

# Comhairle Chontae Atha Cliath Theas

**PR/1244/22**

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

**Reg. Reference:** SDZ22A/0012      **Application Date:** 09-Aug-2022  
**Submission Type:** New Application      **Registration Date:** 09-Aug-2022

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

**Proposed Development:** Change of Use from existing four-storey Office building to a Health Centre, including associated minor internal layout revisions (2,987sq.m GFA); Amendments to elements of existing external facade of building including removal of glazed facade at ground, first and second floor level and replace with part clad/part glazed facade and replacement of ground floor timber cladding on eastern ground floor elevation with cladding; A new single storey bin store (c. 30 sq.m GFA); 21 surface level bicycle parking spaces; Alterations to the existing Adamstown Boulevard road consisting of relocation of cycle lane and footpath to allow for the creation of emergency vehicle set down and layby area associated with the Health Centre; All associated and ancillary site development and landscape works On lands generally bounded by Adamstown Boulevard to the west; Adamstown Avenue to the south; residential units in the Stratton development to the north and Stratton Way to the east; 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:** 1, Adamstown Boulevard, Adamstown, Lucan, Co. Dublin

**Applicant Name:** Quintain Developments Ireland Limited

**Application Type:** SDZ Application

(COS)

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

Site Area: stated as 0.22 Hectares on the application form.

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Site Visits: In March and June 2022

### **Site Description**

The subject site is located in the southern area of the Adamstown Strategic Development Zone (SDZ), within Development Area 9 Adamstown Square. The site is on the corner of Adamstown Boulevard to the west and Adamstown Avenue to the south. The Adamstown Station Development Area is to the south of the site. The site currently consists of a 4 no. storey office building, built under Reg. Ref. SDZ07A/0006. Existing residential units in the Stratton development are located to the north and east of the site.

### **Proposal**

Permission is sought for the following works:

- Change of Use from existing four-storey Office building to a Health Centre, including associated minor internal layout revisions (2,987sq.m GFA);
- Amendments to elements of existing external facade of building including removal of glazed facade at ground, first and second floor level and replace with part clad/part glazed facade and replacement of ground floor timber cladding on eastern ground floor elevation with cladding;
- A new single storey bin store (c. 30 sq.m GFA); 21 surface level bicycle parking spaces;
- Alterations to the existing Adamstown Boulevard road consisting of relocation of cycle lane and footpath to allow for the creation of emergency vehicle set down and layby area associated with the Health Centre;
- All associated and ancillary site development and landscape works.

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.

### **Zoning**

The subject site is located within the Adamstown SDZ, which is subject to zoning objective 'SDZ': *'To provide for strategic development in accordance with approved planning schemes'* under the South Dublin County Development Plan 2022-2028.

The subject site is located in the south of the Adamstown SDZ lands and the western corner of **Development Area No. 9 – Adamstown Square.**

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### Consultations

Water Services	No objection subject to conditions.
Irish Water	No objection subject to conditions.
Roads Department	Additional information requested.
Public Realm	No comment or objection.
H.S.E. Environmental Health Officer	No objection subject to conditions.
National Transport Authority	No observation received.
Transport Infrastructure Ireland	Letter received.

SEA Sensitivity Screening – the subject site overlaps with the following layers:

- Aviation layers Inner Horizontal Surface for Weston and Casement and Bird Hazards

### Submissions/Observations/Representations

Submissions period closed on the 12<sup>th</sup> of September 2022. No third party submissions were received.

The letter received from Transport Infrastructure Ireland states that they have no observations to make.

### 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 and 2020. 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/0006

Construction of a four-storey office building of c.3020sqm. The proposed building will initially be used as a marketing suite and information facility for the development of Adamstown District Centre. Upon cessation of its intended use as a marketing suite and information facility, the building will regain its office (Class 3) use. The proposed building contains c.2,488sqm of office space with additional c.532sqm of circulation and back-up areas, including plant rooms, bin stores, canteen, toilets switch and comms. rooms and lift/stair cores. Permission is also sought for the construction of a temporary car park incorporating 100 spaces on the western side of Adamstown Boulevard, to the west of the proposed linear park. The car park is required for the

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period in which the building is in use as a marketing suite and information centre, and car parking for the development will eventually be provided as part of a future application for planning permission within the overall Adamstown District Centre site on lands immediately to the south of the application site. Temporary drainage and services connections are also being provided to serve this building. It is proposed to temporarily connect to the permitted network of watermains to the south of the proposed building on the 300mm Dia main, which will revert to a hydrant when the Planning Application is submitted for the surrounding area. A temporary foul rising main will discharge into existing sewers at the junction of Adamstown Park and Adamstown Avenue. The building will ultimately connect to the required services infrastructure to be provided as part of the development of the remaining sections of the Adamstown Square development area, subject to future application(s) for planning permission. Site development and landscape works are also proposed as part of this application. **Permission granted.**

Conditions of relevance include Condition No. 2:

*The use of the approved building as a marketing suite and information centre for Adamstown District Centre with ancillary temporary car park hereby approved, shall be for a temporary period only, which shall expire upon 24<sup>th</sup> August 2011 after which the unit shall convert to the approved office use and use of the temporary car park shall cease. Within 1 month of the stated expiry date, the temporary apartment sales units, cladding, signage and other internal and external additions and alterations to the building shall be removed and the internal layout and external appearance of the aforesaid building shall be returned to that approved under the plans, particulars and specifications lodged with the application; and the temporary car park shall be topsoiled and grassed over.*

*REASON: To ensure that the use, layout and appearance of the building reverts to that approved under plans, particulars and specifications lodged with the application when the temporary permission expires, in the interest of the proper development and visual amenity of the area.*

### **Overall Adamstown Square Development Area including subject site**

SDZ07A/0011

Development comprising the construction of 319 no. dwellings and 9 no. live/work units. The proposed dwellings consist of 17 no. one-bedroom units, 106 no. two-bedroom units, 183 no. three-bedroom units and 13 no. four-bedroom units in a mixture of apartments, townhouses and duplexes. The 9 no. live/work units are 2-bedroom units and have access to commercial floor space ranging in size from c.34sqm to c.48sqm (c.346.2sqm in total). The proposed development ranges in height from 3 to 5 stories. There are balconies provided within the development; public and semi-private open space is provided for through a number of communal landscaped areas; a total of 590 no. associated car parking spaces are provided together with 302 no. cycle parking spaces at surface and basement level; construction of 6 no. access points off the permitted distributor road network which surrounds the site known as Adamstown Avenue, Adamstown

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Park, Adamstown Way and Adamstown Boulevard. Three of these will be 2-way vehicular access and three will be pedestrian and cycle access only. Traffic calming measures and shared surfaces will be provided throughout the development; provision of bin storage facilities, site development and landscape works, including the provision of covered entrances to and from the car parks, and the construction of 2 no. ESB sub-stations (c.50.88sqm to total) to serve this development and additional future development in the immediate area. **Permission granted.**

### *Block F Multi-Storey Car Park (contains car parking associated with the proposed development)*

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. **Permission granted.**

SDZ21A/0017

Amendments to Block F of the development permitted under Planning Permission Reg. Ref. SDZ20A/0008, as amended by SDZ20A/0016 and SDZ20A/0018 comprising of provision of an additional level of car parking to be inserted into the recently permitted multi-storey car park (Block F) under Reg. Ref. SDZ20A/0018. A raised plantroom, with railings is also proposed at roof level. With these additions, Block F will be four storeys in height, with an additional setback plantroom on the roof. Car parking is provided at first, second and third floors. (Block F now comprises total 29,371sq.m gfa; minor amendments to the permitted floor layouts of all levels within Block F. This includes an increase of retail floorspace in Anchor Unit 1 at ground floor level of 57sq.m (gfa), and an increase of 33sq.m (gfa) at third floor of retail plant; retail floorspace has increased in Block F overall from 7,115sq.m (gfa) to approximately 7,205sq.m (gfa); minor modification to entrance to the car park is also proposed; a total of 673 car parking spaces to now be provided within Block F, with 230 spaces allocated to residential use and 443 spaces 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. **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

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ancillary accommodation in the upper floor of Block F.; A multi storey car park is proposed at first and second levels of Block F above the retail uses (the previously permitted third level is being omitted). The amended floorplate of Block F provides 448 car parking spaces over first and second level (as already permitted). The multi storey car park includes residential car parking spaces, as well as spaces associated with the supermarket units and other non-residential uses in the district centre. ; Relocation of entrance to the multi storey car park to now be accessed from Adamstown Avenue to the north via a revised access ramp layout. Amendments to the access and egress to ground floor internal vehicular goods delivery from Station Road. ; Revised location and reconfiguration of the back street from Adamstown Avenue, along with internal streets and public spaces arising from adjusted floorplate of Block F. ; Associated amendments to landscaping and ancillary site development works, including temporary landscaping as part of reconfigured layout of street immediately to the east of Block F and provision of ESB substation. **Permission granted.**

SDZ20A/0016

Minor amendments to the development permitted under Planning Permission Reg. Ref. SDZ20A/0008. No specific amendments to Block F. **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. 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. **Permission granted.**

### Relevant Enforcement History

None identified in APAS.

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### **Pre-Planning Consultation**

PPSDZ06/21

The existing building comprises a four story office building of 3,020 sqm. It currently comprises a disused marketing and information facility. Permission is sought for a change of use of this building to a primary care facility with ancillary general practice services. The applicant is also seeking permission for a temporary car park for 50 spaces along Adamstown Boulevard.

### **Relevant Government Guidelines**

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

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

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

*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)*

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

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

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

*OPR Practice Note PN01 Appropriate Assessment Screening for Development Management (March 2021).*

### **Relevant Policy in South Dublin County Development Plan 2022-2028**

*Policy CS1: Strategic Development Areas*

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

*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.*

*5 Quality Design and Healthy Placemaking*

*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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### *5.4.2 Strategic Development Zones*

*Policy QDP15: Strategic Development Zones (SDZs)*

*Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs.*

*QDP15 Objective 1:*

*To support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin's Strategic Development Zones.*

### *7 Sustainable Movement*

### *8 Community Infrastructure and Open Space*

*Policy COS2: Social / Community Infrastructure*

*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.*

### *10 Energy*

*Policy E5: Low Carbon District Heating Networks*

### *12 Implementation and Monitoring*

*12.5.7 Signage – Advertising, Corporate and Public Information*

*12.7.1 Bicycle Parking / Storage Standards*

*12.7.4 Car Parking Standards*

## **Adamstown SDZ Planning Scheme 2014**

*2.0 Proposals for Development*

*2.1 Types of Development*

*2.2 Extent of Development*

*2.3 Overall Design of Development*

*2.3 (ix) Landmark Buildings*

*2.3.32 To create a sense of place, urban legibility and visual diversity, landmark buildings are encouraged at key focal points throughout Adamstown. These locations include the transport interchange, village or local centres, important street corners or junctions with large open spaces, the edges of public squares, the end of strategic vistas and gateway locations at access points to urban blocks.*

*2.3.33 Landmark buildings may be particularly suited to non-residential uses and are encouraged to at least partly include public or community activities. They may be taller than adjoining buildings and may be permitted to exceed the normal building height limitation in medium and higher density development areas.*



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

*2.3.35 To facilitate landmark buildings, a proportion (up to 1%) of total permissible floorspace in the net development areas is available (see paragraphs 2.2.9, 2.2.10). Landmark buildings may be accommodated within permitted development floorspace and are not obliged to include non-residential uses.*

*2.3.36 Landmark buildings will be characterised by high architectural quality in terms of innovation in design and use of materials. They will be evaluated in terms of townscape potential, overall environmental impact and contribution to sustainability through durability of materials and energy efficiency.*

*2.4 Proposals for Transportation*

*2.4 (vii) Car Parking*

*Table 2.12 Car Parking Standards*

*2.4 (viii) Bicycle Parking*

*Table 2.13 Minimum Bicycle Parking Standards*

*2.5 Proposals for Services*

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

*2.6(ix) Health/Emergency/Religious*

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

*3.0 Development and Amenity Areas*

*Development Area 9 Adamstown Square*

*4.0 Phasing and Implementation*

### **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 Planning Scheme sets out a number of parameters in relation to dwelling numbers, phasing, amenity, and density, as well as other matters. It is noted that the proposed development would not impact upon these features. The items of relevance to the current application are, therefore:

- Planning History
- Zoning and Council Policy
- Consistency with the SDZ Planning Scheme
- Transport and Car and Bicycle Parking
- Landscaping & Green Infrastructure

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- Infrastructure and Environmental Services
- Environmental Health
- Screening for Environmental Impact Assessment
- Screening for Appropriate Assessment

### ***Planning History***

The existing office building was permitted under Reg. Ref. SDZ07A/0006. This provided for the construction of a four-storey office building of c.3020sqm. The proposed building was conditioned to initially be used as a marketing suite and information facility for the development of Adamstown District Centre. Upon cessation of its intended use (2011) as a marketing suite and information facility, the building was conditioned to be changed to an office (Class 3) use. The subject proposal is to change the use of this building from Office to Health Centre. Associated amendments to the building are proposed.

### ***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 2022-2028. The principle of the change of use to a health centre and associated changes in this area of the SDZ lands is consistent with the Adamstown SDZ Planning Scheme.

In terms of policy under the CDP, COS6 Objective 5 states:

*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.*

A health centre as proposed is yet to be provided/permitted within the Adamstown SDZ lands.

### ***Consistency with the Adamstown SDZ Planning Scheme***

The subject site comprising of approx. 0.22ha is located within Development Area 9 Adamstown Square. The proposed development would provide for the change of use of existing Office building to a Health Centre and associated amendments.

### **Provision of a Health Centre**

The Planning Scheme includes the provision of a health centre, which is yet to be permitted within the SDZ lands. Table 2.3 *Total Extent of Development Permissible in Adamstown* includes as Additional Development a 'Primary Health Care Facility'. Section 2.6(ix) Health/Emergency/Religious states *'Provision is made for a Primary Health Care Facility within*

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*the SDZ lands*'. It is also noted that under the Planning Scheme's phasing schedule, there is the requirement for a health centre in Phase 5, or prior to the occupation of the 4,201<sup>st</sup> dwelling.

In terms of the location of the health centre, under Table 2.1 *Types of Development Permissible in Adamstown - Development Areas* of the Planning Scheme 'Health Centre' and 'Doctor/Dentist' uses are Permitted in Principle. The applicant states that the subject site has been selected for the health centre due to its location directly adjacent to the District Centre of Adamstown Station, bounded by a distributor road and active bus corridor, design of the building allow flexibility in changing its use, like the office use would also provide employment opportunities and conforms to the idea of Adamstown being a self-sustaining development.

The provision of a health centre in the Adamstown SDZ lands is therefore considered to be acceptable. Its proposed location is acceptable in principle, subject to the proposal's compliance with the other relevant provisions of the Adamstown SDZ Planning Scheme.

#### Adamstown Square Key Parameters

The Adamstown SDZ Planning Scheme details key parameters governing the development of Development Area 9 Adamstown Square.

#### Adamstown Square

Area character type	Part Developed Remainder High Development Density	Min non-residential development	
Gross area	13.5 hectares	Max non-residential development	10% of total development up to 8,000 sq. m.
Net development area	10.9 hectares	Max retail development	10% of total non-residential up to 800 sq. m.
Min-max total residential development	78,720 -80,565 sq.m.	Min-max courtyard building height	2 - 4 storeys with up to 5 storeys at corner/ feature buildings
Min-max dwellings per Ha.	59-60	Min-max perimeter building height	3 storeys plus setback to 5 storeys plus setback
Min-max total dwelling units	640-655	Max landmark building height	30 metres (up to 10 storeys approx.)
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy.	Min local public open space	0.54 hectares

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### Urban Design Characteristics

- > End of eastern boulevard and urban square as focal point
- > Landmark buildings edge the Square on two sides providing a back 'wall' to the plaza which looks south
- > The road edges are defined by quality street furniture and lighting
- > Strong urban blocks edge the Central boulevard to the east
- > Pedestrian and cyclist permeability

It is noted that the quantum for non-residential floorspace specifically excludes a health centre. The applicant states that there is no change to the gross floor area of the building.

In the indicative layout for the Development Area, the subject building is identified as 'Constructed Development' and a 'Landmark Building'.

The stated Urban Design Characteristics are of relevance to the subject proposal including in particular the reference to 'End of eastern boulevard and urban square as focal point',

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*'Landmark buildings edge the Square on two sides providing a back 'wall' to the plaza which looks south', and 'Strong urban blocks edge the Central boulevard to the east'.*

### Landmark Building & Design

Table 2.9 details the Maximum Landmark Building Height by Area Character Type. In this instance the maximum building height relevant to the subject site is 30m (10 no. storeys). The building is currently 4 storeys, or approx. 16.9m, in height and would remain as such.

The existing external elevations of the building would be redesigned. The glazed facades at ground, first and second floor levels would be replaced with part different coloured cladding panels and part glazing. The ground floor timber cladding on the eastern elevation would be replaced with cladding. The existing copper standing seam roof and aluminium curtain walling glazing at the top floor, and the terracotta tile cladding to the staircases, are to be retained.

The proposed amendments are welcomed by the Planning Authority. The resulting design is considered to be of a high architectural quality in terms of innovation in design and use of materials. It produces a landmark building with a clear wayfinding and focal point function on this prominent corner site. The coloured cladding would be in keeping with the character of surrounding residential development.

The stand-alone bin store in the north-east of the site would be a dark colour and landscaped. This is considered to be visually acceptable.

### Layout

The building footprint would remain as existing. Landscaping and other amendments are proposed around the building. Bicycle parking and bin store are proposed to the north of the building. Car and bicycle parking is discussed further below in this report.

Boundary treatment can be detailed and agreed via condition.

### Signage

The proposal includes signage consisting of stainless steel 450mm high lettering on the western and southern elevations of the building. It is noted that, with the exception of Paragraph 2.3.44, there is no specific guidance within the Planning Scheme relating to signs.

Paragraph 2.3.44 states *'Internally illuminated box signs shall be avoided in all instances. Signage on buildings shall be individually made and/or illuminated letters or hand-painted on building fascias'*. Therefore, Section 12.5.7 of the 2022-2028 CDP is applicable. The proposal is considered to comply with the criteria under this section of the CDP.

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### *Transport and Car and Bicycle Parking*

The proposal would have 10 no. dedicated car parking spaces within Block F, the multi-storey car parking building permitted in Adamstown Station. These spaces are identified as the 10 no. in the south-eastern corner of level 2 of the parking building. There would be no dedicated car parking within the subject site. 21 no. surface level bicycle parking spaces are proposed to the north of the subject building.

Under the most recent application for Block F, that impacted car parking numbers, Reg. Ref. SDZ21A/0017, 673 no. car parking spaces are now provided in the building. 230 no. spaces are allocated to residential use and 443 no. spaces associated with the supermarket units and other non-residential uses in the district centre.

The Transport Statement submitted with the application states that the public car parking on levels 1 and 2 would be available for use to those using the health centre. The 10 no. spaces are based on a specific minimum requirement for a health centre. In terms of a car parking management strategy, it states that *'car parking within Adamstown Station and on the adjacent roads and within the adjacent development areas (including this site) will be subject to a coordinated parking management regime. This will be similar to any 'town centre' location wherein all car parking is subject to appropriate parking permits or parking tariffs. All illegally parking vehicles will be subject to clamping and fines.'*

*Public parking provision, either on-street or in the multi storey car park (MSCP), will be subject to a parking tariff regime that will be designed to be prohibitive to long stay parking. In all circumstances any vehicles parked in spaces without a valid parking permit or without the required parking tariff will be subject to being clamped and fined.'*

In relation to overspill the statement states that *'the existing development areas in Adamstown together with the main road through the SDZ are subject to on-going management parking via the relevant bye laws. Within the residential areas residents are issued with parking permits. Cars parked without permits are clamped and fined.'*

For public parking in the multi-storey car park *'these spaces will be located in the multi-storey car park. Entry and exit will be via a barrier system to both levels. These spaces will be subject to a parking tariff operated on a 'pay as you leave'. The tariffs will be designed to preclude long stay parking in these spaces.'*

In relation to the layby the statement states that the *'Use of and activity on the layby can be controlled by a combination of Traffic Regulation Orders regulating who can use the layby,*

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*when and for how long as well as management and coordination of deliveries by the management of the Health Centre building.'*

The Roads Department have reviewed the proposed development and request additional information:

### **Road Alterations:**

*The applicant has proposed the re-alignment of the cycle lane outside the main building entrance in order to accommodate an ambulance layby. This will involve the removal of several street trees and the reduction in width of the cycle path to 1.5m. The footpath will remain 2m wide.*

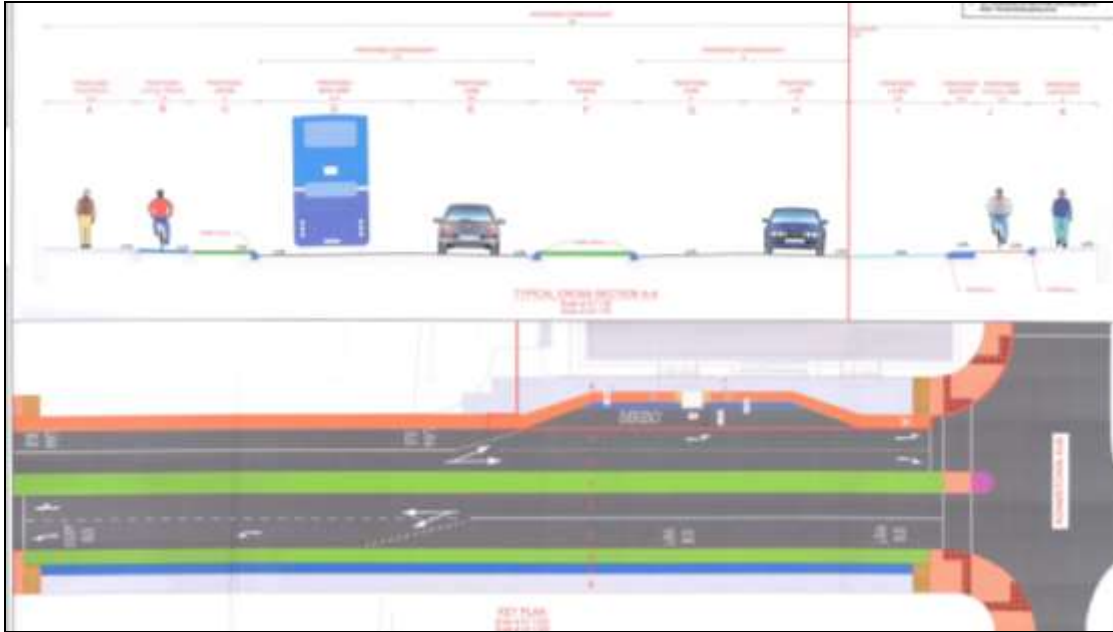




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### Connectivity:

*The site is well connected to the rest of the SDZ by pedestrian and cycle routes.*

*Future public transport connections will be provided by a planned QBC route directly outside the site, running along Adamstown Avenue and Adamstown Boulevard. The Adamstown Rail Station will be accessed via a large public plaza to the South of the site.*

*The site is situated at the junction of Adamstown Avenue and Adamstown Boulevard, however a lack adjacent designated car parking or car set down area means that access by private vehicle is extremely limited.*

### Car Parking:

#### (1) Quantum of Car Parking Spaces:

*Parking provision for the site is dealt with in the submitted Transport Statement. In this statement, the maximum parking rates are calculated using **Table 12.25 of the SDCC Development Plan 2022-2028** as the proposed use type (Health Clinic) is not contained in the **Table 2.12 Car Parking Standards of the SDZ Planning Scheme**.*



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Based on Table 12.25 of the SDCC Development Plan 2022-2028, the maximum parking rate was calculated as follows;

### **Clinics & Group**

**Practices (Zone 2): 1.5 per consulting room = 1.5 x 44 = 66 No. parking spaces**

It is noted that the multi-storey car park in Block F of the Adamstown Station tile will provide an allocation of car parking for the Health Centre.

Table 4.2 of the Transport Statement then details the non-residential car parking requirements for Adamstown District Centre noting that it has been previously agreed with SDCC that a rate of 60% of the cumulative maximum standards is considered appropriate based on a cumulative parking exercise and complementary parking uses. However, rather than proposing a parking requirement for the Health Centre of 40 No. (i.e., 66 No. x 60%), the table produces a figure 10 No. spaces (see extract below). SDCC Roads Department requires clarification on how this Health Centre parking requirement was calculated.

Type	Adamstown District Centre Uses			
Type	Areas / No. (m <sup>2</sup> )	Adamstown SDZ Table 2.12	Maximum Car Parking <sup>1</sup>	60% Complementary Uses
Supermarket Block F	5,745	1 per 15m <sup>2</sup> GFA	383	230
Other retail and commercial uses <sup>2</sup>	8,085	1 per 30m <sup>2</sup> GFA	272	163
Total			655	393
Health Centre <sup>3</sup> and other uses	2,987	1 per 30 - 45m <sup>2</sup> GFA	66	10 <sup>4</sup>
Total Non-Residential Car Parking Requirements				443

<sup>1</sup> Figures rounded up  
<sup>2</sup> Refers to retail uses permitted for Block B&E and Proposed Block H  
<sup>3</sup> Health Centre car parking associated will be accommodated in MSCP  
<sup>4</sup> Based on specific minimum requirement for a Health Centre

### **(2) Location of Car Parking Spaces:**

10 No. car parking spaces are to be allocated for use by Health Centre patients/staff. These shall be located on Parking Level 2 of the Block F multi-storey car park of Adamstown Station which is located approximately 200m to the South of the site and is accessed by crossing Adamstown Avenue and the large public plaza at The Crossings.

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*A Health Centre requires a greater degree of accessibility than other facilities. The demand of vehicular access and, hence, car-parking will arise from the following main areas: patients; staff; ambulances – blue light and also patient transport; emergency vehicles; deliveries; contractors.*

*SDCC Roads Department has serious concerns that the distance from the multi-storey carpark and the location of the allocated spaces above ground level would act as a deterrent for patients with mobility issues and would result in haphazard parking on a Quality Bus Corridor and on spaces allocated for local residential areas.*

*The ambulance layby to the front of the building should actively managed to ensure it is not misused. The applicant should clarify how this layby parking will be managed.*

### **(3) Mobility Impaired Spaces:**

*The applicant has not referred to the minimum rate of mobility impaired parking to be made available. This should be 5% of the total car parking spaces.*

### **(4) EV Charging Points**

*The applicant has not referred to the minimum rate of EV parking spaces to be made available. EV charging shall be provided in all commercial developments and shall comprise a minimum of 20% of the total parking spaces provided. The remainder of the parking spaces shall be constructed to be capable of accommodating future charging points as outlined in SDCC CDP section 12.7.5*

### **Bicycle parking:**

*21 No. bicycle parking spaces have been proposed.*

*The Transport Statement incorrectly references the Minimum Bicycle Parking Standards set out in the SDZ Planning Scheme as **1 space per 200m<sup>2</sup>** for Office/high tech industry. The correct rate is 1 per 100m<sup>2</sup> (see Table 2.13 below) which results in a minimum required quantum of **30 No. bicycle parking spaces.***

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Table 2.13 Minimum Bicycle Parking Standards	
Development Type	Bicycle Parking Standard
<b>Residential</b> Apartments*	1 per dwelling
<b>Commercial</b> Retail	1 space per 100 square metres gross
Office/high tech industry (employment)	1 space per 100 square metres gross
<b>Community/Leisure</b> Secondary school	1 space per 2 pupils
Primary school	1 space per 10 pupils
Major Parks	1 space per 0.2 hectares
Creches	1 space per 100 square metres gross
Community Centres	1 space per 30 square metres gross

*All on-surface parking spaces shall be covered/sheltered, in line with National Cycle Manual standards.*

### **Bin Storage & Waste Management:**

*The applicant has submitted an Operational Waste Management Plan. The plan details;*

- *Predicted waste categories*
- *Estimated waste arisings*
- *Waste storage design*
- *Waste collection procedures*

*SDCC Roads Department is satisfied with the Operational Waste Management Plan.*

### **Transport Statement:**

*The applicant has submitted a Transport Statement which examines the traffic impact of the proposed development on the local area road network.*

*SDCC Roads Department is satisfied that the surrounding road network is capable of accommodating the additional traffic generated as a result of the proposed development.*

### **Construction Traffic Management Plan:**

*The applicant has not submitted a Construction Traffic Management Plan.*

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### **Construction and Demolition Waste Management Plan:**

*The applicant has submitted a Resource Waste Management Plan.*

### **Mobility Management Plan:**

*The applicant has not submitted a Mobility Management Plan.*

*Roads recommend that additional information be requested from the applicant:*

- 1. The applicant is requested to submit a Road Safety Audit which specifically examines the proposed ambulance lay-by and associated cycle lane re-alignment.*
- 2. The applicant is requested to submit a revised Car Parking provision with reference to the pre-agreed rate of 60% of the Maximum Car Parking Rate in Table 12.25 of the SDCC Development Plan 2022-2028*
- 3. The applicant is requested to submit a detailed parking strategy which addresses how mobility impaired patients will be accommodated and how the ambulance layby parking will be managed.*
- 4. The applicant is requested to submit a revised parking layout showing the location and number of mobility impaired parking spaces and EV parking spaces to be provided for the development.*
- 5. The applicant is requested to submit a revised layout of not less than 1:200 scale showing the location and number of bicycle parking spaces to be provided at the development. Please refer to Table 12.23: Minimum Bicycle Parking Rates – from the SDCC County Development Plan 2022-2028*

*Should the permission be granted, the following conditions are suggested:*

- 1. Prior to commencement of development, the applicant shall submit the Construction Traffic Management Plan for the written agreement of the Planning Authority.*
- 2. 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.*

The report from the Roads Department has been reviewed and fully taken into account. Furthermore, the concerns raised, and clarifications requested are considered to be reasonable. That being said, it is noted that application building is existing and does not have any associated car parking. Furthermore, the overall strategy of centralisation of car parking to serve the proposed use within Block F, which has 443 no. publicly accessible spaces is supported.

The applicant, within the submitted Transport Statement states that the public car parking on levels 1 and 2 would be available for use to those using the health centre and the 10 no. spaces are based on a specific minimum requirement for a health centre. While this provision is

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significantly below the identified parking requirement of 40 spaces, the planning authority considers that the specific allocation and management of these spaces can be agreed prior to the commencement of the proposed use.

It is therefore recommended that a condition is imposed requiring the applicant that, prior to the commencement of the proposed use that the applicant agree the overall car parking allocation and management strategy within Block F. Furthermore, is it considered that the applicant should be required to investigate the possibility of providing mobility impaired spaces within the proximity of the subject site.

### ***Landscaping & Green Infrastructure***

It is proposed to remove 4 no. existing street trees to provide for an emergency vehicle set down, layby and associated footpath and cycle path realignment along Adamstown Boulevard Road. A tree in the southern landscaped area is also to be removed for arboricultural reasons. New trees and landscaping are proposed. The Public Realm Section have advised that they have no objections.

### ***Infrastructure and Environmental Services***

Water Services has no objection subject to conditions including to include SuDS (Sustainable Drainage Systems) in proposed development where it is practical to do so. Examples of SuDS include, permeable paving, channel rills, green roofs, planter boxes and other such SuDS.

Irish Water have no objection subject to submitting the relevant water and wastewater connection agreements via condition.

The above listed reports are noted and should be conditioned as such in the event of a grant of permission.

A Specific Flood Risk Assessment has been submitted. This does not recommend any mitigation measures following assessment.

### ***Environmental Health***

The H.S.E. Environmental Health Officer has reviewed the proposed development and has no objections subject to conditions relating to restricting construction houses, noise, emissions and air blown dust. This report is noted and should be conditioned as such.

### ***Screening for Environmental Impact Assessment***

Having regard to the nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no likelihood of significant effects on the environment arising

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from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

### ***Screening for Appropriate Assessment***

The applicant has submitted an AA Screening Report prepared by Brady Shipman Martin. This report concludes that a Stage 2 Appropriate Assessment is not required.

The subject site is not located within nor within close proximity to a European site. The development involves the change of use from office to health centre.

Having regard to:

- the nature of the development,
- the location of the development in a serviced area, and
- the consequent absence of a pathway to the European site,

it is considered that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

### **Development Contributions**

Change of use from office to health centre 2,987sq.m

Bin store 30sq.m

Assessable area = 2,987sq.m

<b>Planning Reference Number</b>	SDZ22A/0012
<b>Summary of permission granted:</b>	Change of use from office to health centre
<b>Are any exemptions applicable?</b>	No
<b>If yes, please specify:</b>	N/A
<b>Is development commercial or residential?</b>	Commercial
<b>Standard rate applicable to development:</b>	98.76
<b>% reduction to rate, if applicable (0% if N/A)</b>	0
<b>Rate applicable</b>	98.76
<b>Area of Development (m2)</b>	2,987.00
<b>Amount of Floor area, if any, exempt (m2)</b>	0.00
<b>Total area to which development contribution applies (m2)</b>	2987
<b>Vehicle display areas/ Open storage spaces</b>	0
<b>Rate applicable</b>	€9.88
<b>Contribution</b>	€0.00
<b>Total development contribution due</b>	€294,996.12

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### **SEA monitoring**

Building Use Type Proposed: Health Centre  
Floor Area: 3,017sq.m (including bin store)  
Land Type: Brownfield  
Site Area: 0.22 Hectares.

### **Conclusion**

Having regard to the provisions of the South Dublin County Development Plan 2022-2028 and Adamstown Strategic Development Zone Planning Scheme 2014 (as amended), permitted and established surrounding development, the nature and design of the proposed development, it is considered that, subject to compliance with the conditions set out below, the proposed development would be in compliance with Council policy, would not seriously injure the amenities of the area or of property in the vicinity and would, therefore, 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 in accordance with submitted plans and details.  
The development shall be carried out and completed in its entirety fully in accordance with the plans, particulars and specifications lodged with the application, 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.

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### 2. Roads and Car Parking

Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, following consultation with SDCC's Roads Department if needed, the following:

- (a) A Mobility Management Plan detailing how any overspill into neighbouring residential areas would be avoided or mitigated.
- (b) Unless otherwise agreed, a revised Car Parking provision within Block F with reference to the pre-agreed rate of 60% of the Maximum Car Parking Rate in Table 12.25 of the SDCC Development Plan 2022-2028.
- (c) A detailed parking strategy which addresses how mobility impaired patients will be accommodated and how the ambulance layby parking will be managed. This shall include an examination of the scope for providing mobility impaired car parking spaces on the subject site, in close proximity to the health centre. This might involve amending the existing car parking spaces on Adamstown Avenue, in proximity to the building, to mobility impaired spaces.
- (d) A revised parking layout showing the location and number of mobility impaired parking spaces and EV parking spaces to be provided for the development.
- (e) A Road Safety Audit which specifically examines the proposed ambulance lay-by and associated cycle lane re-alignment.
- (f) A revised layout of not less than 1:200 scale showing the location and number of bicycle parking spaces to be provided at the development. Please refer to Table 12.23: Minimum Bicycle Parking Rates – from the SDCC County Development Plan 2022-2028. All on-surface parking spaces shall be covered/sheltered.
- (g) A Construction Traffic Management Plan.

Thereafter, the development shall be implemented in accordance with the agreed details.  
REASON: In the interests of traffic safety and appropriately managing car and bicycle parking.

### 3. Irish Water Connection Agreement.

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

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

### 4. Drainage & Services

(a) Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, following consultation with SDCC's Water Services Department if needed, details that show additional SUDS measures incorporated having regard to the scope of works being undertaken to the existing building and its curtilage for written agreement of the Planning Authority. This may include permeable paving, channel rills, green roofs, planter boxes and other such SuDS. Following agreement, these agreed details shall be implemented as part of the permission.

(b) The water supply and drainage infrastructure, shall comply with the requirements of



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Irish Water.

(c) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use. All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.

(d) 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 public health, the proper planning and sustainable development of the area and in order to ensure adequate water supply and drainage provision.

### **5. Restrictions on Signage.**

Notwithstanding the provisions of the Planning and Development Regulations 2001, or any statutory provision amending or replacing them, no further 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.

### **6. Hours of Operation.**

Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, the proposed opening hours for the health centre facility.

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

### **7. Boundary Treatment.**

Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, a plan showing the full details of the specific locations and extent of proposed boundary treatments.

REASON: In the interest of visual amenity and to uphold the Council's policies set out in the South Dublin County Council Development Plan.

### **8. 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

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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.

### 9. Environmental Health

(a) 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.

(b) 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.

(c) 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.

(d) 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

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nuisances.

REASON: In the interests of environmental health.

### 10. Financial Contribution.

The developer shall pay to the Planning Authority a financial contribution of €294,996.12 (Two hundred ninety-four thousand nine hundred ninety-six euros and twelve cents), 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).

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](mailto:customerservice@water.ie).

NOTE: The applicant is advised that under the provisions of Section 34 (13) of the Planning and Development Act 2000 (as amended) a person shall not be entitled solely by reason of a permission to carry out any development.

NOTE: The applicant or developer should ensure that all necessary measures shall be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works and to ensure that any such instances arising are remedied immediately.

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**REG. REF. SDZ22A/0012**

**LOCATION: 1, Adamstown Boulevard, Adamstown, Lucan, Co. Dublin**

*Colm Harte*  
\_\_\_\_\_  
**Colm Harte,  
Senior Executive 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:** 03/10/22

  
\_\_\_\_\_  
**Gormla O'Corrain,  
Senior Planner**