



**Residential Development Adamstown**

**Application Site:**

Area 5 - Tubber Lane

**Applicant Name:**

Hugh McGreevy and Sons [Tierra Ltd]

**ARCHITECTURAL DESIGN STATEMENT**

Clarification of Further Information Response

September 2022

Job Ref: 2015

**C.F.I. 1 Part V**

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 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.



Figure 1 5 No. Detached TAU Units

**Response:**

South Dublin County Council Housing Section were contacted by the applicants and it was agreed to provide 5 detached units in a revised arrangement [see Figure 1 over]. The remaining unit [out of initially proposed 6 units] is proposed as an additional standard Part V unit. This unit is identified as unit No 400 as highlighted on the map at Figure 2 opposite.

The schedule of accommodation, the Part V mapping and the taking in charge mapping has been updated and included with the CFI response documents.

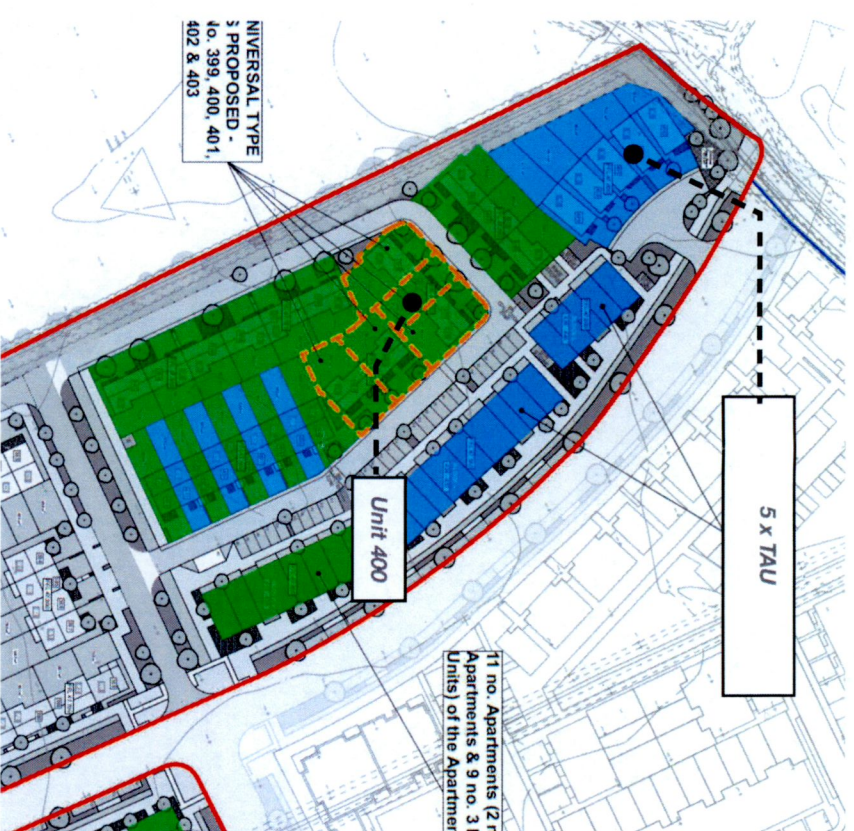


Figure 2 5 x TAU location and Unit 400 Location

**C.F.I. 2**

The applicant is requested to clarify and address the following:

**CFI 2A** 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.

**Response:**

The height of buildings at the location highlighted have been increased to 3 storey townhouse types (G1 and G2 Types). See partial elevation of this terrace highlighted and location confirmed at Figure 3 opposite.

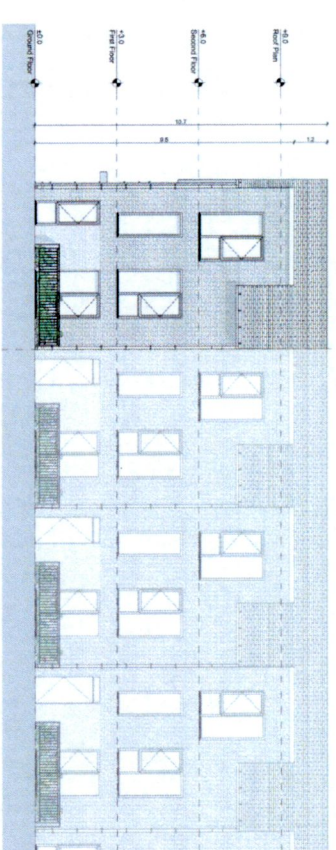


Figure 3 Location and elevation of G1 and G2 Terrace

**CFI 2.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.

**Response:**

This bin store has been relocated and distributed as two smaller bin stores. One bin store is located at the inner gable of Block L and the other is located at the inner gable of Block K. Figure 4 below highlights the relocated bin stores and the revised area adjacent to No 449.



Figure 4 Revised Bin Store Location

**CFI 2.C** House types.

- C1, D1, E3 – first floor windows should be provided

**Response:**

First floor windows have been provided to C1, D1 and E3 as illustrated at Figure 5 below.

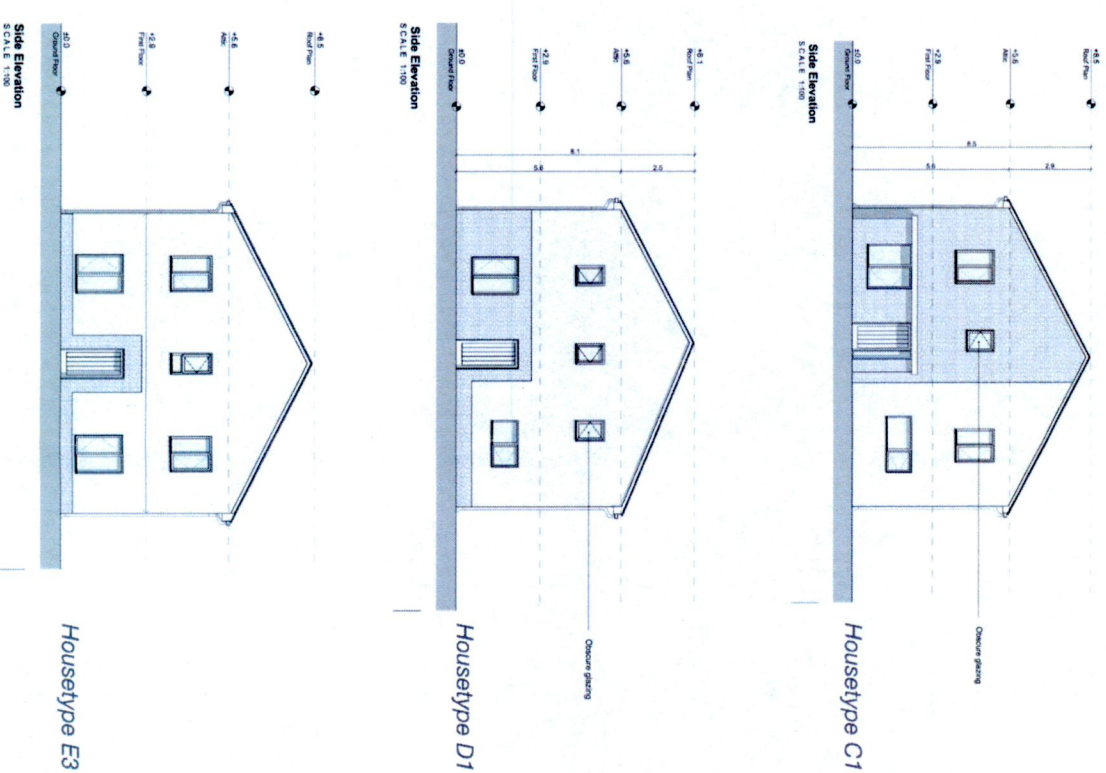


Figure 5 Revised Gable Elevations C1, D1 and E3

**CFI 2.C** House types.

- J1, I1 – bay window should be removed and it should be dual aspect at ground floor and first floor.

**Response:**

Bay window has been removed. Ground and first floor windows have been introduced to address dual aspect - as illustrated at Figure 6 below.

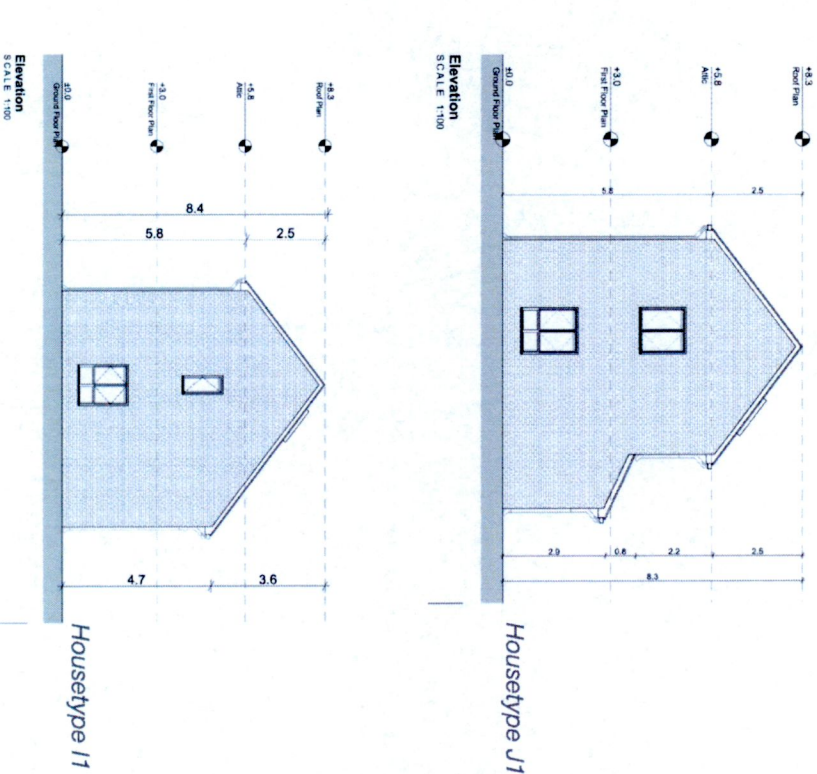


Figure 6 Revised Gable Elevations J1 and I1

**CFI 2.C** House types.

- 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).

**Response:**

K house type has been addressed with item no.1.

**CFI 2.C** House types.

- The building line of house no 448 will adversely impact on the residential amenity of no. 449. Amendment required.

**Response:**

This has been addressed with item no.1.

**CFI 2.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.

**Response:** Refer to RMDA CFI response document

**CFI 2.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.

**Response:** Refer to RMDA and POGA CFI response documents

**CFI 2.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 Calbridge 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."

**Response:** The avenue footpaths have been widened to 2.5m except along Cel-bridge Link Rd which was submitted under a different PA.

**C.FI. 3**

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.

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 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"

**Response:** Refer to POGA CFI response documents

**C.FI. 4**

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.
- 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.

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 SD-Z21A/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.

**Response:** Refer to RMDA and POGA CFI response documents

