

# Comhairle Chontae Atha Cliath Theas

**PR/1245/22**

## Record of Executive Business and Chief Executive's Order

**Reg. Reference:** SDZ22A/0007

**Application Date:** 06-May-2022

**Submission Type:** Additional  
Information

**Registration Date:** 06-Sep-2022

**Correspondence Name and Address:**

Stephen Little & Associates 26/27, Upper Pembroke Street, Dublin 2

**Proposed Development:**

Comprising Phase 1 of the Adamstown Boulevard Development Area and consists of 38,768.21sq.m. of residential development to be constructed in a mix of housing and apartment units, with 423 residential units proposed in total (of which 166 units are subject to the application for outline permission); The housing units for which permission is being sought are on a site of 9.22Ha shall comprise 75 two bedroom units, 113 three bedroom units and 69 four bedroom units, ranging from 2 to 3 storeys in height; Outline permission is sought on a site of 0.54Ha for the apartment block, which shall range from 5 to 9 storeys in height and comprises 11 studio units, 76 one bedroom units and 79 two bedroom units; All residential units are provided with private open space, in the form of private rear gardens or balconies; The proposed development includes approximately 0.95 Ha of public open space in the form of a linear open space located on the east of the site stretching between Adamstown Way and Station Road and a pocket park located in the north-west of the site. 488 car parking spaces are proposed in total. 433 of these are allocated to the housing element of the development, and 55 are allocated to the apartments. A total of 52 visitor spaces are provided across the site; A total of 6 disabled spaces and 6 EV spaces are proposed. 40 secure bicycle parking spaces are provided in 4 locations throughout the site. 3 ESB Substations are also provided; Vehicular access to serve the development is provided from the existing Adamstown Avenue and Adamstown Way from the west and north, Station Road to the south and Stream Road, which bisects the Boulevard Development Area. A new bus turning circle, along with bus lay-bys are proposed on the south of the site

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on Station Road; The development includes the provision of ancillary site development works, boundary treatments and landscape works; This development amends aspects at the interface between the proposed development and the development at The Crossings currently under construction and permitted under Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021) on lands bounded generally to the north by Adamstown Way and the Aderrig Development Area, currently under development subject to planning permissions Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021) and Reg. Ref. SDZ21A/0014; to the east by currently undeveloped lands within the Adamstown Station Development Area as well as the railway overpass and its approach road known locally as 'the farmer's bridge'; to the south by the existing railway line and to the west by undeveloped agricultural lands; This application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001.

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

**Applicant Name:** Adamstown Station & Boulevard Ltd.

**Application Type:** SDZ Application

(SW)

### **Description of Site and Surroundings:**

Site Area:  
Stated as 10.14ha

### Site Description:

The subject site is situated in the southern area of Adamstown SDZ, within Development Area 10- Adamstown Boulevard under the Adamstown SDZ Planning Scheme Area. The lands are bounded by Adamstown Avenue to the north, by Adamstown Way / Aderrig Development Area and to the east by the Station Development Area. The railway line and Adamstown train station

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

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

### **Proposal:**

Comprising Phase 1 of the Adamstown Boulevard Development Area and consists of 38,768.21sq.m. of residential development to be constructed in a mix of housing and apartment units, with **423 residential** units proposed in total (of which **166 units are subject to the application for outline permission**);

- The housing units for which permission is being sought are on a site of 9.22Ha shall comprise:
  - 75 two bedroom units,
  - 113 three bedroom units and
  - 69 four bedroom units,
  - ranging from 2 to 3 storeys in height;
- Outline permission is sought on a site of 0.54Ha for the apartment block, which shall range from 5 to 9 storeys in height and comprises:
  - 11 studio units,
  - 76 one bedroom units and
  - 79 two bedroom units;
- All residential units are provided with private open space, in the form of private rear gardens or balconies;
- The proposed development includes approximately 0.95 Ha of public open space in the form of a linear open space located on the east of the site stretching between Adamstown Way and Station Road and a pocket park located in the north-west of the site.
- 488 car parking spaces are proposed in total. 433 of these are allocated to the housing element of the development, and 55 are allocated to the apartments. A total of 52 visitor spaces are provided across the site; A total of 6 disabled spaces and 6 EV spaces are proposed.
- 40 secure bicycle parking spaces are provided in 4 locations throughout the site. 3 ESB Substations are also provided;
- Vehicular access to serve the development is provided from the existing Adamstown Avenue and Adamstown Way from the west and north, Station Road to the south and Stream Road, which bisects the Boulevard Development Area.
- A new bus turning circle, along with bus lay-bys are proposed on the south of the site on Station Road;

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- The development includes the provision of ancillary site development works, boundary treatments and landscape works;
- This development amends aspects at the interface between the proposed development and the development at The Crossings currently under construction and permitted under Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021) on lands bounded generally to the north by Adamstown Way and the Aderrig Development Area, currently under development subject to planning permissions Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021) and Reg. Ref. SDZ21A/0014; to the east by currently undeveloped lands within the Adamstown Boulevard Development Area as well as the railway overpass and its approach road known locally as 'the farmer's bridge'; to the south by the existing railway line and to the west by undeveloped agricultural lands;
- This application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001.

### **SEA Screening:**

Overlap with Rural, SFRA A, SFRA B.

### **Zoning:**

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

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

The subject site is located within Development Area 10: Adamstown Boulevard Development areas within the Adamstown SDZ Planning Scheme 2003 (as amended), South Dublin County Council.

Inner horizontal surface – Weston Aerodrome

Conical surface – Baldonnell Aerodrome

### **Consultations:**

*Water Services* – No objections, subject to conditions.

*Waste Management* – No report received at time of writing.

*Roads* – Additional information requested.

*Parks* – No objections, subject to conditions.

*EHO* – Additional information requested.

*Heritage* – No report received at time of writing.

*Forward Planning* – No report received at time of writing.

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*Architect* – No report received at time of writing.

*TII* – No observations.

*NTA* – Further consideration needed.

*Irish Water* – No objections, subject to conditions.

*Inland Fisheries Ireland* – Observations made.

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

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

### **Submissions/Observations /Representations**

None received.

### **Recent Relevant Planning History**

The site is located within the Adamstown Strategic Development Zone for which a Planning Scheme was prepared by South Dublin County Council and approved by An Bord Pleanála in September 2003; the Planning Scheme was then amended by South Dublin County Council and approved by An Bord Pleanála in December 2014, with further non-material amendments made in 2017. The planning history associated with Adamstown SDZ is extensive and it is not proposed to provide such an exhaustive list but rather capture the relevant and pertinent applications.

#### **Subject Site:**

#### **SDZ07A/0003**

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

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entirely within the boundaries of Adamstown Strategic Development Zone as defined by Statutory Instrument No. 272 of 2001. **Grant Permission**

### **SDZ08A/0002**

Construction of phase one of the Adamstown District Centre. The application site incorporates elements of Adamstown Square, Adamstown Boulevard and Adamstown Boulevard Development Areas within the Adamstown SDZ. The proposed development is a large scale mixed use commercial and residential development of c.109,044sq.m. in total to be constructed in buildings ranging in height from 2-10storeys, based on a network of open streets and public squares, some of which sit above a previously permitted podium structure (Planning reg. ref. SDZ07A/0003). The non-residential element of the development consists of a total of c.54,504sq.m. of floor space, broken down as follows: (a) 48 no. retail units comprising c.16,294sq.m. of retail floor space (sales floor only), including 2 no. anchor units (10,375sq.m. in total), a pharmacy of c.250sq.m. and an off licence of c.154sq.m. (b) A total of c.5,197sq.m. of back of house retail floor space including storage and staff facilities. (c) 9 no. restaurant / cafe units comprising a total of c.2,576sq.m. ranging in size from c.86sq.m. to c.685sq.m. (d) 2 no. public houses of c.284sq.m. and c.357sq.m. respectively. (e) c. 582sq.m. of office (Class 2) floor space contained in 4 no. units ranging in size from 122sq.m. to c.181sq.m.. (f) 9,327sq.m. of office (Class 3) floor space. (g) A c.550sq.m. inter church place of worship. (h) A primary medical centre of c.5,050sq.m. incorporating both public and private healthcare facilities. (i) A crèche of c.682sq.m. (i) An office for use by Garda Siochana of c.130sq.m. (j) A library and community service suite of c.2,804sq.m. (k) A cinema of c. 2,226sq.m. incorporating a total of 8 screens and seating for a total of c. 1,304 people. (l) A management Suite for the District Centre of c.351sq.m. including public toilets. (j) A total of c.1,332sq.m. of space surrounding the service yard for Anchor unit A, the use of which is to be decided as part of a future application for planning permission on the levels above. A total of c.6,762sq.m. of additional backup areas, including plant rooms, substations, switch rooms, bicycle stores, bin stores etc. The residential element of the proposal comprises the provision of a total of 606 residential units, comprising 91 no. 1-bedroom units, 459 no. 2-bedroom units and 56 no. 3-bedroom units in a mix of apartments and duplexes. 3 no. of the 1-bedroom units have been provided as live/work units and have commercial floor space attached to them of between c.63.4sq.m. and c.69sq.m. each. The residential units are located on levels above the commercial development. Private and semi-private open space to cater for the development is provided in a mix of balconies, terraces, roof terraces and semi-private residential courtyards. A total of c.54,540sq.m. of gross residential floor space is proposed. Minor revisions to the layout and configuration of the previously permitted basement structure (SDZ07A/3) were also proposed. The modifications include the provision of additional openings in the basement slab to provide access to the upper levels; the provision of a parking layout and parking bays. Car parking is to be provided primarily on a single level below podium with two additional mezzanine levels on the southern side. The car park has been designed to cater for phase 1 and also subsequent phases of the District Centre together with provision for a number of the surrounding developments (subject to separate

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applications for planning permission). A car park management system will be put in place and car parking spaces will therefore be released as each phase becomes ready for occupation. The upper two storeys, which will cater for residential development only, comprise a total of 519sq.m. sq.m. The lower floor, which will cater for both residential and non-residential demand, is located under the podium structure (Planning Reg. Ref. SDZ07A/0003) and contains a total of 1,539sq.m. no spaces. Accommodation is made within the overall basement car park for a Park and Ride facility (300 spaces) and a car valeting area. A total of 850 no., cycle parking spaces are provided throughout the development, to cater for both residential and commercial demand. Access to the development is via that existing and permitted roads system in the immediate area (planning reg. refs. SDZ06A/5, SDZ06A/8, SDZ09a/9 and SDZ06A/11 refer). Localised widening of the existing Adamstown Boulevard Road is also proposed, to provide for right turning lanes into the basement car park. A series of internal pedestrian and vehicular streets are proposed, connecting to the existing and permitted road network. A proposed pedestrian bridge spanning Adamstown Boulevard Road will connect the proposed development to Adamstown Rail Station at first floor level. Following completion of the proposed development, the use of the existing temporary park and ride facility on lands immediately to the east of the proposed development will be discontinued and park and ride facilities will be provided within the car park described above. All on lands of c.7.95ha. bounded by Adamstown Avenue (SDZ06A/11) to the north, by Adamstown Boulevard Road to the south, by Adamstown Park (SDZ06A/5) to the east and the existing temporary Park and ride to the west in the townlands of Gollierstown, Lucan, Co. Dublin. This planning application is being made in accordance with the provisions of the Adamstown Planning Scheme 2003. The development will take place entirely within the boundaries of Adamstown Strategic Development Zone as defined by Statutory Instrument No. 272 of 2001. An Environmental Impact Statement accompanies this planning application and may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of South Dublin County Council, Planning Department, County Hall, Tallaght, Dublin 24 during normal office hours (Monday to Friday 9:30am to 4:00pm excluding bank holidays). **Grant Permission**

### Adjacent sites:

#### **SDZ22A/0008**

Signage on south, east, west and north elevations of Block F of the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 SDZ20A/0018 and SDZ21A/0017. The total quantum of proposed signage is c.107.6sqm, including the provision of 4 externally mounted 'Tesco' advertising signs {approx. 1,500mm high and 5,656mm wide) with translucent acrylic face and internal LED lighting affixed to the upper level facade on the North, East and South elevations of the building; the provision of 4 externally mounted 'Aldi' advertising sign cases {approx. 2,470mm high and 2,070mm wide) with translucent acrylic face and internal LED lighting affixed to the upper level facade on the North, East and South elevations of the building; the provision of 1no. horizontal, externally mounted '3-D letter' signs for 'The Crossings' {approx. 928mm high and 8,775mm wide) with translucent acrylic face and

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internal LED lighting affixed to the upper level facade on south, west and east elevations; the provision of Sno. vertical, externally mounted '3-D letter' signs for 'The Crossings' (approx. 800mm high and 8,000mm wide) with translucent acrylic face and internal LED lighting affixed to the upper level facade on the west elevations; the provision of Ino. carpark entrance sign (approx. 719mm high and 3,725mm wide) with black and white aluminium composite panels and internal LED lighting affixed to the upper level facade on the east elevation; the provision of internal carparking level, directional and carpark marking signage at all levels; Block F is otherwise permitted under Reg. Ref. SDZ20A/0008 (the 'parent permission') and as subsequently amended by SDZ20A/0016 SDZ20A/0018 and SDZ21A/0017; the application site incorporates elements of Adamstown Square and Adamstown Boulevard Development Areas within the Adamstown Strategic Development Zone; this application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001 on lands bounded generally by Adamstown Avenue, Adamstown Boulevard and the Stratton housing development to the North, by Station Road, Adamstown Train Station and the Dublin to Kildare railway line to the South, by Adamstown Park to the east and by currently undeveloped lands to be developed in a subsequent phase of development to the west. **Decision pending.**

### **SDZ22A/0007**

Comprising Phase 1 of the Adamstown Boulevard Development Area and consists of 38,768.21sq.m. of residential development to be constructed in a mix of housing and apartment units, with 423 residential units proposed in total (of which 166 units are subject to the application for outline permission); The housing units for which permission is being sought are on a site of 9.22Ha shall comprise 75 two bedroom units, 113 three bedroom units and 69 four bedroom units, ranging from 2 to 3 storeys in height; Outline permission is sought on a site of 0.54Ha for the apartment block, which shall range from 5 to 9 storeys in height and comprises 11 studio units, 76 one bedroom units and 79 two bedroom units; All residential units are provided with private open space, in the form of private rear gardens or balconies; The proposed development includes approximately 0.95 Ha of public open space in the form of a linear open space located on the east of the site stretching between Adamstown Way and Station Road and a pocket park located in the north-west of the site. 488 car parking spaces are proposed in total. 433 of these are allocated to the housing element of the development, and 55 are allocated to the apartments. A total of 52 visitor spaces are provided across the site; A total of 6 disabled spaces and 6 EV spaces are proposed. 40 secure bicycle parking spaces are provided in 4 locations throughout the site. 3 ESB Substations are also provided; Vehicular access to serve the development is provided from the existing Adamstown Avenue and Adamstown Way from the west and north, Station Road to the south and Stream Road, which bisects the Boulevard Development Area. A new bus turning circle, along with bus lay-bys are proposed on the south of the site on Station Road; The development includes the provision of ancillary site development works, boundary treatments and landscape works; This development amends



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aspects at the interface between the proposed development and the development at The Crossings currently under construction and permitted under Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021) on lands bounded generally to the north by Adamstown Way and the Aderrig Development Area, currently under development subject to planning permissions Reg. Ref. SDZ20A/0017 (as amended by SDZ21A/0021) and Reg. Ref. SDZ21A/0014; to the east by currently undeveloped lands within the Adamstown Boulevard Development Area as well as the railway overpass and its approach road known locally as 'the farmer's bridge'; to the south by the existing railway line and to the west by undeveloped agricultural lands; This application is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001. **Decision Pending.**

### **SDZ21A/0020**

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

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### **SDZ21A/0017**

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

### **SDZ20A/0018**

Amendments to the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 and comprises of the following: Adjustments to the configuration of the footprint of Block F now over 3 levels (c. 22,652sq.m overall, of which retail is c.7115sq.m), including revised facade treatment, including canopies and signage zones. ; Reconfiguration of the ground floor layout of Block F to provide 2 supermarket units, both with off-licences (including one discount food store) (c. 3804sq.m and c. 2136sq.m respectively) with shared entrance lobby and revised retail back of house and service area layout, including ancillary accommodation in the upper floor of Block F.; A multi storey car park is proposed at first and second levels of Block F above the retail uses (the previously permitted third level is being omitted). The amended floorplate of Block F provides 448 car parking spaces over first and second level (as already permitted). The multi storey car park includes residential car parking spaces, as well as spaces associated with the supermarket units and other non-residential uses in the district centre.; Relocation of entrance to the multi storey car park to now be accessed from Adamstown Avenue to the north via a revised access ramp layout. Amendments to the access and egress to ground floor internal vehicular goods delivery from Station Road.; Revised location and reconfiguration of the back street from Adamstown Avenue, along with internal streets and public spaces arising from adjusted floorplate of Block F.; Associated amendments to landscaping and ancillary site development works, including temporary landscaping as part of

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reconfigured layout of street immediately to the east of Block F and provision of ESB substation.  
**Permission Granted**

### **SDZ20A/0016**

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

### **SDZ20A/0008**

Construction of Phase One of the Adamstown District Centre; proposed development is a mixed use commercial and residential development of c.36,621sq.m (gross floor area) in total (excluding the multi-storey car park) to be constructed in buildings ranging in height from 4-9 storeys. The non-residential element of the development consists of a total of c.9,653sq.m (net sales floor space), as follows: 16 retail units comprising c.8,693sq.m including 1 supermarket (c.6,880sq.m in total) and 2 retail service units (c.290sq.m); 5 retail/restaurant/café units comprising a total of c.959sq.m; projecting signage and awnings on retail and retail/café/restaurant units. The residential element consists of a total of 278 residential units comprising 16 studio units, 66 one bedroom units, 151 two bedroom units and 45 three bedroom units in a mix of apartments and duplexes; ancillary residents amenity rooms and facilities also provided, and all residential units are provided with private open space in the form of balconies or gardens. The proposed block description as follows: Block B (c.14,506sq.m gross floor area) 4-7 storeys with setbacks at 4th and 5th floors arranged around an internal courtyard accommodating 6 retail units and 3 retail/restaurant/café units at ground floor level; residents amenity area at first floor and 135 residential units including 15 two bedroom own door duplexes and 120 apartments (1 studio, 46 one bedroom, 50 two bedroom and 23 three bedroom units); private front gardens are provided at ground floor level on the west and south elevations and

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balconies are provided on all outward facing elevations of the building and on courtyard elevations; car parking is provided at ground floor within the interior of the courtyard along with bicycle parking and ancillary management, waste, plant and service areas; a residents communal open space is provided at first floor level on a podium above the car parking area; Block E (c.15,235sq.m gross floor area) 4-9 storeys with setback at 5th floor arranged around an internal courtyard accommodating 9 retail units and 2 retail/restaurant/café units at ground floor level and 143 residential units including 10 two bedroom own door duplexes and 133 apartments (15 studios, 20 one bedroom, 76 two bedroom and 22 three bedroom units); private front gardens are provided at ground floor level on the west elevation and balconies are provided on all outward facing elevations of the building and on courtyard elevations; car parking is provided at ground floor level within the interior of the courtyard along with bicycle parking and ancillary management, waste, plant and services areas; a residents communal open space is provided at first floor level on a podium above the car parking area; Block F (c.30,647sq.m gross floor area including car parking levels) 4 storeys, a supermarket is provided at ground floor level including sales area, retail back of house and service areas as well as internal vehicular goods and delivery area accessed from Station Road and existing onto the proposed back street which runs perpendicular to Station Road and Adamstown Avenue; a multi-storey car park accessed from Station Road by ramp at ground floor level is at first, second and third floor levels; the multi-storey car park includes residential car parking spaces as well as spaces associated with the supermarket unit and other non-residential uses in the district centre; the third/top floor of the multi-storey car park will not be made available for car parking under this planning application as it is designed to cater for a subsequent phase of development, subject to a future planning application. The development provides a total of c.16,000sq.m of public realm including the creation of a new public square, internal streets and landscaping works; alterations to Station Road to include landscaping; reconfiguration of existing on street parking; insertion of raised table at station entrance; taxi set-down spaces and creation of 2 bus bays to the north and south of Station Road; creation of vehicular and pedestrian accesses to the site from Adamstown Avenue, Station Road and Adamstown Park; removal of 2 public/visitor car parking spaces along Adamstown Avenue proximate to Stratton Way to accommodate provision of a bus bay, together with provision of a bus bay on south side of Adamstown Avenue opposite; photovoltaic panels on the roofs of Block B and E; lift overruns and plant at roof levels; 534 car parking spaces to be provided through a mixture of on-street parking; podium parking under Blocks B and E in the proposed multi-storey car park in the upper levels of Block F; the first and second floor levels of the multi-storey car park accommodate 448 car parking spaces in this phase; a total of 702 cycle parking spaces (271 stands/542 spaces within Blocks B and E and 80 stands/160 spaces in the public space) are provided throughout the development to cater for both residential and commercial uses; the 50 bike stands at Adamstown Boulevard are to be maintained. The proposal also includes temporary landscaping and construction of temporary site hoarding and fencing in or around areas for future phases of development immediately adjacent to the development; all ancillary site development and landscape works on lands bounded generally by Adamstown Avenue, Adamstown Boulevard and the Stratton housing development to the north,

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by Station Road, Adamstown Train Station and the Dublin to Kildare railway line to the south, by Adamstown Park to the east and by currently undeveloped lands to be developed in a subsequent phase of development to the west; the application site incorporates elements of Adamstown Square and Adamstown Boulevard Development areas with the Adamstown Strategic Development Zone and is being made in accordance with the Adamstown Planning Scheme 2014, as amended, and relates to a proposed development within the Adamstown Strategic Development Zone Planning Scheme Area, as defined by Statutory Instrument No. 272 of 2001. **Permission Granted**

### **SDZ10A/0001**

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

### **SDZ08A/0001**

1 no. three storey Sports and Leisure Building of c.3,744sq.m. in total. The building incorporates the following elements: at ground floor level - a pool hall incorporating a 20m swimming pool, a children's pool, and ancillary store (total c.454.6sq.m.); a health suite including a spa pool, steam room and sauna (total c.34.1sq.m.); male and female changing rooms (total c.220.5sq.m.); family changing rooms (c.73sq.m.) a cafe area and servery (total c50sq.m.), 1 no. retail unit (c350sq.m.); and a further c.460.8sq.m. of ancillary storage, circulation and service space; at first floor level - a gymnasium, and 2 no. ancillary offices (c.435sq.m. in total); 1 no. aerobic rooms and 1 no. spinning/yoga room (c.142.7sq.m. in total); a

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treatment suite consisting of 5 no. treatment rooms and reception area (c.124.5sq.m. in total); group changing facilities for the external pitch (c.99.3sq.m.); and a further c.342.5sq.m. of ancillary storage, staff toilets and circulation areas; at second floor level - a children's fun zone (c.505.6sq.m.); a reception area / cafe / servery (c.87.1sq.m. in total); a party room (c.227.8sq.m.); and a further 136.5sq.m. of ancillary toilets and circulation areas; an outdoor all weather playing pitch (c.6,240sq.m.) is also proposed as part of this development, the pitch is located between the proposed building and the permitted primary school and is capable of being subdivided into 3 smaller pitches, floodlighting is also proposed for this pitch, a total of 64 no. cycle parking spaces have been provided to serve the proposed development. Vehicular access to serve the development will be taken from Station Road. Car parking to serve the development is to be provided within the Adamstown District Centre car parking which will be subject to a future planning application. A temporary car parking and pitch layout is provided as part of this application pending the completion of the District Centre car park. The temporary car park accords with the permission granted under Planning Reg. Ref. SDZ07A/0002 for the Secondary Schools on the adjacent site and provides a total of 195 car parking spaces and an all-weather 5-aside pitch. The temporary parking spaces provided will cater for demand arising from the proposed leisure centre and also for the secondary school (SDZ07A/0002). Permission is also sought for site development and landscape works including the provision of 3m high ball-stop fencing surrounding the proposed pitch and a temporary ESB substation (c.7.44sq.m.). This planning application is being made in accordance with the provisions of the Adamstown Planning Scheme 2003. The development will take place entirely within the boundaries of Adamstown Strategic Development Zone as defined by Statutory Instrument No. 272 of 2001. All on a site measuring approx. 1.3 hectares on lands bounded generally by Adamstown Park to the west, Station Road to south, the permitted secondary school to the east (Reg. Ref. SDZ07A/0002) and Adamstown Avenue to the north in Adamstown, Lucan, Co. Dublin.

### **Permission Granted**

#### **Recent Relevant Enforcement History**

None recorded for the subject site.

#### **Pre-Planning Consultation**

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

#### **Relevant National Policy**

The relevant policy documents are detailed below. Those identified as being of key significance include 'Project Ireland 2040 National Planning Framework' (NPF) and 'Regional, Spatial & Economic Strategy 2019 – 2031' (RSES).

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

The vision for Project Ireland 2040 – The National Planning Framework is for balanced growth across the five cities and three regions and the guidance of public and private investment into appropriate locations to properly plan for current and future population growth. The NPF sets out a number of clear and measurable targets in terms of population projections, employment generation, housing delivery, environmental impacts and transport provision. These key considerations are underpinned by objectives identified as ‘National Strategic Outcomes’ in which the development of Adamstown SDZ will play a major role in achieving. Adamstown SDZ is identified in the NPF as a key future growth enabler for Dublin with transformative potential and the following is stated as a priority: - ‘progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as **Adamstown**, Cherrywood, Clonburris and Clongriffin.

In order to meet the projected population and economic growth as set out in the NPF, the annual housing output is required to increase to 30-35,000 homes per year (nationally) in the years to 2027, with 50% of all new homes to be delivered in Ireland’s five main cities. In terms of population projection, the NPF considers that the Dublin region needs to be planning for at least 235,000 more people in the City and suburbs by 2040 and it is considered that the continued development of the Adamstown SDZ will assist in achieving these national targets. The full delivery of Adamstown SDZ beyond 2027 will provide for approximately 8,905 new homes (2,473 of these delivered to end 2019) including associated community and commercial uses, which would facilitate a new population of approximately 25,000 people in the Dublin region. In this regard, National Strategic Outcome 1 of the NPF refers to and, stresses the importance, of ‘Compact Growth’. The NPF states:

*‘From an urban development perspective, we will need to deliver a greater proportion of residential development within existing built-up areas of our cities, towns and villages and ensuring that, when it comes to choosing a home, there are viable attractive alternatives available to people’*

The principle of Compact Growth NSO1 is underpinned by the SDZ Planning Scheme at a macro and micro level. At a macro level, the sustainable development of the area in accordance with the adopted SDZ Planning Scheme presents a transformative opportunity to meet the needs of the wider City and region by accommodating the region’s population growth, centred on compact growth with proximity to employment, community facilities and high-quality public transport. The delivery of the SDZ reinforces the principles of the National Planning Framework by delivering smart and compact growth within the built-up envelope of the existing Greater Dublin Area. At a micro level, the Planning Scheme provides a clear framework for Development Areas, which seeks to guide appropriate residential densities into suitable locations, ensuring a critical mass is achieved in order to promote viability and sustainability. The Plan requires higher density development in the Adamstown Urban Centre and Station tile,

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and development transitions outwards from the urban centre to medium and lower density residential developments with local nodes, schools and high-quality open spaces, thereby reinforcing compact growth policy principles.

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

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

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

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

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

### **Additional National Policy Documents of Relevance**

*Urban Development and Building Heights - Guidelines for Planning Authorities* Department of Housing Planning and Local Government (2018)

*Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities*, Department of the Environment, Heritage and Local Government (2008).

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



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*Urban Design Manual: A Best Practice Guide*, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2008).

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

*Greater Dublin Area Transport Strategy 2016 -2035*, National Transport Authority

*Design Manual for Urban Roads and Streets (DMURS)* Department of the Environment, Community and Local Government and Department of Transport, Tourism and Sport (2019)

*Smarter Travel – A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020*, Department of Transport, (2009).

*National Cycle Manual – National Transport Authority (June 2011).*

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

*The Planning System and Flood Risk Management - Guidelines for Planning Authorities*, Department of the Environment, Heritage and Local Government & OPW, (2009).

*Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice*, Building Research Establishment, (1991).

*Planning & Development of Large-Scale Rail focused Areas in Dublin- National Transport Authority (May 2013).*

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

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

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### ***CS2 Objective 1:***

To promote and facilitate urban expansion on designated Strategic Development Zone sites at Adamstown and Clonburris, in tandem with the delivery of high capacity public transport services and subject to an approved Planning Scheme.

Strategic growth nodes at Adamstown and Clonburris (SDZs) offer significant potential for housing and commercial activity and are priority development areas. The SDZs are serviced by strategic water, drainage and transport infrastructure. The delivery of sufficient public transport and road capacity shall be actively supported in tandem with future development of the SDZs so as to facilitate sustainable new development in these areas. Internal physical and social infrastructure is required to be delivered in tandem with housing. The future development of these areas is/will be subject to approved Planning Schemes and is dependent on a sustainable delivery model.

The Government designated 223.5 hectares of land at Adamstown as a Strategic Development Zone in 2001. The Adamstown SDZ Planning Scheme (amended) 2014 sets out a planning framework to support the delivery of up to 8,908 dwelling units and supporting infrastructure and facilities.

### ***CS Policy 7 Strategic Development Zones***

It is the policy of the Council to continue to implement the approved Planning Schemes for Adamstown SDZ and to secure the implementation of an approved Planning Scheme for the Clonburris SDZ.

### ***H7 Objective 1:***

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

### ***H7 Objective 2:***

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

### ***H11 Objective 1:***

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

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### ***H14 Objective 1:***

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

### ***G2 Objective 3:***

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

### ***G2 Objective 6:***

To protect and enhance the county's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries, and increase hedgerow coverage using local native species.

### ***Park & Ride Locations***

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

### **Adamstown SDZ Planning Scheme 2014**

#### *2.3 (iv) Hierarchy of Centres*

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

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

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

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

### *2.5 (ii) Surface Water Drainage*

*2.5.4 Adamstown is subdivided into three surface water drainage sub-catchment as follows: -  
Tobermaclugg*

*2.5.5 Most of the SDZ (65%) is drained to a large surface water outfall and attenuation pond at Tobermaclugg Stream. The Tobermaclugg Stream is joined by the Backstown Stream on leaving the SDZ and continues along Tubber Lane and under the N4 via a culvert before discharging to the River Liffey in the vicinity of Lucan Village.*

*2.5.6 In order to cater for up to a 100 year storm, the stream capacity of Tobermaclugg was supplemented by the construction of a 2400mm diameter surface water pipeline and attenuation pond. Dry weather and normal flows will continue to discharge into Tobermaclugg Stream.*

### *2.6 Proposals for the Provision of Amenities, Facilities and Services for the Community*

#### *2.6 (ii) Green Infrastructure*

*2.6.6 The green infrastructure strategy for Adamstown is to achieve a rich and varied biodiversity through the protection and enhancement of key landscape and ecological assets.*

*2.6.7 The public open space network shall provide the basis for a green infrastructure network. Key landscape and ecological features within this network shall be retained and enhanced, as far as is practical. Public open spaces shall be linked by a network of 'green' routes that retain and enhance existing landscape and ecological features such as trees, hedgerows and watercourses and incorporate new elements such as street planting and sustainable urban drainage systems.*

*2.6.8 The proposed public open space and walking/cycling network has been designed to preserve existing historic features including protected structures and good quality landscape features such as mature trees and hedgerows.*

#### *2.6 (iii) Historic Buildings and Landscape Features*

#### *2.6 (viii) Shopping and Retail Services*

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

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

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

#### **2020 Amendment to the Adamstown SDZ Planning Scheme 2014**

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

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

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

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

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

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### **Assessment**

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

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

### **Zoning and Council Policy**

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

The proposal represents Phase 1 of the Adamstown Boulevard tile.

### **Adamstown SDZ Planning Scheme**

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

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

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

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

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

488 car parking spaces are proposed in total. 433 of these are allocated to the housing element of the development, and 55 are allocated to the apartments. A total of 52 visitor spaces are provided across the site; A total of 6 disabled spaces and 6 EV spaces are proposed. 40 secure bicycle parking spaces are provided in 4 locations throughout the site.

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In addition, 0.95ha of public open space and 1,341.17sq.m communal open space would be provided.

### **Phasing**

The Phasing and Implementation Plan that forms part of the Adamstown SDZ Planning Scheme 2014 sets out specific items of infrastructure that need to be delivered in tandem with residential development. Details have been submitted in the applicant's planning application report in relation to the phasing arrangements/delivery of units as agreed with the other landowners of the SDZ lands. The planning application report submitted states:

*'With c.5,153 units already permitted or existing, the Adamstown Planning Scheme is currently in Phase 7 (5,001- 5,800 units). However, it is noted that the occupation of such units is presently still in Phase 4 (2,601-3,400 units) at 3,155 up to 31 December 2021. The Planning Authority have confirmed that the requirements for Phase 3 have all been met. As such, all of the requirements for Phases 1-3 are provided. As such, it is possible to occupy up to 3,400 dwellings before all of the Phase 4 requirements will apply. There are therefore some 245 occupations before these Phase 4 phasing requirements apply'.*

The applicant outlines the progress of infrastructure throughout Adamstown associated with Phases 2-6 and provides a status update on each item of infrastructure. In order to ensure that development occurs at a pace whereby it is supported by the necessary infrastructure in accordance with the requirements of the Adamstown SDZ Planning Scheme, the applicant should continue to liaise with the Planning Authority and other landowners. A phasing condition will be attached to any grant of permission.

### **Adamstown Planning Scheme- Key Parameters**

The Adamstown SDZ Planning Scheme (page 83-85) details key parameters governing development in the Development Area No. 10 Adamstown Boulevard.

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### Adamstown Boulevard

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

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



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### Urban Design Characteristics

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

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

<b>Development Area 10: Adamstown Boulevard</b>			
<b>Criteria</b>	<b>SDZ criteria relevant to Adamstown Boulevard</b>	<b>Proposed Development</b>	<b>Comments on whether proposal is in compliance with the Planning Scheme</b>
<b>Min-max total residential development</b>	72,450 – 90,825 sq.m.	28,663sq.m (full) 10,105sq.m (outline) Total: 38,768sq.m	In accordance with criteria. Development is not final phase
<b>Min-max dwellings per hectare</b>	60-75 (+/- 20% variation)	48 (for full and outline – 8.82ha excluding POS) – in compliance with -20% variation	In accordance with criteria.
<b>Min-max total dwelling units</b>	690 – 865	423	In accordance with criteria. Development is not final phase
<b>Min affordable / social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	26 units are proposed for Part V.	Housing Strategy has requested <b>additional information.</b>

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<b>Min non-residential development</b>	None.	None provided.	In accordance with Planning Scheme criteria
<b>Max non-residential development</b>	10% of total development up to 8,750 sq. m.	None provided.	In accordance with Planning Scheme criteria
<b>Max retail development</b>	10% of total non-residential up to 875 sq. m.	None provided.	In accordance with Planning Scheme criteria
<b>Min-max courtyard building height</b>	2 - 4 storeys with up to 5 storeys at corner/ feature buildings	Apartment block is min. 5 storeys Internal courtyard housing generally 2 storey with some 3 storey elements	Indicated on western element of apartment block – considered to be feature and therefore acceptable.
<b>Min-max perimeter building height</b>	3 storeys plus setback to 5 storeys plus Setback	3 storey along Adamstown way. Adamstown avenue generally 3 storey, with 2.5 storey elements.  Housing to north of Adamstown Ave along linear park is 3 storey. Housing to north of Adamstown Ave along park is mix of 2 and 3 storey. 3 storey indicated at Station Road / Side Street 8 corners.  Flexible ground floor uses indicated at the apartment block – internal GF height 4m. House type H4HAF (between home zone 1 and side street 1, along Adamstown Way) has	Scheme indicates perimeter along avenues. Noted that scheme does not allow for 2.5 storey however, height of 2.5 storey would be 10.085m. 3 storey would be 11.1m. Given only 3 x 2.5 storey properties proposed, this is considered acceptable.  3 storey proposed along linear park to east – noted linear park is not proposed in same location. However, intention that perimeter buildings should front this park, 2.3.6 of the scheme states “ <i>Perimeter buildings are larger buildings that address the main distributor roads, squares, parks and open spaces and generally define the outside of</i>

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		internal ground floor height of 2.7m	<p><i>the blocks within each development area.”</i> It is noted that the dwellings along the linear park are 2 storey however they no longer form part of the outside of the development area block and is therefore considered acceptable.</p> <p>Corner perimeter buildings indicated at station road / side street.</p> <p>Flexible perimeter buildings indicated in compliance with scheme.</p>
<b>Max landmark building height</b>	30 metres (up to 10 storeys approx.)	<p>Proposed landmark buildings:</p> <ul style="list-style-type: none"> <li>- at apartment block.</li> <li>- at flexible use building fronting Adamstown Way</li> <li>- at west end of Adamstown Way</li> <li>- at west corner of Adamstown Ave.</li> <li>- opposite pocket park to adjacent to station development area</li> </ul>	<p>9 Storeys proposed at apartment block with height of 30.3m – not in compliance but outline permission sought for this element and height to be agreed at subsequent stage.</p> <p>All other buildings are maximum of 3 storeys and these elements are in compliance with the Scheme.</p>
<b>Min local public open space</b>	0.5 HA	0.95ha	In accordance with criteria

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*Urban Design Manual – A Best Practice Guide 2009*

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

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<b>Urban Design Criteria</b>	<b>Assessment</b>
<i>10. Privacy/amenity: How do the buildings provide a decent standard of amenity?</i>	Adequate separation distances, internal layouts and private amenity space meet the relevant standards.
<i>11. Parking: How will the parking be secure and attractive?</i>	Under podium, curtilage and on-street, car-parking provided. Good degree of overlooking.
<i>12. Detailed design: How well thought through is the building and landscape design?</i>	The Parks Department has raised no objections, subject to conditions. Active frontages along streets.

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

### Density

The subject site is located in a high-density character area as identified in the Planning Scheme. The required density within Adamstown Boulevard Development Area is 60-75 dwelling units per hectare. SDCC has recently carried out a review of the Adamstown SDZ Planning Scheme 2014 following publication of national and regional planning policy guidance. This review has not impacted the development parameters at the Adamstown Boulevard Development Area.

Section 2.3.17 of the Planning Scheme states that any individual development site may fall above or below the specified min-max density ranges for the development area by 20%, once the applicant demonstrates that the required density for the overall development area can be met through future development proposals. The proposed development would be at the lower end of this threshold, i.e., 48 dph, (availing of the 20% lower variance) and in compliance with the scheme. It is noted that the applicant owns the remainder of the development area and can ensure a higher density at later phases. It is noted that the NTA has recommended a higher density, but it is considered that the application is compliant in terms of density in its current form with the Planning Scheme.

### House Types, Mix and Floor Areas

Section 2.3.49 of the Planning Scheme states that individual dwelling units should be capable of adaptation to meet the changing needs of the residents during the course of their lifetime. The proposed development of housing and apartments has been designed to provide a variety of options for prospective residents.

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

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### Summary of Accommodation:

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

When the development as a whole is considered, there is a balanced mix of housing provision. In accordance with SPPR 1 of the apartment guidelines: “*Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms.*”

*Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s)”.*

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

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

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

### **Outline Permission**

The applicant has submitted an application for **outline permission only** for the proposed apartment block. The description of development states “*Outline permission is sought on a site of 0.54Ha for the apartment block, which shall range from 5 to 9 storeys in height and comprises 11 studio units, 76 one bedroom units and 79 two bedroom units”.*

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Whilst the proposal is outline only, as stated above, there are concerns that the unit mix does not meet the requirements of SPPR1. As the applicant has specified the mix within the description, should permission be granted, a condition is recommended seeking agreement in accordance with SPPR1 in any subsequent application.

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

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

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

### **Amenity, Design, Height and Layout**

#### Height

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

#### Layout

The layout is generally in compliance with the Planning Scheme.

#### Design – Built Form

Section 2.3.1 of the Planning Scheme outlines the Design Statement for the lands and details the guiding principles to which all development within Adamstown should adhere. A masterplan has been submitted as Part of Phase 1 which shows indicative development for the remainder of the Development Area.

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

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

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

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

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

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

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

- H3AA
- H3DA
- 

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

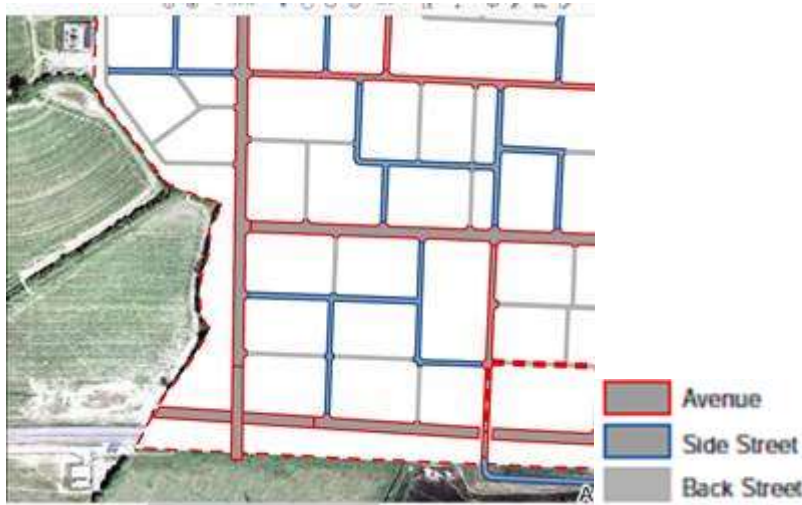


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### Road / Street Width



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

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

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

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

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

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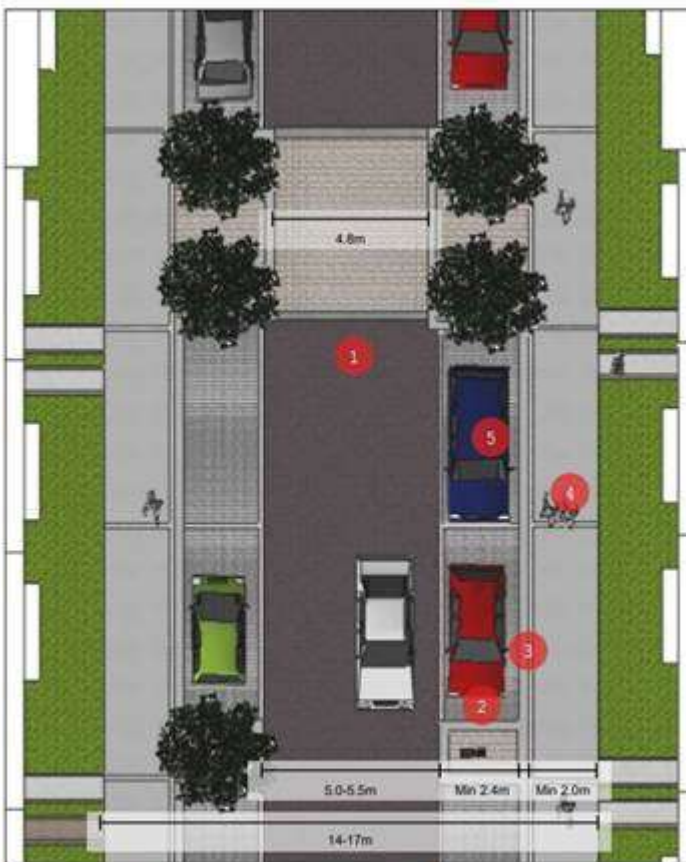
The applicant is therefore requested to provide clarification, as follows:

- Adamstown Way: the redline to the north includes the southern portion of Adamstown Way. Aderrig 2, to the north also permitted Adamstown Way. The applicant has stated that the proximity to the Celbridge Link Road Junction.
- North south Avenue (west side): appears compliant with the scheme.
- Station road: appears compliant with the scheme.
- Bridge Road (east of outline apartments): No indication of how avenue would be accommodated here. Layout, parking, street reserve width, carriageway width not indicated. The avenue is not included within the redline, the interface / relationship with adjacent development should be indicated at further detailed application stage.
- Adamstown Avenue: appears compliant with the scheme.

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

*Side Street:*

### 6.3.2 Typical Section



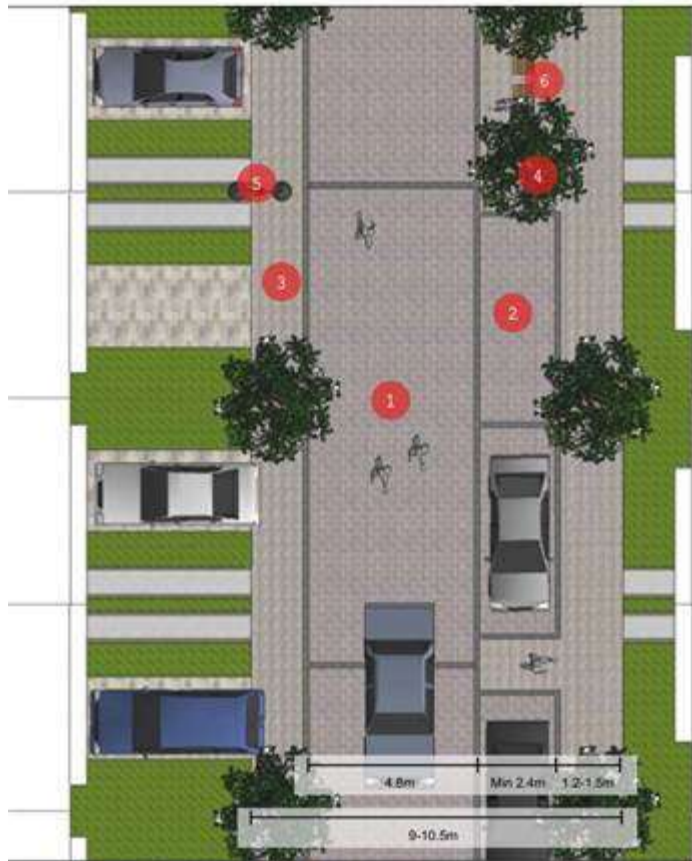
*Typical treatment for Side Street within inner areas of Adamstown or in close proximity to local centres, along major pedestrian routes and other higher amenity areas.*

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*Back Street (including homezones):*



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

The street typology is generally in compliance with the scheme.

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

2.4.25 states “*Residential car-parking may be provided as courtyard arrangements within blocks, although parking courts on backland sites will not be permissible. Where residential car-parking is grouped, the spaces shall be overlooked by adjoining dwellings to minimise the risk of anti-social behaviour*”. The courtyard development is therefore considered acceptable.

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### External finishes

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

### Boundary Treatment

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

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

### Public and Communal Open Space

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

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

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

### Adjacent Bridge

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

### Signage

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

### **Roads, Access and Parking Provision**

The subject application includes a Transport Statement, Design Stage Traffic Management Plan, Phase 1 Road Safety Audit, Car Park Strategy Plan and Mobility Management Plan and set of

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Drawings prepared by Atkins, which were referred to the SDCC Roads Section for review and comment.

The Roads Department has stated

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



Figure 2 future connection west

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

### Access & Roads Layout:

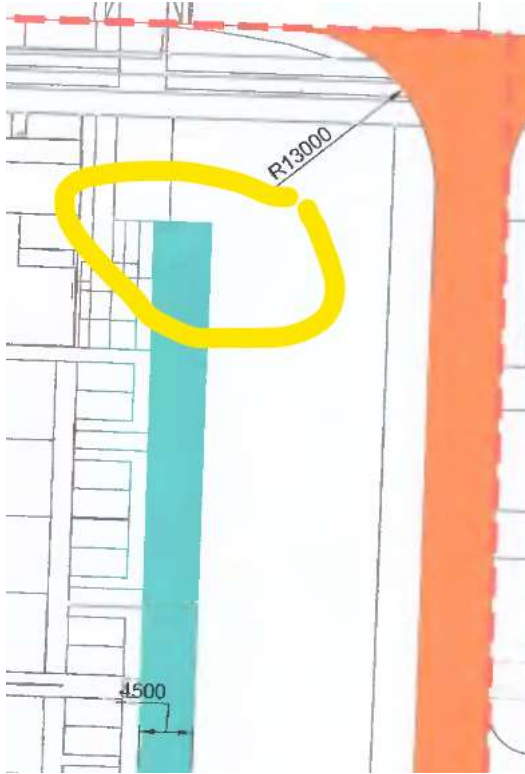
*There are several vehicle access locations throughout the development. The overall vehicle access is good with several access points from many of the roads.*

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

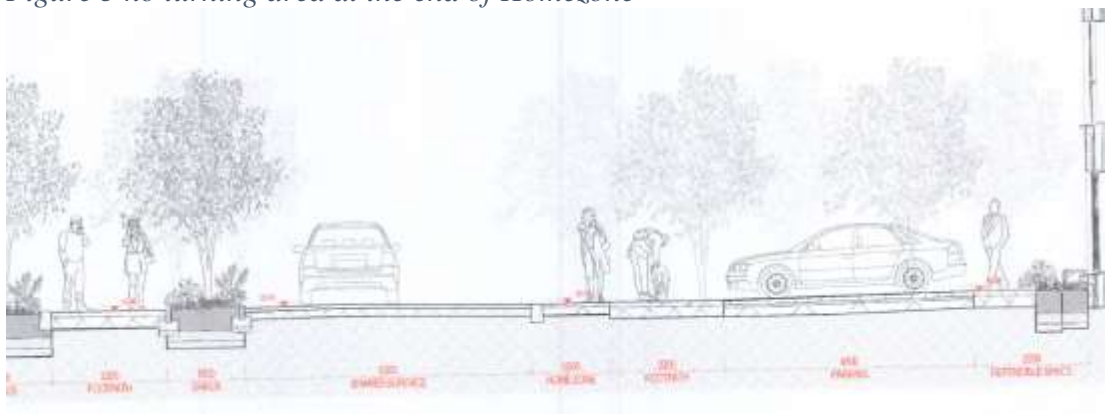
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*Figure 3 no turning area at the end of Homezone*



*Figure 4 side street 5*

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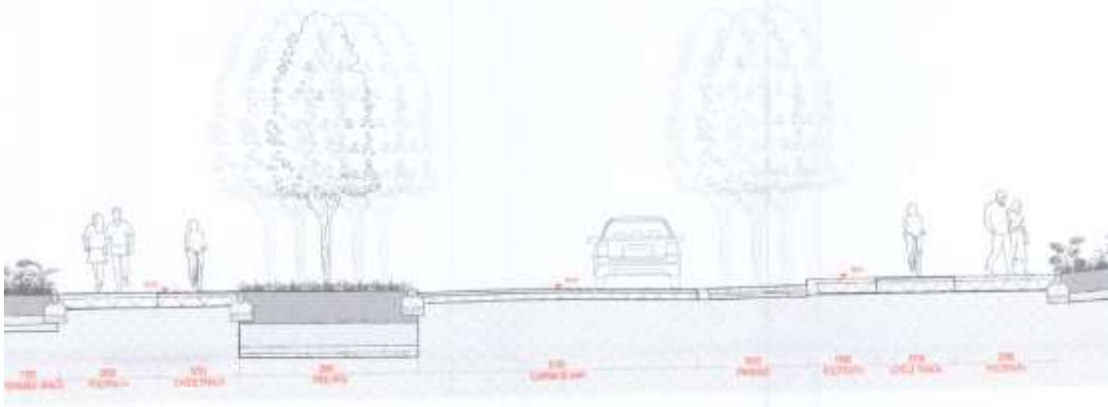


Figure 5 Boulevard cross section

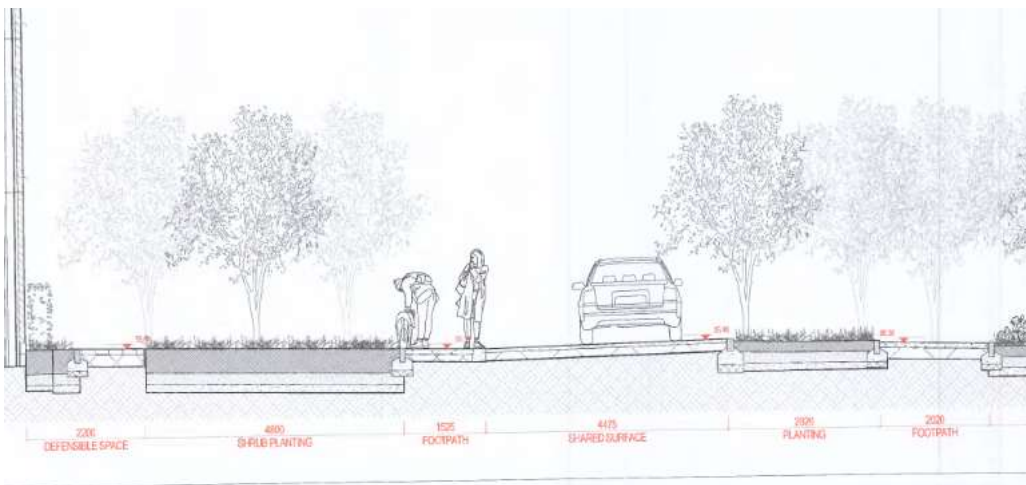


Figure 6 homezone cross section

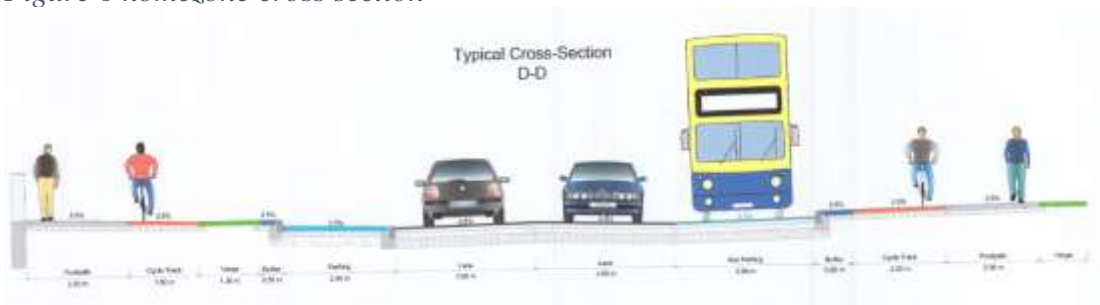


Figure 7 Station Road cross section

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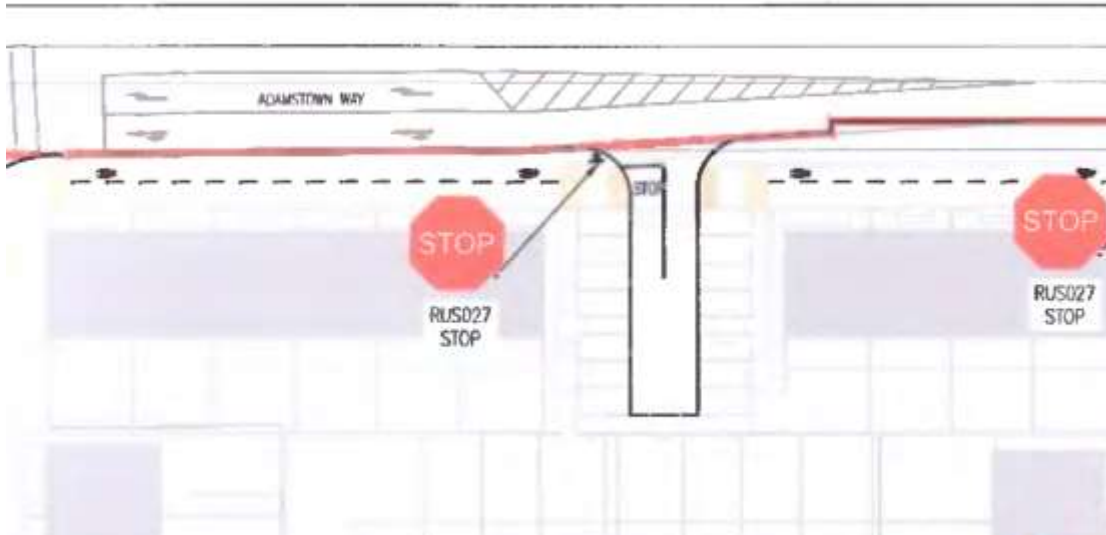


Figure 8 junction across the chevrons

Figure 5 highlights a junction from the development close to another junction on Adamstown Way, the chevrons on Adamstown Way should be altered to allow right turning out of the proposed development.

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

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

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

### **Permeability:**

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



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### **Car Parking:**

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

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



Figure 9 pocket car parks

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

### **Bicycle Parking:**

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

### **Taking in Charge:**

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

### **Public Lighting**

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

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### **Road Construction Details:**

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

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

**Additional information** has been requested.

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

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

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

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

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*permeability for this area is required as identified in the planning scheme*". The Planning Authority is satisfied that the layout is compliant with the scheme.

### **Services, Drainage and Flood Risk**

Much of the drainage infrastructure has already been installed under the SDZ lands in Adamstown. The proposed development is intended to connect to the existing infrastructure. The subject application includes an Engineering Services Report, set of Drawings and a Site-Specific Flood Risk Assessment prepared by Waterman Moylan.

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

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

### **Landscaping and Public Realm**

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

Parks has raised no objections, subject to conditions.

### **Heritage and Biodiversity**

An Ecological Appraisal prepared by Brady Shipman Martin (dated April 2022) has been submitted with the application. The report notes that with the implementation of required mitigation, including the translocation of the hedgerow and the significant additional hedgerow planting, there will be no long-term residual impact on any ecological receptors, either within or in the vicinity of the site, or associated with any site designated for nature conservation as a result of the proposed development.

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

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

### **Archaeological Heritage**

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

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### Waste Management

A Construction and Demolition Waste Management Plan (April 2022) and Operational Waste Management Plan (OWMP) (April 2022) have been submitted for the proposed development.

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

No comments have been received from the Waste Management Section.

### Environmental Health

The EHO has raised concerns regarding the proposal and has requested **additional information**.

### Energy

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

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

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

This is considered to be acceptable and a **condition** requiring the implementation of these measures is therefore recommended

### Public Lighting

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

### Part V Social Housing

The Housing Procurement Section has stated *"It is noted that the Developer intends on fulfilling its Part V obligation for the housing portion of the site by providing a total of 26 units consisting of 10 x 2 Bed, 12 x 3 Bed and 4 x 4 Bed Houses on site. The apartments will be dealt with under a separate Part V agreement once a full planning permission is lodged. It is South Dublin County Councils preference to acquire a mixture of units on site"*.

**Additional information** has been requested.

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### **Aviation**

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

### **Appropriate Assessment**

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

Having regard to the documentation submitted as part of the planning application, including the Appropriate Assessment Screening Report prepared by Brady Shipman Martin and to the nature and scale of the proposal and the distance from Natura 2000 sites, the Planning Authority considers that a Stage 2 Appropriate Assessment is not required in this instance.

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

### **Environmental Impact Assessment**

Having regard to the nature and scale of the proposed development and pursuant to Schedule 5 of the Planning and Development Regulations 2001 (as amended), the Planning Authority is not satisfied from the information submitted that the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. The application form states that the site area is 10.14ha. Under Schedule 5, Part 2 (10) "(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere".

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

### **Conclusion**

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

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### **Recommendation**

Request additional information.

Additional information requested: 30<sup>th</sup> June 2022

Additional information received: 6<sup>th</sup> September 2022

### **Consultations:**

Environmental Health Officer: No objection, subject to conditions.

Drainage and Water Services Department: No objection, subject to conditions.

Irish Water: No objection, subject to conditions.

Parks and Public Realm Department: No objection, subject to conditions.

Roads Department: Clarification of Additional Information required.

### **Adoption of the SDCC County Development Plan 2022-2028**

Since the submission of the original application, the SDCC CDP 2022-2028 has been adopted.

The site is situated within an SDZ, and the following is relevant:

Policy CS7: Consolidation Areas within the Dublin City and Suburbs Settlement

#### ***CS7 Objective 4:***

***To promote and facilitate development at the Strategic Development Zones at Adamstown and Clonburris, in accordance with their planning scheme and associated phasing requirements, whilst adapting to and facilitating emerging transport service level pattern needs.***

- Table 8: Total Land Capacity within Strategic Development Areas
- Table 9: Capacity of undeveloped lands within South Dublin
- Table 10: Indicative Capacity of Additional Zoned Lands in the South Dublin County Development Plan 2022-2028
- Table 11: Core Strategy Table 2022-2028
- Table 14: RSES Settlement Hierarchy relating to South Dublin County Council

2.7.1 Dublin City and Suburbs - Key Urban Centres within Dublin City and Suburbs - Strategic Development Zones (SDZ)

#### Policy QDP13: Plans / Frameworks – General

Continue to work closely with all infrastructure providers to ensure the timely delivery of social, community, economic and sustainable transportation infrastructure in tandem with new residential development and in accordance with the provisions of the County Development Plan or any Local Area Plan, SDZ Planning Scheme, other strategic land designations or framework / masterplan in place in the area.

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### *4.3.2 Strategic Corridor Objectives Strategic Corridor 3: Grand Canal Corridor*

The Grand Canal is a key national Green Infrastructure feature, acting as a major ecological and recreational link between the River Shannon in the midlands and Dublin City where the canal enters the sea. As a proposed Natural Heritage Area, the Canal supports a range of key ecosystem services along its entire route and offers a major route for a range of protected species from Dublin's rural hinterland through the urban environment of South Dublin County.

While the Grand Canal offers significant opportunities for recreation and amenity, these provisions must be appropriate to the status of the Canal, at a time of biodiversity loss, as a key biodiversity corridor. This is particularly important when the Canal encounters the more urban environment of South Dublin County, where higher population densities and demand for recreational provision has the potential to sever and fragment the Canal's regional ecological connectivity.

The Grand Canal Corridor forms a major point of interaction with other identified Strategic Corridors in this Strategy: the M50 Corridor, the Rural / Urban Fringe corridor, and the Liffey-to-Liffey Corridor, while further local links connect it to the other areas of the Liffey Valley Corridor. There are also opportunities to connect to the Royal Canal Greenway in Fingal County Council, expanding the potential for additional GI connectivity in the Dublin region.

### Overarching Objectives:

- To protect and enhance the Grand Canal as an ecological green corridor, recognising its role as a national / regional corridor for wildlife and some ecosystem services.
- To ensure that development along and adjacent to the Grand Canal, including the sensitive provision of amenity and recreational facilities, recognises the Canal's ecological status, avoiding areas and features of biodiversity and heritage sensitivity, and that appropriate set-back distances or buffer areas are identified and included.
- To facilitate and enhance connectivity, both ecological and amenity, between the Grand Canal and Royal Canal Greenways.
- To engage with stakeholders along the Grand Canal to achieve shared objectives for this GI feature, without negatively impacting on the Canal's natural ecosystem services. To improve permeability and access to the Grand Canal for residents and visitors in a manner that does not cause habitat fragmentation.
- To ensure that the design of recreational and amenity facilities along the Grand Canal Corridor will enhance and protect the character of the landscape through which it passes (see Appendix 9: *South Dublin County Landscape Character Assessment*, for landscape character details).

Core Areas and Stepping Stones - Core Areas: Grand Canal pNHA - Stepping Stones: Green spaces at Kishoge Green space at Clonburris Scrubland at Coolscuddan Open Spaces at Deansrath and Bawnogue Open Space and water body at Grange Castle Business Park

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#### 5.4.2 Strategic Development Zones

*Policy QDP15: Strategic Development Zones (SDZS) Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs.*

Policy SM3: Public Transport – Bus

SM3 Objective 12:

To work with the NTA to secure the expansion of the bus network, including distinct new bus networks as necessary, to serve new development and regeneration areas within the South Dublin County area including Tallaght, City Edge, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

SM3 Objective 21:

To support the opening of the Kishogue rail station to align with the delivery of homes within the Clonburris SDZ area, in accordance with the SDZ Planning Scheme phasing.

SM3 Objective 22:

To investigate the option of an inter-county rail service stopping at Kishogue Station which would provide access to new employment space at Clonburris and give direct access to the Grange Castle Business Park.

Table 7.5 Six Year Road Programme - Clonburris / Kishogue Street Network - Various streets within the Clonburris SDZ lands. - Formation of a strategic street network providing access throughout the Clonburris SDZ lands.

COS6 Objective 5:

To liaise with the Health Service Executive and all relevant bodies to support, promote and attract potential GP, Dental, Pharmacy and all other necessary medical services, to locate within the Adamstown and Clonburris SDZs, in order to urgently meet basic growing healthcare demands of the community.

COS14 Objective 2:

To provide a new fire station on lands identified in Clonburris SDZ.

Table 9.1: Retail Hierarchy for the Region – South Dublin County - Level 3 - Clonburris

- Neighbourhood Centres, Local Centres-Small Towns and Villages



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These centres usually contain one supermarket ranging in size from 1,000- 2,500 sq.m with a limited range of supporting shops and retail services and possibly other services such as post offices, community centres or health clinics grouped together to create a focus for the local population. These centres meet the local day-to day needs of surrounding residents.

Table 9.2: Settlement Hierarchy and Retail Hierarchy

Clonburris	District	Level 3
	Centre	

Policy EDE12: Retail – District Centres

EDE12 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 having regard to the need to provide a sustainable retail mix that facilitates walking, cycling and use of public transport and reduces car journeys outside the SDZ for many retail needs.

Policy E5: Low Carbon District Heating Networks

### **Implications:**

Policy QDP15: Strategic Development Zones (SDZS) is to “*Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs*”. This is the predominant policy, and the proposed development has been assessed in accordance with the SDZ Scheme. QDP15 Objective 1 is ‘*To support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin’s Strategic Development Zones*. The proposal does not trigger any specific infrastructure requirements in the Planning Scheme. Compliance with the macro phasing requirements shall be a condition of the permission.

The site is situated at the edge of Primary GI corridors (No3 and No6) and is considered to be a ‘stepping stone’. GI was considered as part of the original submission, in accordance with the Planning Scheme. It is noted that the proposal provides significant areas of biodiversity enhancement. It is considered that the proposed development, subject to appropriate conditions is in keeping with the objectives for the GI corridor.

In terms of open space, the SDZ has specific requirements and does not require compliance with the CDP in this regard. Similarly, the Planning Scheme does not require compliance in terms of mix of housing, i.e., the requirement for a minimum level of 3beds does not apply. The Housing Strategy should be complied with regarding social housing.

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The Planning Scheme refers to the following relevant topics to be in accordance with the CDP:

- Section 1.6: All planning applications within the SDZ boundary shall be consistent with this Planning Scheme and shall have regard to the Development Plan. Planning Schemes form part of the County Development Plan for the area and any contrary provisions of the Development Plan are superseded by the Planning Scheme. SDCC will consider a review of the Planning Scheme for the SDZ on the adoption of a new County Development Plan.
- 2.2.6 Car Parking: The car parking standards for the key land uses in Clonburriss are set out under the South Dublin County Council Development Plan 2016 – 2022 and the Transport Assessment and Strategy that accompanies this Planning Scheme (...) Further to the Accessibility Assessment carried out as part of the accompanying Transport Assessment and Strategy, Zone 2 parking standards prescribed under the South Dublin County Council Development Plan 2016 – 2022 shall be applied to all areas that have been identified with an accessibility level of 1, 2 or 3 (see Fig. 2.2.8). Zone 1 parking standards shall be applied to all other areas of the SDZ lands.
- 2.2.6 Bicycle Parking: The minimum parking standards for the SDZ lands are set out under the South Dublin County Council Development Plan 2016 – 2022 and the Transport Assessment and Strategy that accompanies this Planning Scheme.
- 2.8.2: All proposals for signage (advertisement, corporate and public information) shall be designed in accordance with the criteria set out under the County Development Plan.

In accordance with the Planning and Development Act:

*170.— (1) Where an application is made to a planning authority under section 34 for a development in a strategic development zone, that section and any permission regulations shall apply, subject to the other provisions of this section.*

*(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 the 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.*

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The below assesses whether the proposal, in conjunction with the additional information received, is consistent with the Planning Scheme.

### **Assessment:**

#### **Item 1:**

The applicant is requested to provide:

- a. A revised layout of not less than 1:200 showing a turning area at the end of Homezones adjacent to the linear park, or an autotrack showing vehicle manoeuvres to allow safe turning.
- b. A revised layout of not less than 1:200 showing the road layout for the vehicle access at the northern end with Adamstown Way.

#### **Applicant's response:**

*Issues identified when assessing options. Original layout retained. Turning for refuse / pump appliance vehicles will be facilitated via reverse movements and the utilisation of resident parking bays if available. For refuse collection, anticipate residential parking bays will be available off peak.*

#### **Assessment:**

The Roads Department have provided a Report in relation to the Applicant's Response to Additional Item No. 1. A summary of the Roads Department's assessment is outlined below:

1(a) - The applicant has suggested that the turning for fire tenders and refuse collection vehicles can be achieved by using free car parking spaces during off peak times. The roads department are concerned that emergency situations and refuse collection times can coincide with peak times, resulting in large vehicles having to reverse in narrow homezone type streets, that should prioritise pedestrians. The ability to turn a vehicle at the end of these roads is necessary when a vehicle has driven down and cannot find a parking space, they must reverse the distance to try and exit the road. This has the potential to cause in a traffic hazard, therefore the roads department are not satisfied with the submission and request clarification of information.

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1(b) – The Roads Department are satisfied with the Applicant's response.

The Report of the Roads Department ultimately concludes that the following **CLARIFICATION OF ADDITIONAL INFORMATION** should be sought from the Applicant:

1. The Applicant shall submit a Stage 1 Road Safety Audit.
2. A revised layout of not less than 1:200 showing a turning area at the end of Homezones adjacent to the linear park, or an autotrack showing vehicle manoeuvres to allow safe turning.
3. Roads Department recommends that the Applicant shall submit to planning authority a letter of no objection from NTA for the proposed development.

Should the Planning Authority be minded to Grant Permission for the proposed development, the Roads Department have indicated that the following **CONDITIONS** should be attached:

1. The proposed development shall make provision for the charging of electric vehicles. In the case of on-curtilage/driveway parking, 100% of spaces must be provided with electrical connections, to allow for the provision of future charging points. In the case of surface car parking spaces, 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of surface car parking spaces must be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points (where they are not in areas to be taken in charge) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. REASON: In the interest of sustainable transport.
2. Prior to commencement, the number and positions of the uncontrolled pedestrian crossings needs to be agreed with the Roads department.
3. Prior to commencement the applicant shall submit a Stage 1 Road Safety Audit.
4. Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme with South Dublin County Council Lighting Department. Once agreed, the scheme shall be constructed/installed to taking in charge standards at the expense of the developer and to the satisfaction of South Dublin County Council Lighting Department.
5. Prior to commencement, a developed Construction Management Plan and a Construction Traffic Management Plan, shall be agreed in writing with the Planning Authority.
6. A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be submitted for the written agreement of the Planning Authority. REASON: In the interest of sustainable transport.

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7. All items and areas for taking in charge including areas currently in SDCC's charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.
8. Any roads item for Taking in Charge must be in accordance with Appendix 6 of the SDCC Taking in Charge standards.
9. Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.

### **Item 2:**

The Environmental Health Department request the application to submit a Traffic Noise Impact Assessment to include:

1. An acoustic assessment must be undertaken by a suitably qualified acoustic consultant describing and assessing the potential noise impact of the nearby railway line on the proposed development. The investigation must include, but not be necessarily limited to, the following:
  - (a) The identification and cumulative assessment of all sources of traffic noise on the proposed development.
  - (b) An assessment of the existing background (LA90,15 min) and ambient (LAeq,15 Min) acoustic environment at the receiver locations representative of the time periods that any noise impacts may occur.
  - (c) Distances between the proposed development and the nearest noise sources (i.e., traffic noise) and the predicted level of noise (Laeq, 15min) from these noise sources when assessed at the boundary of the proposed development.
  - (d) A statement outlining recommended acoustic control measures that should be incorporated into the design and construction of the proposed houses and/or site to ensure the use will not create adverse noise impacts on the occupiers. This should include parameters for walls, glazing, doors and ventilation for the proposed development

### Applicant's response:

*Acoustic report submitted.*

### Assessment:

The Environmental Health Officer has assessed the Applicant's Response to Additional Information Item No. 2, with their Report indicating no objection, subject to conditions as set out below:

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The acoustic report outlines a set of recommendations which must be adhered to by the applicant in order to protect the residents from rail and road traffic noise impacts. These recommendations relate to outline specific glazing requirement which vary depending on which side the façade is facing. The recommendations also include details around ventilation and the specification for garden walls to be 2.4m in height and constructed of solid block.

Environmental Health have included a non-standard condition below which requires these recommendations to be adhered to should consent be granted by the Planning Department. An acoustic verification condition has been drafted to ensure these measures are implemented.

The proposal is **acceptable** to Environmental Health subject to the following conditions set out below:

- i. The development must be constructed as per the design parameters set out under section 6 of the Acoustic report conducted by iAcoustics dated the 18<sup>th</sup> of August 2022. The specifications set out with regard to Glazing, Ventilation and external wall construction must be completed as recommended within the specified report.
- ii. Prior to completion of the development the applicant is required to submit an Acoustic Verification report to the Environmental Health Department of South Dublin County Council. The report must confirm whether the minimum performance standards set out under section 6 of the Acoustic report conducted by iAcoustics dated the 18<sup>th</sup> of August 2022 have been complied with.  
The Acoustic Verification report should include performance specifications for any changes/modifications which have been adopted which may impact on noise intrusion.
- iii. No equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 07:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.  
Any work outside of these hours shall only be permitted following a written request to the Planning Authority and subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unwanted noise outside the hours stated above.
- iv. Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighbourhood.
- v. Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A) and shall not exceed the background level for evening and night-time. Clearly audible and impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.

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- vi. The development shall be so operated that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise or noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining premises or public place in the vicinity.
- vii. During the construction / demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances.

### Item 3:

a. The applicant is requested to increase openings on the following end of terrace dwellings to increase passive surveillance:

- H3AA
- H3DA

b. The applicant is requested to provide revised boundary treatment details / landscaping details for the boundary of the properties close to the hedgerow to the west.

c. The applicant is requested to provide further details of each landmark structure, excluding the structure contained within the apartment complex. In this regard, the applicant should demonstrate that each building would be of significant design quality, so that they are clearly discernible from adjacent buildings.

### Applicant's response:

a. *Revised elevations for H3AA and H3DA indicate increase in openings at ground level.*

b. *See dwg L1-102 for proposed temp boundary treatments. L1-101 indicates permanent boundary treatments. Proposals protect hedgerow.*

c. *H3DA (renamed H3DD). Increased brick detailing to gable, increased height, increase in GF to ceiling height, maintain alternative brick colour, increase window extent. H4HA – brick detail to exposed gable that turn corner, alternative brick colour to differentiate from adjacent, increased height and increase GF to ceiling height including windows and doors. H4HAF – additional detailing to exposed windows – maintained the increased height of the building to help contrast with adjacent building. H4BCF3 – terrace is landmark – gable roof to linear park – alternative brick colour – brick detail to exposed gable.*

### Assessment:

- (a) submitted details are acceptable
- (b) the submitted details are considered acceptable.

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(c) revised landmark building details are acceptable.

### **Item 4:**

The NTA has requested that the temporary park and ride on the subject site be retained until such times as a permanent park and ride is available. The applicant is requested to provide a response to the concerns raised by the NTA in this regard.

### Applicant's response:

*Not proposed to retain existing temporary park and ride. Evidence suggests it is predominantly used by construction workers. It is proposed to use the existing car park located in the Adamstown Square Development Area as a replacement temporary park and ride car park. This contains 26 no. car parking spaces, including 2 for disabled. These lands are in the control of the applicant. This replacement facility will not be made available for construction workers. The new facility will be a similar distance to the Train Station as the existing. Condition recommended linking this facility to the third phase of the proposed development.*

### Assessment:

The Roads Department provided the following assessment of the Applicant's Response to Additional Information Item No. 4:

*'The NTA has requested that the temporary park and ride on the subject site be retained until such times as a permanent park and ride is available. The Applicant is requested to provide a response to the concerns raised by the NTA in this regard.*

*The Applicant should obtain confirmation from the NTA of their proposals. The temporary park and ride facility can be conditioned as part of this application. The remaining requests from the NTA should also be addressed by the Applicant to their satisfaction, the roads department request **CLARIFICATION OF ADDITIONAL INFORMATION** requiring that the Applicant shall submit to Planning Authority a letter of no objection from NTA for the proposed development'.*

It is noted that the provision of 26 spaces is significantly less than the current provision, however, the Applicant has identified that the spaces are not currently utilised fully, and a significant level of use is by construction workers. It is noted that the area identified at Adamstown Square has additional underutilised land adjacent to it, so there may be potential to expand into this area in future. In the first instance, the usage of the park and ride can be monitored, the enable the Planning Authority to establish the level of demand for such a facility, by the residents of Adamstown. The proposal is therefore deemed acceptable to the Planning Authority. A **CONDITION** is recommended in event of a grant of permission.



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### **Item 5:**

Having regard to the nature and scale of the proposed development and pursuant to Schedule 5 of the Planning and Development Regulations 2001 (as amended), the Planning Authority is not satisfied from the information submitted that the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. The application form states that the site area is 10.14ha. Under Schedule 5, Part 2 (10) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

The applicant is requested to address the requirement for EIAR.

#### Applicant's response:

*Redline has been reduced – site area is now 9.97ha. EIA Screening Report provided.*

#### 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.

### **Item 6:**

While it is noted that the applicant has indicated that the proposed public open space provision would significantly exceed the minimum quantum required by the Planning Scheme, for this tile, concerns are maintained that areas to the south (adjacent to Station Road) and to the west of the site (areas which contain the existing hedge row) may not be usable public open space. The applicant is therefore requested to provide further information in relation to the usability of these spaces.

#### Applicant's response:

*Please see dwg L1-104 which shows the proposed areas of POS and the biodiversity enhancement. Noted that the areas of biodiversity are not intended as usable POS. Please also see dwg 123-MDO-ZZ-XX-DR-A-05003 which shows the proposed taking in charge.*

#### Assessment:

5,214sq.m (0.52ha) of public open space is identified. 6,422sq.m (0.64ha) of area is identified for being for biodiversity enhancement. The scheme states that in total for the Boulevard tile, a minimum of 0.5ha should be provided. The open space provision is acceptable.

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### **Other Details**

Architectural brochure provided. Some changes to units are proposed. These primarily relate to the external appearance, but some internal layout changes are also made. These changes have arisen from a design development process that has progressed since the changes have been lodged. The applicant requests that a **CONDITION** be imposed which allows these details to be agreed at a later stage.

### **Other Considerations**

#### ***Development Contributions***

Permission is sought for 257 No. houses with a Gross Internal Area of 28,663.14 sq m. The proposed car parking spaces are in keeping with standard outlined in the Development Plan.

<b>Development Contributions</b>	
<b>Planning Reference Number</b>	SDZ22A/0007
<b>Summary of permission granted &amp; relevant notes:</b>	New Residential dwelling.
<b>Are any exemptions applicable?</b>	No
<b>If yes, please specify:</b>	
<b>Is development commercial or residential?</b>	Residential
<b>Standard rate applicable to development:</b>	104.49
<b>% reduction to rate, if applicable (0% if N/A)</b>	0
<b>Rate applicable</b>	€104.49
<b>Area of Development (m<sup>2</sup>)</b>	28,663.14
<b>Amount of Floor area, if any, exempt (m<sup>2</sup>)</b>	0
<b>Total area to which development contribution applies (m<sup>2</sup>)</b>	28663.14
<b>Total development contribution due</b>	€2,995,011.50

Should permission ultimately be granted for the Apartment units, a relevant Development Contribution shall apply.

### **SEA Monitoring**

- ***Building Use Type Proposed*** - Residential
- ***Floor Area (sqm)***- 28,663.14 sq.m
- ***Land Type***- SDZ/ Greenfield
- ***Site Area***- Stated as 1.05 ha

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### **Conclusion**

Having regard to the SDZ zoning objective of the site, the provisions of the Adamstown SDZ Planning Scheme, the pattern of development in the vicinity and the design and layout of the residential scheme, it is considered that, the proposed development is acceptable in principle, and subject to conditions would not seriously injure the amenities of the area or property in the vicinity and would be in accordance with the proper planning and sustainable development of the area.

### **Recommendation**

I recommend that a decision be made pursuant to the Planning & Development Act 2000, as amended, for the reasons set out in the First Schedule hereto, to Grant Permission for the said development in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule hereto, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule.

### **FIRST SCHEDULE**

It is considered that the proposed development accords with the policies and objectives of South Dublin County Council, as set out in the South Dublin County Council Development Plan 2022 - 2028 and subject to the conditions set out hereunder in the Second Schedule is hereby in accordance with the proper planning and sustainable development of the area.

### **SECOND SCHEDULE**

#### **Conditions and Reasons**

1. Development to be in accordance with submitted plans and details.  
The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Further Information received on 6 September 2022, save as may be required by the other conditions attached hereto.  
REASON: To ensure that the development shall be in accordance with the permission, and that effective control be maintained.
2. No Development Shall Take Place Until an Application for Permission Consequent to the Grant of Outline Permission.  
No development (for which outline permission has been granted) shall take place until an application for permission consequent on the grant of outline permission, has been granted permission in respect of details relating to layout, siting, height, design, external appearance and means of access thereto.  
REASON: In the interests of the proper planning and development of the area.
3. Section 36 of the Planning and Development Act 2000, (as amended).  
(a) any subsequent application for permission pursuant to this outline permission shall be

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made not later than 3 years beginning on the final grant date of outline permission.

(b) this outline permission shall cease to have effect at the end of 3 years beginning on the final grant date of outline permission unless the subsequent application for permission pursuant to the outline permission is made within that period.

REASON: To accord with Section 36 of the Planning and Development Act 2000, (as amended).

### 4. Apartments.

The applicant shall ensure that the proposed housing mix is in keeping with the Apartment Guidelines, when an application permission consequent on the grant of outline permission is made.

REASON: In the interests of sustainable development.

### 5. Phasing.

A total of 423 residential units comprising houses and apartments is hereby permitted. In accordance with the details submitted the following shall apply:

(a) Prior to the commencement of development, the developer/landowner shall submit for written agreement of the Planning Authority, a detailed phasing schedule for the lands in their ownership (specifying units numbers and densities) in the context of the delivery of units in the overall SDZ development. The sequence in which works are carried out shall be subject to the written agreement of the Planning Authority. Individual blocks shall generally be completed in full as part of a single phase of construction.

(b) Following written agreement of a phasing schedule with the Planning Authority, a plan shall also be submitted identifying the units completed at each stage of development.

(c) No unit in the development hereby approved, shall be occupied until the required facilities and infrastructure in the previous development phase have been completed to the satisfaction of the Planning Authority.

REASON: In the interest of clarity and to ensure that development occurs at a pace whereby it is supported by the necessary infrastructure in accordance with the requirements of the Adamstown SDZ Planning Scheme 2014, as amended.

### 6. Park and Ride.

(a.) Unless otherwise agreed in writing, Phase three of the permitted development, as detailed in the submitted documents, shall not commence until an alternative Park and Ride facility has been granted by the Planning Authority.

(b.) Unless otherwise agreed in writing, the applicant shall collect and submit monitoring data every 6 months in relation to existing Park and Ride facility until Phase 3 of the permitted development is commenced. This shall include data around the level of usage and the profile of users.

REASON: In the interests of sustainable transport.

### 7. Amendments.

Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

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Revised plans that incorporate all of the following amendments-

(a) Revised details, as set out in 'Architectural Brochure', received on 6 September 2022, unless otherwise agreed in writing

REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.

### 8. Materials and Finishes

Prior to the commencement of development the applicant shall submitted materials and finishes of the development for the written agreement of the Planning Authority.

REASON: in the interests of visual amenity.

### 9. Restrictions on Signage.

Notwithstanding the provisions of the Planning and Development Regulations 2001, or any statutory provision amending or replacing them, no advertisement signs (including any signs installed to be visible through windows), advertisement structures, banners, canopies, flags, or other projecting elements shall be displayed or erected on the development or within the curtilage of the site, unless authorised by a grant of planning permission.

REASON: To protect the visual amenities of the area and in the interest of the proper planning and sustainable development of the area.

### 10. NTA.

The existing bus turning circle shall be maintained until the proposed new bus turning circle is fully operational. The applicant shall liaise with the Local Authority and the NTA to agree the exact design of bus facilities proposed as part of the application, in particular the number, location and design of bus stops required to serve the proposed development. The applicant shall submit these details, for the written agreement of the Planning Authority, prior to the commencement of development.

REASON: In the interests of sustainable transport.

### 11. Water Services.

Prior to the commencement of development, the applicant shall submit a drawing and report showing a cross section of proposed tree pits. Tree pits where road gullies drain to shall direct water to the top of tree pit and have an over flow channel to prevent tree roots being flooded during heavy rainfall. Examples of SuDS designs and tree pits can be found in the South Dublin County Council SuDS Guide (SDCC Sustainable Drainage Explanatory Design and Evaluation Guide).

REASON: In the interests of sustainable drainage.

### 12. Flood.

All floor levels shall be a minimum of 500mm above the highest known flood level for the site

- The Developer shall ensure that there is complete separation of the foul and surface water drainage for the proposed development.

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- All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

REASON: In the interests of sustainable drainage and public health.

### 13. Irish Water Connection Agreement.

(a) Prior to the commencement of development the applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water.

(b) All development shall be carried out in compliance with Irish Water Standards codes and practices

REASON: In the interest of public health and to ensure adequate water/wastewater facilities.

### 14. Retention of Landscape Architect

i) Prior to the commencement of any permitted development, the developer shall appoint and retain the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant, throughout the life of the construction works and shall notify the planning authority of that appointment in writing prior to commencement.

ii) A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the planning authority in accordance with the permitted landscape proposals.

i) Installation of attenuation tree pits shall be supervised by the project landscape architect.

REASON: In the interests of residential and visual amenity, climate action and to ensure full and verifiable implementation of the approved landscape design

### 15. Landscape Plan/Planting Plan.

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site the applicant, owner or developer shall have lodged with the Planning Authority:

a) A fully detailed landscape plan, to be agreed with Public Realm, with full works specification, that accords with the specifications and requirements of the Council's Public Realm Section. The landscape Plan shall include hard and soft landscape details; including levels, sections and elevations in addition the applicant is requested to submit a fully detailed Planting Plan for the development.

b) The planting plan shall clearly set out the following:

i. Location of species types, schedule of plants noting species, planting sizes and proposed numbers/densities where appropriate

ii. Implementation timetables.

iii. Detailed proposals for the future maintenance/management of all landscaped areas

c) Issues to be agreed include:

i. Street trees and lighting conflicts (adjust position to ensure number of street trees proposed):

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- Linear Park (25 No.): position lights on the built (housing) side of the street, not within the linear park and adjoining green areas which act as a green corridor.
- Adamstown Avenue: Southern side - 1 No.
- North-South Avenue: West side – 1 No.
- Side Street 1: East side - 2 No.
- Side Street 5: East side - 2 No.
- ii. Taking in charge areas to be low maintenance and not require the use of herbicides.
  - The Soft Landscape Outline Specification involves extensive herbicide use for maintenance.
  - All footpaths within the linear park to be concrete (compacted gravel path cannot be maintained without spraying).
  - Maintenance of swales.
- iv. Swales to be shown on landscape plans (planting and maintenance to be agreed)
- iii. SuDS Tree pit details:
  - Geotextile wrapping of soil layers to be omitted due to potential for clogging and water logging
  - Surface water run-off to be directed to tree pits via overland flow and be allowed to percolate through the soil profile mimicking natural systems. (Remove pipe to the subsurface in tree pit Type A.)
- iii. Planting (and maintenance) for areas to be taken in charge: Woodland planting in pocket park, swales, streetscape planting.
- iv. Natural and Accessible Play:
  - The water play unit is designed for use in a sand pit. An enclosed area is required to keep dogs out.
  - Play item details (to be agreed)
  - Consider a ramp to allow access for wheelchair and ride on mower to access the inside of the oval enclosure within the pocket park.

The applicant should contact the Public Realm Department to agree the above Landscape Details.

REASON: To ensure satisfactory landscape treatment of the site.

### 16. Implementation of Landscape Plans

The Landscape Plans once agreed, shall be implemented in full, within the first planting season following completion of the development (completion of construction works on site) and prior to occupation of the new dwellings.

- a) All hard and soft landscape works shall be completed in full accordance with the approved Landscape Plan.
- b) All trees, shrubs and hedge plants supplied shall comply with the requirements of BS: 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of BS: 4428 (1989) Code of Practice for General Landscape Operations (excluding hard

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surfaces).

c) All new tree plantings shall be positioned in accordance with the requirements of Table 3 of BS 5837: 2012. Trees in Relation to Design, Demolition and Construction – Recommendations.

d) Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted.

REASON: To ensure satisfactory landscape treatment of the site which will enhance the character and appearance of the site and the area, in the interests of biodiversity, amenity and climate action and in accordance with the relevant green infrastructure, landscape and environmental policies and objectives contained of the CDP.

### 17. Mitigation Measures

The mitigation measures and commitments identified in the Ecological Assessment, Bat Survey and Archaeological Assessment and other plans and particulars submitted with the planning application, as amended by the additional information received on 6 September 2022, shall be implemented in full by the developer, except as otherwise may be required in order to comply with other conditions.

REASON: In the interest of the protection of the environment.

### 18. Archaeology.

a. Prior to the commencement of development, the applicant shall engage the services of a suitably qualified archaeologist to carry out an archaeological assessment of the development site. No sub-surface developmental work, including geotechnical test pits, should be undertaken until the archaeological assessment has been completed and commented on by the Department of Housing, Local Government and Heritage. Any such assessment should be submitted for the written agreement of the Planning Authority.

b. The archaeologist shall carry out any relevant documentary research and inspect the development site. The archaeological assessment shall include the results of a geophysical survey and test trenching that shall be carried out at locations chosen by the archaeologist (licensed under the National Monuments Acts 1930-2004), having consulted the site drawings and the National Monuments Service of the Department of Housing, Local Government and Heritage. Buffer zones should be established around recorded monuments DU017-035----Class: Enclosure and DU017-036----Class: Enclosure.

c. Having completed the work, the archaeologist shall submit a written report stating their recommendations to the Planning Authority and to the Department of Housing, Local Government and Heritage for their written agreement. Where archaeological material/features are shown to be present, preservation in situ, preservation by record (excavation) or monitoring may be required.

REASON: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.



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### 19. Energy.

The measures and commitments identified in the Energy and Sustainability Report and particulars submitted with the planning application, as amended by the additional information received on 6 September 2022, shall be implemented in full by the developer, except as otherwise may be required in order to comply with other conditions.

REASON: In the interest of the protection of the environment.

### 20. Street Lighting

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of works on site the applicant, owner or developer shall have lodged with the Planning Authority for written agreement:

A Public Lighting Scheme for the development as approved, designed to provide for high quality public lighting throughout the public realm of the site, prepared by competent public lighting design consultants to BS5489: European Lighting Standard EN13201 2013 or the latest NSAI (National Standards Authority of Ireland) versions approved, and the SDCC Specification for Public Lighting Installations in Residential and Industrial Developments: Revision 2 dated 14/10/2016.

Completed Lighting Design and Electrical designs to serve the entire development including details of the overall height of all proposed equipment shall be lodged with the Public Lighting Scheme. The public lighting scheme shall be contained within the public realm of the development as approved, entirely in areas to be offered for taking in charge or subject to the responsibility in perpetuity of an approved management company.

Appropriate natural or artificial lighting or both shall be provided and maintained throughout car parking areas.

The external lighting scheme shall be designed to minimise potential glare and light spillage and shall be positioned and/or cowled away from residential properties. No lighting column shall be located within the eventual canopy spread of any proposed street tree or other tree as the case may be. The public lighting design consultants should consult with the Council's Parks section in this regard.

In addition, no dwelling unit/commercial unit shall be occupied on any street until the public lighting provided for that street is operational fully in accordance with the agreed Public Lighting Scheme for the overall development.

The applicant, owner or developer may consult with the Council's Public Lighting Section before lodging the required plan for agreement.

REASON: In the interests of public safety and amenity, to prevent light pollution and in the interests of the proper planning and sustainable development of the area.

### 21. Part V.

The applicant, owner or developer, or any other person with an interest in the land to which the development as approved relates shall, prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control Regulations 1997:

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(i) enter into an agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 (as amended) as referred to in the South Dublin County Council Development Plan 2022-2028, providing, in accordance with that section, for the matters referred to in paragraph (a) or (b) of subsection (3) of section 96, and  
(ii) when the agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 is finalised to the satisfaction of the Housing Authority, a certified copy of the agreement shall be lodged with the Planning Authority  
To promote social integration consistent with policies/objectives of the Councils Housing Strategy as contained in the South Dublin County Council Development Plan 2022-2028.

### **22. Inland Fisheries Ireland.**

(a) Prior to the commencement of development, the applicant shall submit a Construction Environmental Management Plan (CEMP) for the written agreement of the Planning Authority. This shall:

- incorporate site specific, appropriate, and flexible mitigation measures
- include appropriately designed, sized, and maintained drainage measures

(b) Construction works shall be planned in a manner which prevents extensive tracts of soils from being exposed at any time and arrangements shall be made for the control and management of any contaminated water resulting from construction entering any drainage network within or beyond the site boundaries and subsequently entering an adjoining water course.

(c) All construction should be in accordance with the CEMP Management Plan.

(d) best practice shall be implemented in relation to any activities that may impact on surface water (stream and river). Any indirect discharges to surface streams present on or near the site must not impact negatively on the system. Comprehensive surface water management measures shall be implemented at the construction and operational stage to prevent any pollution of local surface waters.

(e) Pipe laying activity poses a high risk of suspended solid contamination of surface waters, if pumping is required from excavations such as thrust and reception pits or land trenches along the route then, water shall be treated by either infiltration over land, discharge to a suitably sized and sited settlement pond or other appropriate treatment infrastructure before discharge to any existing drainage network or watercourse. There shall be no direct pumping of contaminated water from the works to a watercourse at any time.

(f) Precautions shall be taken to ensure there is no entry of solids, during the connection of pipework, or at any stage to the existing surface water system. The environmentally sensitive design and implementation of surface water discharge structures would be required to ensure protection of ecological integrity at point of discharge.

(g) All discharges must follow the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010, or any discharge Licences issued by the Local authorities.

(h) The applicant shall ensure that that the receiving foul and storm water infrastructure

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has adequate capacity to accept predicted volumes from this development during construction and post construction phases with no negative repercussions for the quality of any receiving waters.

(i) the applicant shall appoint and retain the services of a designated, suitably experienced person during the construction phase, to monitor and ensure all agreed environmental mitigation measures are implemented and functioning correctly. Prior to the commencement of development, the applicant shall notify the planning authority of that appointment in writing. The contact details of this appointed person should be provided to the Planning Authority and all relevant agencies, including IFI.

(j) The Department of Housing, local Government and Heritage have recently published the following interim guidance document on Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design Best Practice Interim Guidance Document which should be considered when designing drainage systems. The applicant shall ensure this guidance is followed, where relevant. <https://www.gov.ie/en/publication/10d7c-nature-based-solutions-to-the-management-of-rainwater-and-surface-water-runoff-in-urban-areas-best-practice-interim-guidance-document/>

REASON: In the interests of public health and to ensure no negative impact on fisheries status.

### **23. Regulation of Institutional Investment in Housing - Houses and/or duplex unit-type development.**

(a) Prior to the commencement of the development as permitted, the applicant or any person with an interest in the land shall enter into an agreement with the planning authority (such agreement must specify the number and location of each housing unit), pursuant to Section 47 of the Planning and Development Act 2000 (as amended), that restricts all residential units permitted to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(b) An agreement pursuant to Section 47 shall be applicable for the period of duration of the planning permission, except where after not less than two years from the date of completion of each housing unit, it is demonstrated to the satisfaction of the planning authority that it has not been possible to transact each of the residential units for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(c) The determination of the planning authority as required in (b) shall be subject to receipt by the planning and housing authority of satisfactory documentary evidence from the applicant or any person with an interest in the land regarding the sales and marketing of the specified residential units, in which case the planning authority shall confirm in writing to the developer or any person with an interest in the land, that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit.

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REASON: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

24. Services to be Underground.

All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment shall be located underground throughout the entire site. There shall also be provision for broadband throughout the site in accordance with the Planning Authority's policy and requirements.

REASON: In the interests of the visual amenities of the area, the proper planning and sustainable development of the area and compliance with the Council's Development Plan.

25. Restriction on Use and Occupancy.

Each proposed residential unit shall be used and occupied as a single dwelling unit for residential purposes and shall not be sub-divided or used for any commercial purposes, (including short-term letting).

REASON: To prevent unauthorised development.

26. Occupation subject to service connection.

No dwelling unit shall be occupied until all the services (drainage, water supply, electricity and or other energy supply, public lighting and roads) for each dwelling unit have been completed thereto and are operational.

REASON: In the interest of the proper planning and sustainable development of the area.

27. Street Naming and Dwelling Numbering.

Prior to the commencement of any works on site the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority,

(i) A street naming and dwelling/unit numbering scheme, for the development as approved that is in accordance with the Planning Authority's policy and requirements for such schemes, along with associated proposed signage for the scheme.

The agreed number shall be placed on each house upon completion so as to be clearly legible from the proposed access road or the public realm, and the agreed street name in both Irish and English, or Irish only shall be erected at the beginning of each street in a manner to be clearly legible, and in accordance with Planning Authority's requirements. The development name should,

1. Avoid any duplication within the county of existing names, and

2. Reflect the local and historical context of the approved development, and

3. Comply with,

(a) Development Plan policy, and

(b) The guidelines on naming and numbering of the Department of the Environment, Heritage and Local Government, and

(c) Have regard to the Guidelines issued by the Place Names Commission (An Coimisiún Logainmneacha) and

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(d) Preferably make exclusive use of the Irish language.

Proposals for an apartment name and numbering scheme and associated signage shall be lodged with the Planning Authority prior to the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site.

The applicant, developer, or owner is advised to consult with Naming and Numbering section of the Planning Authority in advance of lodging the required scheme.

REASON: In the interest of the proper planning and sustainable development of the area and compliance with the South Dublin County Council's Development Plan.

### 28. Management Company.

A. Prior to the commencement of development the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) A plan clearly identifying and dimensioning the external common areas of the development to be retained in private ownership by an owners' management company (OMC) under the Multi-Unit Developments Act 2011, or other acceptable legal entity prior to the occupation of the [first residential unit], and this plan shall also clearly identify and dimension any areas of the approved development intended to be offered for taking in charge by the Council, and,

(ii) A detailed building lifecycle report which shall include an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of approval of the development, as well as demonstrating what measures have been specifically considered by the developer to effectively manage and minimise costs for the benefit of all potential residents.

The said external common areas of the development to be retained in private ownership indicated in the plan required shall not be taken in charge by the Council and shall instead be maintained in perpetuity by an Owners' Management Company set up for this purpose pursuant to the Companies Acts, 1963 as amended and the Multi-Unit Developments Act 2011.

B. Continued membership of an Owners' Management Company set up for this purpose pursuant to the Companies Acts, 1963 as amended and the Multi-Unit Developments Act 2011 shall be compulsory for all owners for the time being of property within the development.

C. No development shall take place under this permission until the applicant, owner or developer has lodged for the written agreement of the Planning Authority.

(i) A copy of the Certificate of Incorporation of the said Company responsible for the external common areas of the development to be retained in private ownership has been lodged with the Planning Authority in respect of the plan required above.

D. Any changes to the status or nature of the Owners' Management Company shall be notified to the Council forthwith.

E. The Owners' Management Company shall hold insurance for public liability risk at all times for all areas under its control or responsibility.

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**REASON:** To ensure a proper standard of residential development and maintenance of the private areas within the development and compliance with the South Dublin County Council Development Plan.

**29. Permission Required for Class 1 & 3 Exemptions.**

Notwithstanding the exempted development provisions of the Planning and Development Regulations, 2001 as amended, and any statutory provision replacing or amending them, no development falling within Class 1 or Class 3 of Schedule 2, Part 1 of those Regulations and any statutory provision replacing or amending them shall take place within the curtilage of the proposed development without a prior grant of planning permission.

**REASON:** In order to ensure that a reasonable amount of rear garden space is retained for the benefit of the occupants of the dwelling, compliance with Development Plan policy, and in order to protect the residential amenity of the area.

**30. Prevention of Spillage or Deposit of Debris on Adjoining Public Roads During Construction Works.**

Prior to the commencement development, the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) a site specific plan making provision as set out below for the prevention of spillage or deposit of clay, rubble or other debris on adjoining public roads during the course of any construction works that fully complies with all of the requirements of the Council's Roads Maintenance, Traffic Management, and Waste Enforcement Sections as appropriate, The agreed plan shall provide for all of the following.

(a) The agreed number, location, type and use of suitable facilities for vehicle cleansing and wheel washing provided on site to contain all clay, rubble or other debris within the site prior to commencing of construction, such facilities to be maintained in a satisfactorily operational condition during all periods of construction.

(b) Location of all on-site car parking facilities provided for site workers during the course of all construction activity.

(c) Provision for dust suppression measures in periods of extended dry weather.

(d) Provision for the flexible use of a road sweeper if an acute situation on the adjoining public road requires it.

(e) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater.

(f) Storage of construction materials is not permitted on any public road or footpath, unless agreed in writing with the Planning Authority, having regard to the prior reasonable justification and circumstances of any such storage.

**REASON:** In the interest of protecting the amenities of the area and in the interest of public safety and the sustainable maintenance of adjoining roads and footpaths.

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### **31. Public Realm Facilities for Charging Electric Vehicles.**

Prior to the commencement of development, the applicant/owner shall submit the following for the written agreement of the Planning Authority.

- (i) a revised site layout plan clearly setting out full details of the location of all proposed facilities and equipment in the public realm (whether to be offered for taking in charge or not) for charging electric vehicles, including details of the overall height, design, colour and all safety features of such equipment including isolation of power supply, and measures to provide for suitable pedestrian safety, along with completed Electrical designs to serve the development as approved prepared by competent electrical design consultants all of which have been agreed with the Council's Roads Section, and
- (ii) Agreed arrangements for the operation and management of such facilities for charging electric vehicles, along with:

All facilities for charging electric vehicles should be clearly marked as being designated for Electric Vehicle charging. Appropriate signage clearly indicating the presence of a Charge Point or Points should also be erected. All Charge Points fitted in publicly accessible areas should be capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP). The facilities for charging electric vehicles should also support a user identification system such as Radio Frequency Identification (RFID).

**REASON:** In the interests of the proper planning and sustainable development of the area, to provide for improved urban air quality, reduced noise pollution and to support the transition to a low carbon future.

### **32. Construction Consultation and Local Liaison**

(a) Prior to the commencement of development, the applicant/owner shall submit the following to the Planning Authority.

(i) the names, job functions and phone numbers (both fixed line and mobile numbers) of all key personnel for the construction of the development as approved. Subsequently all changes in these personnel or particulars in the course of construction must also be notified to the Council as soon as they occur.

(b) The applicant/owner or developer shall provide occupiers of noise sensitive properties within 100 metres of agreed construction access points to the development as approved with appropriate contact details which may be used in the event that any such person wishes to inform the operator of any incident that could give rise to a disruptive aspect of construction activity, or otherwise to make an observation in respect of an aspect of construction activity.

(c) A public notice shall be erected and maintained at the agreed construction access points. This notice shall contain the name of the operating company and contact details, including out of hours contact, which may be used in the event that any person wishes to contact the operator in respect of any disruptive aspect of construction activity.

**REASON:** In the interests of amenity, public health and safety, the avoidance of unnecessary disruptive aspect of construction activity and the proper planning and

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sustainable development of the area.

### 33. On-Site Tree Protection.

Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site including any related construction activity or tree felling, the applicant shall lodge a Tree and Hedgerow Bond to the value of €110,000 with the Planning Authority. This is to ensure the protection of trees on and immediately adjacent to the site to make good any damage caused during the construction period.

The bond lodgement shall be coupled with an Arboricultural Agreement, with the developer, empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of any tree/hedgerow or trees/hedgerows on or immediately adjoining the site, or the appropriate and reasonable replacement of any such trees/hedgerows which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development. Any replacement planting shall use large semi-mature tree size(s) and species or similar as may be stipulated by the planning authority.

An Arboricultural Assessment Report and Certificate is to be signed off by a qualified Arborist after the period of 3 years of completion of the works. Any remedial tree surgery, tree felling works recommended in that Report and Certificate shall be undertaken by the developer, under the supervision of the Arborist. The bond will only be refunded upon receipt by SDCC Public Realm Section of a satisfactory post-construction arboricultural assessment, carried out by a qualified arborist and provided that the hedges/trees proposed for retention are alive, in good condition with a useful life expectancy.

REASON: To ensure the protection, safety, prudent retention and long-term viability of trees and hedgerows to be retained on and immediately adjacent to the site.

### 34. 1. Management Agreement – Western Biodiversity Area

Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site, the applicant, owner or developer shall have lodged with the Planning Authority for agreement with Public Realm section:

A management plan for the biodiversity area to the west of the site that does not negatively affect the residential amenity of houses along this boundary. Houses backing onto hedgerows typically present problems due to overshadowing from the hedgerow and difficulty of access to maintain same.

REASON: To ensure satisfactory landscape treatment of the site which will enhance the character and appearance of the site and the area, in the interests of biodiversity, amenity



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and climate action and in accordance with the relevant green infrastructure, landscape and environmental policies

### 35. Retention of Arborist/Tree Protection

i) Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site, the developer shall engage the services of a Professional Member of Arboricultural Association who is an independent, qualified arborist, for the entire period of construction activity.

ii) The applicant shall inform the planning authority in writing of the appointment and name of the consultant, prior to the submission of the Commencement Notice. The consultant shall visit the site at a minimum on a monthly basis, to ensure the implementation of all of the recommendations in the tree reports and plans.

iii) Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site, the arborist shall submit a revised Tree Protection Plan and submit photographs and confirmation that fencing for retained trees meets BS5837:2012. Trees in Relation to Design, Demolition and Construction – Recommendations for the written agreement of the Public Realm Section. No construction equipment, machinery or material shall be brought onto the site for the purpose of the development until all the trees which are to be retained have been protected by this fencing. No work shall be carried out within the area enclosed by this fencing, and in particular, there shall be no parking of vehicles, placing of site huts, storage compounds or topsoil heaps, storage of oil, chemicals or other substances, and no lighting of fires, over the root spread of any tree/hedge to be retained.

v) All works on retained trees shall comply with proper arboricultural techniques conforming to BS 3998:2010 Tree Work – Recommendations.

vi) The clearance of any vegetation including trees and scrub shall be carried out outside the bird-breeding season (1st day of March to the 31st day of August inclusive) or as stipulated under the Wildlife Acts 1976 and 2000.

vii) The arborist shall carry out a post construction tree survey and assessment on the condition of the retained trees.

viii) A completion certificate is to be signed off by the arborist when all permitted development works are completed and in line with the recommendations of the tree report.

viii) The certificate shall be submitted to the planning authority for written agreement upon completion of the works.

REASON: To ensure and give practical effect to the retention, protection and sustainability of trees and hedgerows during and after construction of the permitted development biodiversity, climate action and visual amenity and to ensure the protection, safety, prudent retention and long-term viability of trees and hedgerows to be retained on and immediately adjacent to the site.

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36. (i) The proposed development shall make provision for the charging of electric vehicles. In the case of on-curtilage/driveway parking, 100% of spaces must be provided with electrical connections, to allow for the provision of future charging points. In the case of surface car parking spaces, 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of surface car parking spaces must be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points (where they are not in areas to be taken in charge) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. REASON: In the interest of sustainable transport.
- (ii) Prior to commencement, the number and positions of the uncontrolled pedestrian crossings needs to be agreed in writing with the Roads department of the Planning Authority.
- (iii) Prior to commencement the applicant shall submit a Stage 1 Road Safety Audit. The Road Safety Audit shall be agreed in writing with the Planning Authority prior to the commencement of development.
- (iv) Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme with South Dublin County Council Lighting Department. Once agreed, the scheme shall be constructed/installed to taking in charge standards at the expense of the developer and to the satisfaction of South Dublin County Council Lighting Department.
- (v) Prior to commencement, a developed Construction Management Plan and a Construction Traffic Management Plan, shall be agreed in writing with the Planning Authority.
- (vi) A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be submitted for the written agreement of the Planning Authority. REASON: In the interest of sustainable transport.
- (vii) All items and areas for taking in charge including areas currently in SDCC's charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.
- (viii) Any roads item for Taking in Charge must be in accordance with Appendix 6 of the SDCC Taking in Charge standards.

### 37. Environmental Health Officer

- i. The development must be constructed as per the design parameters set out under section 6 of the Acoustic report conducted by iAcoustics dated the 18th of August 2022. The specifications set out with regard to Glazing, Ventilation and external wall construction must be completed as recommended within the specified report.
- ii. Prior to completion of the development the applicant is required to submit an Acoustic Verification report to the Environmental Health Department of South Dublin County

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Council. The report must confirm whether the minimum performance standards set out under section 6 of the Acoustic report conducted by iAcoustics dated the 18th of August 2022 have been complied with.

The Acoustic Verification report should include performance specifications for any changes/modifications which have been adopted which may impact on noise intrusion.

iii. No equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 07:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.

Any work outside of these hours shall only be permitted following a written request to the Planning Authority and subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unwanted noise outside the hours stated above.

iv. Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighbourhood.

v. Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A) and shall not exceed the background level for evening and night time. Clearly audible and impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.

vi. The development shall be so operated that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise or noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining premises or public place in the vicinity.

vii. During the construction / demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances.

REASON: In the interests of Environmental Health, public safety and the proper planning and sustainable development of the area.

### 38. Financial Contribution.

The developer shall pay to the Planning Authority a financial contribution of €2,995,011.50 (Two Million, Nine Hundred and Ninety Five Thousand and Eleven Euro and Fifty Cent), in respect of public infrastructure and facilities benefiting development within the area of the Planning Authority, that is provided, or intended to be provided by or on behalf of the authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended).

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The contributions under the Scheme shall be payable prior to commencement of development or as otherwise agreed in writing by the Council. Contributions due in respect of permission for retention will become payable immediately on issue of the final grant of permission. Contributions shall be payable at the index adjusted rate pertaining to the year in which implementation of the planning permission is commenced.

**REASON:** The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.

**NOTE RE: CONDITION** - Please note that with effect from 1st January 2014, Irish Water is now the statutory body responsible for water services. Further details/clarification can be obtained from Irish Water at Tel. 01 6021000 or by emailing customerservice@water.ie.

39. Prior to the commencement of development, the applicant shall submit a revised layout of not less than 1:200 showing a turning area at the end of Homezones adjacent to the linear park or an autotrack showing vehicle manoeuvres to allow safe turning for the written agreement of the Planning Authority. Thereafter the permission shall be implemented in accordance with these agreed details.

**REASON:** In the interests of traffic safety

In order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department before the commencement of any works in the public domain

**Comhairle Chontae Atha Cliath Theas**

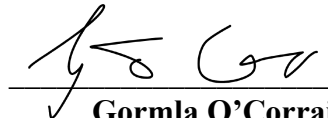
**PR/1245/22**

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**REG. REF. SDZ22A/0007**

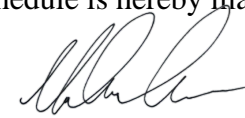
**LOCATION: In the townlands of Gollierstown & Aderrig, Adamstown, Lucan, Co.  
Dublin**

  
\_\_\_\_\_  
**Colm Harte,  
Senior Executive Planner**

  
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**Gormla O'Corrain,  
Senior Planner**

**ORDER:** A decision pursuant to Section 34(1) of the Planning & Development Act 2000, as amended, to Grant Permission for the reasons set out in the First Schedule above, in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule above, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule is hereby made.

**Date:** 03/10/2022

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