop Road 2 to replace the existing western section of Tandy's Lane.	Complete
Tobermaclugg pumping station and associated overflow management measures and rising mains	Complete
Upgrade to Tobermaclugg pumping station between the SDZ lands and N4 to include upgrading the Tubber Lane surface water drain. Regrading section of the channel and enhancing the capacity of the N4 culvert.	Complete

Infrastructure, Services, Facilities and Amenities	Status
A dedicated QBC busway on Adamstown Avenue (from outer Ring Road to Adamstown Park)	Complete
Commencement of Tandy's Lane Park OR Airlie Park	Complete Permission has been granted for both Tandys Lane Park and Airlie Park. Site clearance works, drainage and attenuation works for Tandys Lane Park commenced
Floor Space Provision: Provision of minimum floor space of Tandy's Lane Village or Tobermaclugg Local Centre (1,620 m ² or 1800 m ²) OR Minimum 1800 m ² of floorspace provision in the District Centre.	Complete Planning Permission obtained (SDZ18A/0015) and works commenced – Tobermaclugg Village – 3,753.7sq m GFA
The eastern section of the Loop Road around Adamstown District Centre.	Complete
A District Centre Busway Loop Road adjoining Adamstown Station.	This is required only if the required retail provision in this Phase occurs at the District Centre.
65 minimum full-time childcare spaces.	Complete To date 133no. full time childcare spaces provided. 65no. allocated to this Phase 3 requirement. A further 200no spaces have been granted permission, and 100no. are due for completion in Q4 2019 in Tobermaclugg Village.
Surface water drainage on a pro-rata basis.	Proposals for the surface water drainage for the subject site are included in the enclosed Engineering Report, prepared by Waterman Moylan Consulting Engineers.
Any necessary improvement works to the Newcastle Road between Adamstown and the N4, arising from the Newcastle Road Study.	Complete

Table 7: Progress of Phase 3 Development Infrastructure in Adamstown

Infrastructure, Services, Facilities and Amenities	Status
Phase 4 (2,601-3,400 dwellings)	
Construction of a Secondary School with a minimum of 12no. classrooms of permanent construction if not constructed as part of Phase 2, or construction of Primary School No.1 and no.2 with a minimum of 8no. classrooms, of permanent construction.	Complete
Completion of Park commenced (Airlie or Tandy's Lane) in Phase 3 including pitches/courts, play facilities, landscaping, and footpaths.	Complete Tandy's Lane Park is complete and open to the public – SDCC have advised that Airlie Park is earmarked to be open in August 2022.
The Link Road to the rear of the existing Lucan District Centre with pedestrian/cycle or vehicular access to the centre.	This pedestrian link as detailed in the granted Somerton II planning permission ref SDZ19A/0004, Condition 3 is under construction and is due to be completed in Q3 2022 up to the boundary wall. The recent grant of permission for the extension to Lucan Shopping Centre includes a condition to finish the link.
The northernmost, central and southernmost sections of the central spine of Loop Road 2 (Adamstown Boulevard) and provision of a dedicated QBC Busway.	This is road (J22 to J17) is granted under Planning refs SDZ18A/0002 and SDZ 18A/0009. Its construction is substantially complete and will be opened in summer 2022 in tandem with the completion of residential sites, Airlie Park site and footpaths/verges immediately adjacent to it to allow those sites be completed efficiently and safely.
Part of the northern section of Loop Road 3.	Complete This road (J22 to J29) was granted planning permission under SDZ16A/0003. It has been completed and is open to the public.
Two cross links between Loop Roads 1 and 2, one of which comprises the north eastern section of the Loop Road around Adamstown District Centre.	The northern Cross link (J39 to J21) is granted under planning reference SDZ18A/0009. It is substantially complete and will be opened in 2022 in tandem with the adjacent residential sites. The Southern Cross Link (J12 to J18) was granted under SDZ06A/0005. It is complete and open to the public.
The provision of surface water drainage on a pro-rata basis.	Complete

Table 8: Progress of Phase 4 Development Infrastructure in Adamstown

Infrastructure, Services, Facilities and Amenities	Status
Phase 5 (3,401 – 4,200 dwellings)	
Health Centre	<i>Subject of this application for No. 1 Adamstown Boulevard.</i>
Commencement of Airlie or Tandy's Lane Park (whichever has not been provided in Phase 3-4)	Complete Tandy's Lane Park is completed as per the Phase 4 requirement. Planning permission for Airlie Park is granted. The construction is being undertaken by SDCC through the LIHAF scheme. Airlie Park is currently under construction and is due for completion in Q3 2022.
Provision of minimum floor space of Tandy's Lane Village OR Tobermaclugg Local Centre (1,620 sq.m or 1,800 sq.m). <u>OR</u> Minimum 3600 sq.m floorspace provision in the District Centre.	Planning application has been granted under SDZ20A/0008 (Phase 1 of the District Centre) and is under construction and due to be completed Q1 2023.
The north western section of the Loop Road around Adamstown District Centre	This road (J18 to J35) was granted under permission SDZ 06/0005 and is constructed. A contractor has been appointed to complete finishing works in conjunction with Aderrig Phase 1 residential tile. It is intended that these finishing works will commence Q4 2022 and be completed in Q1 2023.
A District Centre busway loop road adjoining Adamstown Station	Complete This is open to the public with public lighting and signals operational and Dublin Bus operates a regular bus service which services the Adamstown Station*. Works are currently ongoing here to upgrade certain active travel elements of Station Road are ongoing and will be completed in 2022.
Provision of a minimum of 65 full-time childcare spaces	Complete 200 childcare spaces have been granted permission under Shackleton 2 SDZ19A/0011 and St Helens 2 SDZ18/0002. An operator has purchased the Shackleton Mill Creche and fitout is underway with operation intended to commence in 2023. It must be noted that provision of further facilities is dependent on a suitable third party operator coming forward.
Site made available for primary school no. 3 (min 16 classrooms).	Complete

	Tandy's Lane Village school site planning (SDZ21A/0001) is granted, and the site has been transferred to the DoES.
Further assessment of the sewerage works and to upgrade the 9B sewer if required as this phase or a later one specified by the Development Agency arising from the assessment.	Complete These upgrade works were completed in conjunction with the construction of the Thomas Omar Way Road works by SDCC. This is now a matter for Irish Water as part of their overall remit relating to the receiving foul water network. To date Irish Water have not raised any concerns regarding capacity for Adamstown.
The provision of surface water drainage on a pro-rata basis	Completed
New junction on the R403 Celbridge Road	Planning permission is granted. This requirement is being met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction and completion is envisaged in Q3 2022.
Celbridge Road Link and Remaining Section of the Northern Part of Loop Road #3 as haul roads where 400 units or more are provided in the four development areas (as shown in fig 4.7a, page 99 of the Planning Scheme)	Planning permission is granted. This haul road requirement has been met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction and completion is envisaged in Q3 2022.

Table 9: Progress of Phase 5 Development Infrastructure in Adamstown

Infrastructure, Services, Facilities and Amenities	Status
Phase 6 (4,201 – 5,000 dwellings)	
A further cross link road between Loop Roads #1 and #2	Planning permission has been granted and this road is currently under construction.
Opening of primary school No. 3 (minimum 16 classrooms)	As per Phase 5 above.
Provision of Civic Centre/Library Building (not illustrated).	Design has been included in the Adamstown Station tile masterplan. This item is to be delivered under URDF in accordance with the submitted Preliminary Business Case.
Completion of Park commencement (Airlie or Tandy's Lane) in Phase 5 including pitches/courts, play facilities, landscaping and footpaths.	Planning permission for Airlie Park is granted. The construction is being undertaken by SDCC through the LIHAF scheme. Airlie Park is currently under construction and is due for completion in Q3 2022.

Infrastructure, Services, Facilities and Amenities	Status
The provision of surface water drainage on a pro-rata basis	Completed
Celbridge Road Link and Remaining Section of Northern Part of Loop Road #3 as haul roads (if not already provided) where 400 units or more are provided in the four development areas as shown on Figure 4.7a	Planning permission is granted. This haul road requirement has been met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction for completion in Q3 2022.

Table 10: Progress of Phase 6 Development Infrastructure in Adamstown

The applicant is fully aware of their obligations to deliver those items that are their responsibility under the phasing programme, and in many instances, they are on course to deliver infrastructure much earlier than required, as has consistently been the case since the Planning Scheme was first approved in 2003.

It should be noted that, as seen above in Table 9, a Health Centre is required under Phase 5 of development within Adamstown and therefore should be in operation prior to the occupation of the 4,201st unit.

The Applicant is committed to carefully ensuring that the necessary infrastructure, services, facilities and amenities outlined in the Adamstown Planning Scheme are delivered in-tandem with residential development, both in the spirit, and to the requirement, of the Planning Scheme.

9 ENVIRONMENTAL ASSESSMENT

9.1 Flood Risk Assessment

A Site-Specific Flood Risk Assessment (SSFRA) has been prepared by Cronin & Sutton Consulting Engineers and submitted as part of this application.

This SSFRA highlights that no flooding events, pluvial or fluvial, have taken place in respect of this site. Additionally, the site of the proposed Health Centre is deemed to be located within Flood Zone 'C' which is outside the predicated 1-in-1000-year flood zone.

The SSFRA concludes that the likelihood of onsite flooding from groundwater due to hydrogeological conditions are deemed to be minor and within acceptable levels.

We refer the Planning Authority to the Site-Specific Flood Risk Assessment, prepared by CS Consulting Engineers, for greater detail.

9.2 Appropriate Assessment

No. 1 Adamstown Boulevard is an existing office building as permitted under DCC Reg. Reg. SDZ07A/0006. Proposals set forth under this application are relatively minor and mainly internal save for alterations to building façade. No alterations are proposed to the building form, height or shape.

Due to the length of time since the previous application on site, a revised AA Screening Report has been prepared by Brady Shipman Martin and is enclosed as part of this application. This concludes that,

"In view of best scientific knowledge this report concludes that the proposed development at the Adamstown Boulevard site, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.

It is considered that this report provides sufficient relevant information to allow the Competent Authority (South Dublin County Council) to carry out an AA Screening under Section 177U of the Planning Acts, and reach a determination that the proposed development will not have any likely significant effects on European sites under in light of their conservation objectives."

10 IMPORTANCE OF HEALTH CENTRE

As is set out in national and regional policy documents sustainability and sustainable neighbourhoods are the overall aims of governing bodies. Much of today's policy makes it clear that sustainability is not confined to the physical environment and that the creation of stable, integrated and self-serving communities is also paramount. As such, objectives can be grouped under four main themes: -

- a) Provision of community facilities
- b) Efficient use of resources
- c) Amenity/quality of life issues
- d) Conservation of the built and natural environment

For the purpose of this report, and application as a whole, point (a) is most applicable in relation to providing a health centre at this site.

10.1 Adamstown Health Centre

As mentioned previously in this report, provision has been made for a Health Centre upon the lands of the Adamstown SDZ. Section 4 of the Adamstown Planning Scheme, 'Phasing and

Implementation', notes that a Health Centre is permitted under Phase 5 of the development. Clearly, it is recognised that to build a sustainable, cohesive environment a local and accessible health centre is required.

Under Section 2.6 (ix) of the Adamstown Planning Scheme subpoint 2.6.43 states;

"Provision is made for a Primary Health Care Facility within the SDZ lands."

The council's intentions are made abundantly clear. However, it is not specific as to where the facility will be located and as such there is no reason it cannot be facilitated at No. 1 Adamstown Boulevard, as proposed. Table 2.3 – *Extent of Development* details the min. and max. total floor spaces allocated to any type of development; residential/non-residential for example. In this table, the column titled *Additional Development* contains Health Centre. This facility, along with others named (railway station, primary & secondary schools etc.) are deemed integral to the overall scheme and as such have been catered for despite limitations on development (will only matter if max. development size is reached without facility already constructed).

10.2 Provision of community facilities

Contained in the 'Sustainable Development Guidelines' are a number of facilities to be provided which could be deemed necessary within a community to help it function at a sustainable level. Point '(d) Healthcare Facilities' is of great importance in this case. Adamstown SDZ Planning Scheme has made provisions for a Health Centre to be delivered during phase 5 of development.

Inspection of local maps and existing facilities found that healthcare facilities and GP practices do exist in reasonably close proximity to Adamstown SDZ although are mainly accessible by car. As detailed by the Sustainable Development Guidelines Ireland has an ageing population, some of which may not drive any more or maybe never have. As such, onus is on local authorities to provide well located health centres and GP's in easily accessible areas. In this case, No.1 Adamstown Boulevard is strategically located along various public transport routes and is within short walking distance of Adamstown District Centre and rail line. These reasons, coupled with the pedestrian and cycling facilities as well as the disabled parking bays, provide an excellent, accessible location for a health centre and GP practice.

10.3 Similarity to office use

Although the uses of office and health centre are inherently different, they do each have some similarities which are useful in sustainable communities.

The most notable of these similarities is employment. Office uses are solely aimed at providing employment and boosting local economy in an area and in this case the use of health centre also will provide local employment be it through healthcare professionals, administrative staff or cleaning staff. National and local focus is now on providing communities where people can live and work nearby and with the health Centre this opportunity is still present.

10.4 Location of Health Centre

Ideally, a health centre would be located within the district centre and favouritism towards this is understandable. However, given the proximity of No. 1 Adamstown Boulevard to the District Centre at Adamstown Station some leeway should be afforded to the proposal. The site is well within the 5-minute walk time from Adamstown Rail Station and even less time from the District Centre to which it is accessible by road crossings at Adamstown Avenue.

11 WASTE MANAGEMENT

We refer the Planning Authority to the enclosed Resource Waste Management Plan and Operational Waste Management Plan prepared by AWN Consulting. These documents detail how construction / demolition waste and operational waste will be managed in this development respectively.

12 CONTRIBUTIONS

It is not considered necessary to apply development contribution conditions to this development in the event of a grant of permission, as no additional floor space is proposed. We would flag that development contributions have been paid for this building under Condition 17 of SDZ07A/0006. We refer the Planning Authority to the enclosed letter dated 22nd June 2022 from SDCC confirming same.

13 CONCLUSION

It is our considered professional planning opinion that the proposed development subject to this planning application should be supported by the Planning Authority on the grounds that:

- The proposed development is consistent with the SDZ Planning Scheme.
- The proposed development is complementary to its immediate environs within Adamstown.
- The proposed development will facilitate an important and much needed healthcare facility integral to the locality and creation of a sustainable community at Adamstown.

The Adamstown Planning Scheme details the requirement for a Health Centre, but not where. The proposed facility not only satisfies the scheme but also makes use of a disused landmark building. This building is an important node in the development, well connected and serviced and capable of providing a vital use to the community.

14 ENCLOSURES

The following items are included with this application: -

1. Completed Application Form
2. Newspaper Notice published in the Irish Daily Star on 8 August 2022 (1no. copy of the original newspaper notice)
3. Site notice erected at 2no. locations on 8 August 2022 (1no. copy enclosed)
4. Letter of Consent from Adamstown Infrastructure Designated Activity Company
5. Receipt of Planning Fee paid by Electronic Funds Transfer to South Dublin County Council
6. Letter dated 22 June 2022 from SDCC confirming Payment of Contributions for Condition 17 of SDZ07A/0006

6no. copies of the following documents and drawings: -

7. Planning Application Report, prepared by Stephen Little & Associates
8. Planning Drawings, prepared by Quinn Architects (Please refer to enclosed drawings schedule)
9. Architectural Design Statement, prepared by Quinn architects

10. Engineering Drawings, prepared by CS Consulting engineers (Please refer to enclosed drawing schedule)
11. Site-Specific Flood Risk Assessment, prepared by CS Consulting Engineers
12. Engineering Services Report, prepared by CS Consulting Engineers
13. Transport Statement, prepared by Atkins Consulting Engineers
14. Roads Engineering Drawings, prepared by Atkins Consulting Engineers (refer to enclosed schedule)
15. Drawing Number LP-01-PP 'Landscape Plan', prepared by Doyle O'Troighigh Landscape Architects
16. Sustainability/Energy Statement, prepared by CEL Building Services Consultants
17. Resource Waste Management Plan, prepared by AWN Consulting
18. Operational Waste Management Plan, prepared by AWN Consulting
19. Arboricultural Report and Drawings (refer to enclosed schedule), prepared by Charles McCorkell Arboricultural Consultancy
20. Appropriate Assessment Screening Report, prepared by Brady Shipman Martin

We trust that everything is in order and we look forward to receiving a favourable decision from the Planning Authority in due course.

We confirm that we act for the Applicant in this case and would ask that all future correspondence in relation to this planning application be directed to this office.

STEPHEN LITTLE & ASSOCIATES

8 August 2022

Stephen Little & Associates are committed to progressing and achieving sustainable development goals.

**Chartered Town
Planners and
Development
Consultants**

Address:

Contact: