

# Comhairle Chontae Atha Cliath Theas

PR/1271/22

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

**Reg. Reference:** SDZ22A/0005      **Application Date:** 14-Apr-2022  
**Submission Type:** Additional      **Registration Date:** 09-Sep-2022  
Information

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

**Proposed Development:** Phase Three of the Adamstown District Centre and consists of 37,402sq.m (gross floor area including car parking and storage) of residential development to be constructed in 3 blocks ranging in height from 2 to 9 storeys; There is a total of 436 apartments, comprising 9 studio apartments, 204 one bedroom apartments, 213 two bedroom apartments and 10 three bedroom apartment; An ancillary resident's pavilion building (2 storey) is linked to Block D, ancillary resident's amenity rooms and facilities are also provided at ground floor level of Block A; All apartments are provided with private open space in the form of balconies or gardens; The proposed block description is as follows: Block A (c. 11,821sq.m gross floor area): 4 - 5 storeys in height, with a total of 143 apartments (70 one bedroom apartments, 67 two bedroom 4 person apartments and 6 no. 3-bedroom apartments); A resident's only podium level, courtyard is provided within Block A; Ancillary plant, storage, waste, and internal bicycle parking rooms provided at ground floor level; Block C (c. 9,680sq.m gross floor area): 4 - 9 storeys in height, with a total of 124 apartments {60 one bedroom apartments, 5 two bedroom 3 person apartments, 55 two bedroom 4 person apartments and 4 three bedroom apartments). Communal open space is provided within 2 parcels of land to the east of Block C between Block C and Block D. Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level; Block D (c.12,757sq.m gross floor area): 2 - 5 storeys in height, together with linked ancillary resident's pavilion building (2 storey). Block D comprises a total of 169 apartments (9 studio apartments, 74 one bedroom apartments, 11 two bedroom 3 person

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apartments, and 75 two bedroom 4 person apartments); Communal open space is provided within 2 parcels of land within Block D; Ancillary plant, amenity rooms and internal bicycle parking rooms provided at ground floor level. Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level; on lands generally bounded by Adamstown Avenue to the north, to the east by undeveloped lands which benefit from planning permission Reg. Ref. SDZ20A/0008 (as amended by SDZ20A/0016, SDZ20A/0018 and SDZ21A/0017), to the south by Station Road, the railway line and train station and to the west by the railway overpass and its approach road, known locally as the farmer's bridge.

**Location:** In the townland of Gollierstown, Adamstown, Lucan, Co. Dublin

**Applicant Name:** Quintain Developments Ireland Limited

**Application Type:** SDZ Application

(SW)

### Description of Site and Surroundings:

Site Area:  
Stated as 2.43ha

Site Inspection:  
6 May 2022

#### Site Description:

The subject site is situated in the southern area of Adamstown SDZ, within Development Area 11- Adamstown Station under the Adamstown SDZ Planning Scheme Area. The lands are bounded by Adamstown Avenue to the north, by Station Road, the railway line and Adamstown train station to the south and by the ramp and bridge to the west. The lands to the east are currently under construction (blocks D, E and F).

A temporary 'Park and Ride' facility is located on lands to the west of Adamstown Station development area. The subject site is a greenfield site and is bound by fencing. There are no hedges, tree lines, water features or other significant features on the proposed site.

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### Proposal:

Phase Three of the Adamstown District Centre and consists of 37,402sq.m (gross floor area including car parking and storage) of residential development to be constructed in 3 blocks ranging in height from 2 to 9 storeys;

- There is a total of **436 apartments**, comprising 9 studio apartments, 204 one bedroom apartments, 213 two bedroom apartments and 10 three bedroom apartment;
- An **ancillary resident's pavilion building** (2 storey) is linked to Block D, ancillary resident's amenity rooms and facilities are also provided at ground floor level of Block A;
- All apartments are provided with private open space in the form of balconies or gardens;
- The proposed block description is as follows:
  - Block A (c. 11,821sq.m gross floor area):
    - 4 - 5 storeys in height,
    - with a total of 143 apartments (70 one bedroom apartments, 67 two bedroom 4 person apartments and Gno. 3-bedroom apartments);
    - A resident's only podium level, courtyard is provided within Block A;
    - Ancillary plant, storage, waste, and internal bicycle parking rooms provided at ground floor level;
  - Block C (c. 9,680sq.m gross floor area):
    - 4 - 9 storeys in height,
    - with a total of 124 apartments {60 one bedroom apartments, 5 two bedroom 3 person apartments, 55 two bedroom 4 person apartments and 4 three bedroom apartments).
    - Communal open space is provided within 2 parcels of land to the east of Block C between Block C and Block D.
    - Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level;
  - Block D (c.12,757sq.m gross floor area):
    - 2 - 5 storeys in height,
    - together with linked ancillary resident's pavilion building (2 storey).

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- Block D comprises a total of 169 apartments (9 studio apartments, 74 one bedroom apartments, 11 two bedroom 3 person apartments, and 75 two bedroom 4 person apartments);
- Communal open space is provided within 2 parcels of land within Block D;
- Ancillary plant, amenity rooms and internal bicycle parking rooms provided at ground floor level. Ancillary plant, waste and internal bicycle parking rooms provided at ground floor level;

on lands generally bounded by Adamstown Avenue to the north, to the east by undeveloped lands which benefit from planning permission Reg. Ref. SDZ20A/0008 (as amended by SDZ20A/0016, SDZ20A/0018 and SDZ21A/0017), to the south by Station Road, the railway line and train station and to the west by the railway overpass and its approach road, known locally as the farmer's bridge.

#### SEA Screening

No overlap with environmental layers identified.

#### 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.

The subject site is located within Development Area 11: Adamstown Station 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.

*Roads* – Additional information requested.

*Parks* – No objections, subject to conditions.

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

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

*Architectural conservation* – No report received at time of writing.

*EHO* – No objections, subject to conditions.

*Waterways Ireland* – No report received at time of writing.

*TII* – No objections, subject to conditions.

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

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

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IAA – Concerns raised.

Architect – No report received at time of writing.

Housing Strategy – No report received at time of writing.

### Submissions/Observations /Representations

A submission has been received:

- Elevated roadway (bridge ramp) to the west of the application site does not form part of the application site and the applicant, Quintain Developments Ireland Ltd has excluded the bridge ramp from the proposal currently before SDCC for determination.
- The bridge is not a 'farmers bridge' or 'cattle bridge' – it is 'Crowleys Bridge' and has been constructed to a specification that will assist in the future development of lands to the south of the rail line in the ownership of Henry & Ted Crowley in due course when Adamstown SDZ has been built out.
- Planners report notes permission is for agricultural bridge that may be extended in future if lands to the south are rezoned. The parapet on the western side is attached to the top deck to allow for future widening of the bridge. (SDZ06A/9).
- S01A/0004 permitted Iarnrod Eireann to construct a ramped approach north and south of the rail line. Ramp to south was constructed. Ramp permitted under SDZ06A/0 superseded the ramp to the north.
- Applicant has excluded bridge from application (small portion of ramp on north west side lies within the redline). Henry and Ted Crowley have full easements agreed for the use of the bridge to access their landholdings to the south of the rail line.
- SDCC should have regard to potential increased traffic volumes on the bridge should land to south be rezoned. The bridge was built with the potential to expand if this happened.
- The planning report gives the impression that the bridge is only used by tractors / a few cows, but there are multiple journeys on a daily basis, including lorries, tractors, ESB and Eirgrid traffic.
- The use of the terms cattle bridge and farmers bridge creates the false impression that it is insignificant infrastructure.
- Inevitable that land to the south of the railway will be developed at some point. To not do so would mean half the catchment for the rail transport corridor would be untapped.
- Ramp has been designed to be extended and it also does not impede the development of lands to the west of the bridge. Roads already run under the bridge. Pedestrian and cycle permeability will be possible due to the elevated construction.

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### 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 Station 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 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 Station 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 c250sq.m. and an off licence of c154sq.m. (b) A total of c.5,197sq.m. of

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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 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 Station 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 Station Road will connect the proposed development to Adamstown Rail Station at first floor level. Following completion of the proposed development,

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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 Station 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 internal LED lighting affixed to the upper level facade on south, west and east elevations; the provision of 1no. 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 1no. 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 Station 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



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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 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. **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

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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**

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

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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 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 B and 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 B and 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 B and 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

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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 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

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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 Station 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, 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 Station 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**

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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 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 (c505.6sq.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**

None recorded for this proposal.

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### 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).

***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

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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, 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.

#### *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.

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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.

#### ***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

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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 Station (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 Station 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.*

*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.*

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#### *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*

*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.*

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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 Station, 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.*

#### *Proposed Adamstown District Centre*

2.6.28 *There is one major District Centre proposed in Adamstown, focused on the Transport Interchange. Shopping up to a maximum of 16,300sq.m. is permitted. This includes 14625sq.m in the Adamstown Station development area and 875sq.m and 800sq.m in the adjoining Adamstown Boulevard and Adamstown Square development areas respectively.*

### **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 proposed non-material Amendment, which has been submitted to An Bord Pleanála contains the following recommended changes to the SDZ Planning Scheme:

- An increase in unit numbers, density, and residential floor area within the Adamstown Station development area. The proposed upper level of the density range is 150dph giving a new range of 75-150dph.

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- An increase in unit numbers, density and residential floor area and a location-specific increase in building height within the Aderrig development area.
- Relocation of a proposed enterprise centre from the Tobermaclugg Village/Tandy's Lane Village local centre to the Adamstown Station district centre.
- Other minor amendments including updated references to and summaries of national and regional policy and guidance and updating of other references within the planning scheme document including text, tables, and maps.

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).

### **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 3 of the development. Phases 1 and 2 have been granted permission.

### **Phase 1:**

SDZ20A/0008 (as amended by SDZ20A/0016, SDZ20A/0018 and SDZ21A/0017):

- a mixed use commercial and residential development (buildings ranging in height from 4-9 storeys).
- The residential element consists of 279 residential units in a mix of apartments and duplexes.

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- Residential / Retail Block B – 1,413 sq.m
- Residential / Retail Block E – 1,657 sq.m
- Retail Block F – 7,115 sq.m
- 673 Parking spaces within Block F (to contribute to parking for the station tile as a whole)

#### Phase 2:

SDZ21A/0007 (as amended by SDZ21A/0020)

- Block G
- Residential development – 184 apartments (buildings ranging in height from 4-9 storeys).
- 92 car parking spaces (83 of which are in Block F)

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

The subject site comprising 2.43 ha is located within Development Area 11: Adamstown Station. The overall net development area for Adamstown Station is stated as 6.5ha in the Planning Scheme.

The application comprises the construction of Phase 3 of the Adamstown District Centre and provides for a residential development arranged in three blocks ranging in height from 2-9 storeys.

A total of 436 apartments, comprising 9 studio apartments, 204 one bedroom apartments, 213 two bedroom apartments and 10 three bedroom apartments would be provided.

An ancillary resident's pavilion building (2 storey) is linked to Block D (480sq.m), ancillary resident's amenity rooms and facilities are also provided at ground floor level of Block

A total of 220 car parking spaces are to be provided through on-street parking (58), on street parking visitor (2), and podium parking under Block A (88) and 3<sup>rd</sup> floor of the MSCP (Block f) (72). 526 cycle spaces are provided.

In addition, 3,138sq.m of public open space and 3,281sq.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:

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*'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 been met. 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. 11 Adamstown Station.

### Adamstown Station

Area character type	High development density
Gross area	8.6 hectares
Net development area	6.5 hectares
Min-max total residential development	49,000 – 58,500sq.m.
Min-max dwellings per Ha.	75 - 90
Min-max total dwelling units	490 - 585
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy



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Min non-residential development	200 childcare spaces 11,700 sq.m retail/retail services
Max non-residential development	50% of total development up to 29,250 sq. m.
Max retail development	50% of total non-residential up to 14,625 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	0.3 hectares

### Urban Design Characteristics

- > The civic space is located to one side of the central boulevard to remove traffic from the centre of the space
- > The sequence of spaces is provided by a narrowing or 'pinch' at Adamstown Road
- > Building heights vary along main roads, the highest at street intersections. There are opportunities for tall buildings at the end of vistas
- > Smaller block depths encourage a tighter urban grain
- > Markers' or Landmark buildings close vistas and provide identity & enclosure.
- > The one way bus loop insures the Civic space will not be a bus park. The interchange takes place on the side street close to the station entrance
- > The road edges are defined by quality street furniture and lighting

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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 11: Adamstown Station</b>			
<b>Criteria</b>	<b>SDZ criteria relevant to Adamstown Station</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>	49,000 – 97,500 sqm	Phases 1 and 2 – 41,224 <b>Phase 3 – 34,269</b> (total 75,493) Up to 22,017	In accordance with criteria. Development is not final phase
<b>Min-max dwellings per hectare</b>	75-150(+/- 20% variation)	180dph (150 + 20% = 180)	In accordance with criteria.
<b>Min-max total dwelling units</b>	490-975	Phases 1 and 2 - 463 units <b>Phase 3: 436</b> Remaining development as part of future phases to be up to 76 units	In accordance with criteria.
<b>Min affordable / social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	44 units are proposed for Part V.	In accordance with Planning Scheme criteria
<b>Min non-residential development</b>	200 childcare spaces  11,700sqm retail/retail services	<b>None proposed</b> - to be provided as part of future phase.  <b>None proposed</b> – 10,185sqm retail provided as part of Phase 1- remainder to be provided as part of future phase of development	In accordance with Planning Scheme criteria
<b>Max non-residential development</b>	50% of total development up to 29,250sqm	<b>None proposed</b> - 10,185sqm retail provided as part of Phase 1- remainder to be provided as part of future phase of development	In accordance with Planning Scheme criteria
<b>Max retail</b>	50% of total development up to	<b>None proposed</b> - 10,185sqm retail net floor space provided	In accordance with

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<b>development</b>	14,625sq.m	as part of Phase 1. *No minimum requirement	Planning Scheme criteria
<b>Min-max courtyard building height</b>	2-4 storeys with up to 5 storeys at corner/feature buildings	Block A4 is 4 storey. Block C– scheme indicates some courtyard buildings on northern elevation. Buildings predominantly 5 storey. Northern portion of Block C can be considered corner / feature. Block D – scheme indicates some courtyard buildings on northern elevation. Buildings predominantly 5 storey.	Block A – scheme indicates some courtyard buildings on southern elevation and north of Block D. Northern portion of Block D1 can be considered corner / feature. In accordance with Planning Scheme criteria
<b>Min-max perimeter building height</b>	3 storeys plus setback to 5 storeys plus setback	A1, A2 and A3 are 5 storey (no GF for A1 and A2). Block C is predominantly 5 storey (with the exception of the landmark building). An element of Block C2 is 4 storey Block D is predominantly 5 storey. D4 is 4 storey	Flexible use perimeter buildings proposed. In accordance with Planning Scheme criteria
<b>Max landmark building height</b>	30 metres (up to 10 storeys approx.)	30m (9 storeys)	Generally, in accordance with Planning Scheme criteria, however, roof plant increases height with potential impacts on aviation.
<b>Min local public open space</b>	0.3 HA	Phases 1 and 2: 1.7ha <i>Phase 3: 3,138sq.m</i>	In accordance with criteria

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Urban Design Criteria	Assessment
<i>1. Context: How does the development respond to its surroundings?</i>	High quality street, with own door ground floor apartments. Permeable block for habitants. General pedestrian linkages north / south and east / west through blocks c and d. Integration with adjacent bridge.
<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 9 studio apartments, 204 1bed apartments, 213 2bed apartments and 103bed apartments. 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</i> and the <i>Adamstown Street Design Guide</i> .
<i>7. Layout: How does the proposal create people-friendly streets and spaces?</i>	Significant landscaping, podium open space.  The public open space at Block A is welcomed.
<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>	Floor to ceiling height at ground level to be greater than 3.1m to ensure that all ground floor units are robust enough to be adaptable for other uses in the future.

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Urban Design Criteria	Assessment
<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.  Some concerns regarding overlooking between Block D and internal reorganisation required via <b>additional information</b> .
<i>11. Parking: How will the parking be secure and attractive?</i>	Podium and on-street, car-parking provided. Car parking also provided in Block F MSCP.
<i>12. Detailed design: How well thought through is the building and landscape design?</i>	Apartment blocks designed with over 50% dual aspect; duplex units designed with active frontage; good connectivity and landscape design; good building finishes.

A Design Statement has been submitted with the Planning Application which addresses the development strategy with regard to compliance with the SDZ Planning Scheme built form and provides illustrations and proposed CGI views of the development. The layout, design and built form are assessed in full below.

### Density

The subject site is located in a high-density character area as identified in the Planning Scheme. The required density within Adamstown Station Development Area is 75-150 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 led to a Proposed Amendment to the SDZ Planning Scheme, recommending *inter alia* an increase in the upper levels of the ranges for density, unit numbers and residential floor area within the Adamstown Station Development Area. The amended upper level of the density range as set out in the would be 150dph. 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 upper end of this threshold, i.e., 180 dph, (availing of the 20% upper variance) and in compliance with the 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 apartments has been designed to provide a variety of options for prospective residents.

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The proposed development contains 436 residential units across Blocks A, C and D and comprises a mix of Studio, 1, 2, and 3 bed apartments, as outlined in the table below.

### *Summary of Accommodation:*

<b>Number of:</b>	<b>Studio</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>TOTAL</b>
<i>Apartments</i>	9	204	213	10	436
<i>% of mix</i>	2%	47%	49%	2%	

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, two bedroom apartment at 73sq.m and three bedroom apartment at 90sq.m. In addition, all apartments would meet the private amenity space standards as set out in the Apartment Guidelines.

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

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 and this has been taken into consideration in the current proposal.

A Design Statement prepared by Henry J. Lyons has also been submitted with the application which provides a detailed site analysis and urban design rational for the proposed development and details the proposed materials finishes.

The principle of the location of the landmark building 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 icons as 'potential landmark buildings'.

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.

In relation to Perimeter buildings, Section 2.3 (viii) of the PS states 'Perimeter buildings are larger buildings that address the main distributor roads, squares, parks and open spaces and generally define the outside of the blocks within each development area. They may range in height from three storeys in the lower density areas to five storeys plus one storey setback in the higher density areas but shall generally be three-four storeys in height.'

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In terms of perimeter buildings: A1, A2 and A3 are 5 storey. Block C is predominantly 5 storey (with the exception of the landmark building). An element of Block C2 is 4 storey. Block D is predominantly 5 storey. D4 is 4 storey

For courtyard buildings: Block A – scheme indicates some courtyard buildings on southern elevation. Block A4 is 4 storey. Block C– scheme indicates some courtyard buildings on northern elevation. Buildings predominantly 5 storey. Northern portion of Block C can be considered corner / feature.

Block D – scheme indicates some courtyard buildings on northern elevation. Buildings predominantly 5 storey. Northern portion of Block D1 can be considered corner / feature.

Overall, the heights are consistent with the Planning Scheme.

### Public and Communal Open Space

The applicant has indicated that approximately 3,281sq.m communal open space would be provided and 3,138sq.m public open space.

This will incorporate a podium at level 01 for Block A and semi-private open spaces at blocks C and D. Public open space above the required standard has already been provided prior to this proposal. The communal open space for the proposal is also above the required standard.

It is noted that privacy strips / private gardens have been provided at ground floor.

### Adjacent Bridge

It is noted a submission has been received in relation to the adjacent bridge. The current and emerging County Development Plans do not zone the land to the south of the railway as residential.

Section 5.6 of the Planning Statement indicates that the Planning Scheme is not explicit in how the bridge should be treated in the development of lands adjoining it. In the absence of prescribed standards, the development proposal has considered the interface between the proposed apartment buildings and the bridge approach road. The scheme has been designed to ensure there are no negative impacts on residential amenity in the event that the bridge remains in the long term

The applicant has provided details of how the proposed development engages with the existing bridge in both the Architectural Design Statement and the Landscape Design Statement.

Section 4.3 of the Design Statement sets out that there is a Pedestrian and Cycle route along the existing Bridge. Page 29 states that 'Bridge Walk' – "*own door units accessed from the proposed*

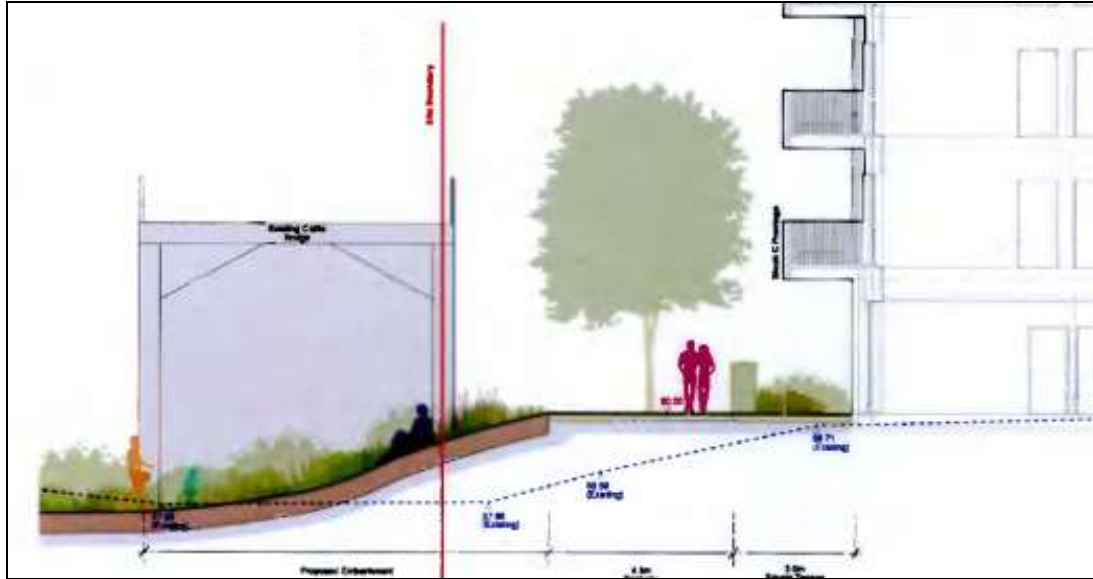
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*pedestrian route along the cattle bridge at the Western edge provide activity and passive surveillance to this area”.*

The Landscape Design Statement provides sections of the footway along the cattle bridge:



Camlins has also produced a number of sections which indicate the design adjacent to the bridge and ramp:



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Given the bridge's location outside the redline, it is considered that the interface with the adjacent bridge has been considered in sufficient detail. Further consideration of the finish and upgrade of the bridge will be considered in future planning application in the adjacent Development Area.

### Dual Aspect

Under SPPR4 of the Apartment Guidelines (2020), the minimum number of dual aspect apartments that may be provided in any single scheme in suburban or intermediate locations shall be 50% and 33% in more central accessible urban locations. In total, 50% of the apartments are dual aspect. Sufficient dual aspect apartments are provided. It is apparent from the Housing Quality Assessment and the floorplans, that several apartments are single aspect, north facing.

Paragraph 3.18 of the Apartment Guidelines states “*North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature. Particular care is needed where windows are located on lower floors that may be overshadowed by adjoining buildings*”.

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The following apartments are north facing and single aspect, however, the Housing Quality Assessment states that they are dual aspect:

D1.001 (T.102\_D)

D2.002 (T.102\_D)

These units front onto Great Western Way, and it is not apparent that they overlook any significant amenity areas directly. The applicant is, therefore, requested to submit a separate schedule and plan indicating all single aspect north facing apartment detailing compliance with Paragraph 3.18 of the Apartment Guidelines. Any single aspect north facing apartments that do not meet the requirements of the Apartment Guidelines should be omitted.

Any resultant change in the percentage of overall dual aspect apartments should also be set out. This should be provided via **additional information**.

### Amenity of Apartments

The Daylight and Sunlight Analysis, prepared by OCSC has been submitted with the application. The analysis demonstrates that internal daylight access in excess of minimum requirements for individual apartments is achieved by  $\geq 95\%$  across the proposed development. The majority of apartments not only meet, but greatly exceed the ADF target set out. This is acceptable to the Planning Authority.

In addition, a Pedestrian Comfort Report has also been submitted which found that overall, the proposed development will be a high quality, comfortable environment for occupants throughout the year. The findings of this report are noted and are deemed to be acceptable.

In general, a good degree of separation is maintained. The exception to this is Blocks D2 and D3, where the separation distance between opposing windows is 7.77m. The Planning Authority is concerned that the living spaces are provided at the closest points, therefore increasing the risk of overlooking. Given the proximity of the apartment in D2 and D3, it would be preferable for the living spaces to be reorientated, so bedrooms / bathrooms were opposing rather than living rooms. The applicant is requested to address this via **additional information**.

### Materials and Finishes

A Building Life Cycle Report for the apartments has been submitted with the application which provides details on the proposed materials and finishes and the long-term maintenance and management strategy for the scheme.

The proposed choice of materials consists of a hard wearing, low maintenance and durable render. The balconies would have cantilevered steel frames or solid glass. Windows would be double glazed. The roof would be a mix of traditional coverings and a green roof system.

The materials and finishes proposed for Blocks A, C and D are considered acceptable. However, it is noted that render is provided along Adamstown Station, and it is considered that, given the prominence of this location, Brick should be provided.

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The applicant is requested to provide details of revised materials along Station Road frontages via **additional information**.

### Signage

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

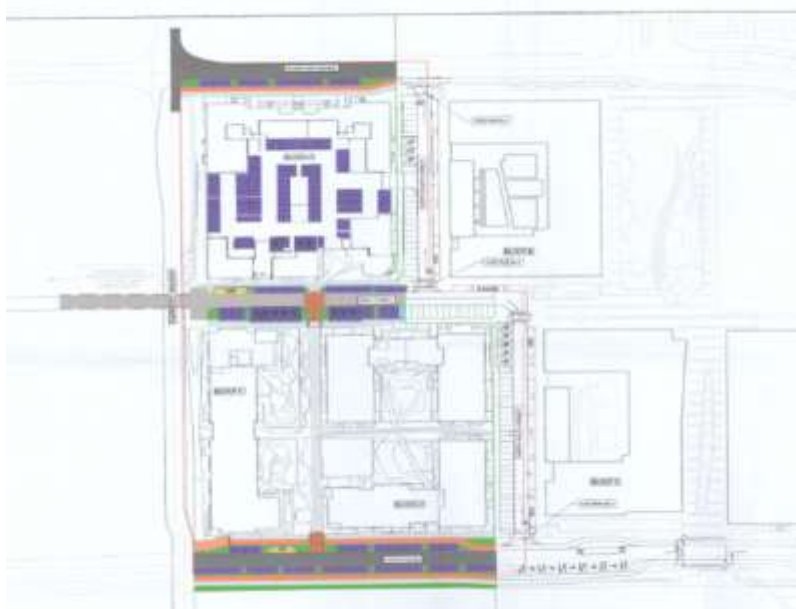
### **Roads, Access and Parking Provision**

The subject application includes a Transport Statement, Design Stage Traffic Management Plan, Roads, Phase 1 Road Safety Audit, Car Park Strategy Plan and Mobility Management Plan and set of Drawings prepared by Atkins, which were referred to the SDCC Roads Section for review and comment.

The Roads Department has stated

### “Access & Roads Layout:

*This development is the continuation of the Station Road tile development. Three sections of road will be constructed as part of this application, Adamstown Avenue, Station Road, and smaller West Street. The Link Road along the western boundary of this development has not been proposed in this application, the link will be pedestrian only between Blocks A, C and the “Bridge” from Adamstown Avenue to Station Road.*



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Figure 1 Layout from Applicant

Figure 2 Layout from SDZ

*The layout confirms somewhat to the SDZ proposal, a link street through Block A has been omitted. The middle West Street although ends at the "Bridge" the applicant has noted that it will be included in future developments and provide through access to this tile and tile to the west. An emergency access road between Block C and D has been shown, Fire tender autotrack identify access around the development. The change in car parking on north-south Local Street shown in Figure 1 was permitted under SDZ20A/0016, to provide an increase in parking spaces along this street. This type of parking has been continued along the central West Street, the cross section details a carriageway width of 5.5m and an increased parking bay length of 5.3m.*

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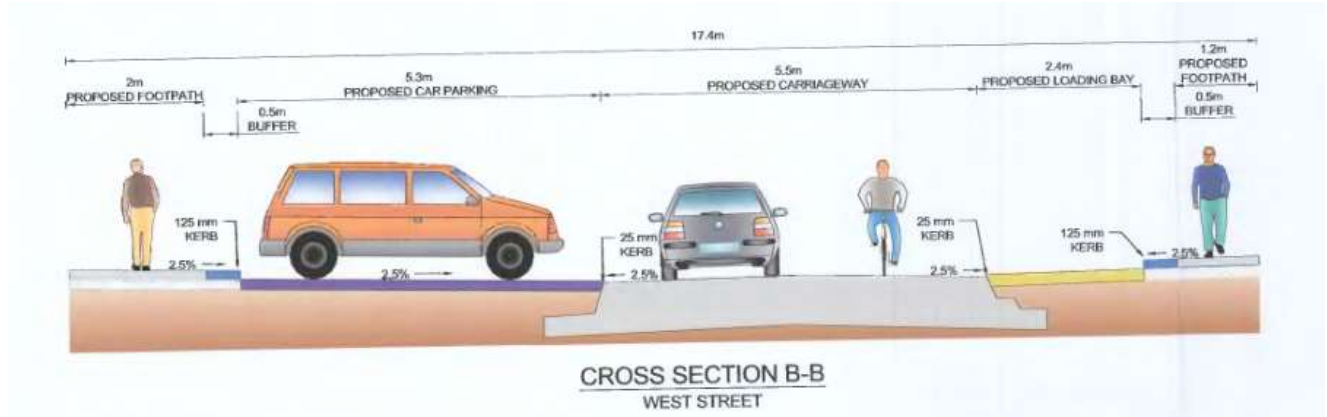


Figure 3 Cross section of West Street.

The submitted cross section of West Street shown in Figure 3 detail the footpath width at 1.2m this must be 2.0m at a minimum.

The applicant has submitted a road safety audit while some of the issues raised relate to the previous planning permission, there are some that should be addressed in this submission.

Item 2.1 of the audit recommends a turning circle at the dead end in the car park in Block A. Item 2.2 recommends crossing points along the West Street, particularly at the turning circle at the end.

### Permeability:

The overall pedestrian permeability is good. The vehicle permeability will be improved when the developments to the west are completed and links in this direction will be available.

### Car Parking:

A total of 220no. car parking spaces, 60no. at street level, 88no. beneath the podium and 72no. in the block F multi story car park. The total number of spaces required for this development under the Adamstown SDZ planning scheme would be 436no. the applicant has proposed 220no. citing previous permissions for the Station Planning tile providing for a parking ration of 0.5, they also contend the proximity to public transport, namely the Adamstown train station and bus routes. Some of the parking for this development will be in the multi-story car park in Block F. the applicant has demonstrated the walking distances to the parking spaces will be nominal and that set down areas across the development will allow car users to unload close to the apartments. This system of parking will depend strongly on a robust car parking management strategy, which the applicant has noted in their submission.

The applicant has shown several parking spaces assigned to the development along Station Road. The roads department recommend that some of these spaces be unallocated spaces for the

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*set down use of the Adamstown train station. This would also comply with the provision of unallocated parking spaces as set out in the SDZ development plan.*

### Bicycle Parking:

*The applicant has proposed 526no. bike parking spaces, 416no. covered and 110no. Sheffield stands in the open space. This provision is in line with the plan scheme for the Adamstown SDZ.*

### Taking in Charge:

*A plan of the areas to be taken in charge by SDCC has been submitted. Details of the road construction have been included. The roads and footpaths must confirm to SDCC taking in charge standards.*

### Waste Collection:

*The applicant has submitted details of the waste collection strategy. An autotrack has been supplied detailing the route of the vehicle throughout the development. The access to the emergency route through Blocks C and D has not been made clear”.*

**Additional information** is requested by the Roads Department.

In addition, the Planning Authority require the following **additional information:**

- Details of how the cycle lanes are compliant with the NTA cycle design guide
- Details of how car parking in Block F (on all floors) is allocated as a whole, including:
  - o Provision for retail facilities
  - o Provision for each apartment development
  - o Provision for all other non-residential parking allocations indicated as part of all previous planning application
- It is not considered allocated parking should be provided along Station Road and Adamstown Avenue, and details of parking provision, with the omission of allocating these spaces should be provided.
- Details of bus set down areas.

### **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 CS Consulting Group.

The Flood Risk Report notes that the subject site is deemed to be located in Flood Zone C. The Flood Risk Assessment concludes that the likelihood of onsite flooding from groundwater due to hydrological conditions are deemed to be minor and within acceptable levels.

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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 proposed development would not result in the removal of any habitats if significant biodiversity value. The existing disused field will be replaced with a new development and associated public open space and landscaped areas, including areas of ecologically sensitive planting.

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.

### Waste Management

A Resource Waste Management Plan and Operational Waste Management Plan (OWMP) prepared by Awn Consulting (dated Spring 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 no objections, subject to conditions.

### Energy

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An Energy and Sustainability Report as prepared by O Connor Sutton Cronin has been submitted with the application. A building Life Cycle Report has also been submitted. The energy statement sets out that the proposed residential aspects of the development will comply with Part L 2019 (NZEB) regulations. As part of the developments efforts to further reduce energy consumption, the project is targeting an A2/A3 BER (Building Energy Rating). A range of measures including the installation of solar photovoltaics and heat pumps are proposed. Furthermore, a number of sustainable design features has been considered. 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

A Part V Allocation drawing has been submitted indicating 44 units proposed for social housing on site in Block C.

It is recommended that in the event of a grant of permission, a Part V **condition** should be in place.

### Aviation

The IAA has raised concerns regarding the proposed development.

*Policy IE9 states “It is the policy of the Council to have regard to the advice of the statutory bodies responsible for the control and safety of operations at Weston Aerodrome, to prevent encroachment of development around the Aerodrome which may interfere with its safe operation, in the context of the proper planning and sustainable development of the area and the protection of amenities”.*

The IAA has stated that there appears to be a penetration of obstacle limitation surfaces. It is stated that a reduction in height may be necessary. The applicant is requested to liaise with the IAA and submit revised plans, where necessary, via **additional information**.

### 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 District Centre, individually or in combination with another plan or project, will not have significant effect on any European sites*’.



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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 of permission the applicant is recommended to engage with Inland Fisheries Ireland to ensure that no negative impact on the fisheries status of the Tobermaclugg and Griffeen Catchments will occur. This can be addressed by **condition**.

### Environmental Impact Assessment

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

### Other Considerations

#### *Development Contributions*

Permission sought for residential development (27,511sq.m nett)

Ancillary residential amenities 162 sq.m

Other ancillary waste /

220 car parking spaces (including allocation in previously approved block F)

Number of:	Studio	1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed	TOTAL
Apartments (no.)	9	204	16	85	197	436
Floor Area (sq.m)	355	10,164	1,080	14,983	929	27,511

### SEA Monitoring

- *Building Use Type Proposed* - Residential
- *Floor Area (sqm)*- 34,739.m
- *Land Type*- SDZ/ Greenfield

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- *Site Area*- Stated as 2.43 ha

### Conclusion

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

### Recommendation

Request Additional Information.

Additional information requested: 10 June 2022

Additional information received: 9 September 2022

Consultation:

Water Services: No objections, subject to conditions.

Irish Water: No objections, subject to conditions.

Roads: No objections, subject to conditions.

Parks: No objections, subject to conditions.

IAA: No report received at time of writing.

### 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

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

- 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.

#### *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.

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- 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

#### 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 13:

To support new Bus Rapid Transit (BRT) lines as a means of providing new public transport links, where rail options are demonstrated by the NTA not to be achievable over the period of the County Development Plan 2022-2028, including for the planned Metro (Metrowest) and along the Outer Ring Road and Adamstown-Citywest corridors.

SM3 Objective 16:

To support a review of bus corridors in the N4 environs to expand into the commuter belt towns of bordering County Kildare with a view to meeting future demand of the surrounding Lucan and Adamstown area.

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### 7.6.2 Rail DART Expansion Programme

Table 7.4 Park and Ride Proposals Adamstown Station (Dublin-Kildare Railway) Temporary facility operating with a permanent facility to be completed as part of the Adamstown District centre development (as identified within the Adamstown SDZ Planning Scheme)

Table 7.5 Six Year Road Programme - Adamstown Street Network - Various streets within the Adamstown SDZ lands.

#### COS5 Objective 27:

To facilitate the provision of an apiary colony within Lucan, Adamstown subject to appropriate location and design and regard to public amenity.

#### 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.

#### COS10 Objective 3:

To support the delivery of a new library service in Adamstown in accordance with the phasing strategy set out in the SDZ Planning Scheme.

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

- Neighbourhood Centres, Local Centres-Small Towns and Villages

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

Adamstown 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

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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 corridor No3 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 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 new 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.

In accordance with Table 7.4, the provision of Park and Ride has been examined under SDZ22A/0007.

The Planning Scheme refers to the CDP as follows:

- 1.4.1 The Adamstown SDZ Planning Scheme forms part of any County Development Plan in force in the area of the Scheme until the Scheme is revoked, and any contrary provisions of the Development Plan shall be superseded by the Planning Scheme.
- 1.6.6 The South Dublin County Development Plan, 2010-2016 provides the overarching spatial framework to guide the future growth and development of South Dublin County in an orderly and sustainable way. The Planning Scheme sits alongside and forms part of the Development Plan in force in the area of the scheme. The core strategic aim of the County Development Plan is to promote a more consolidated and compact urban form for the County. The plan states that the next generation of urban settlement will be focused in areas such as Adamstown where development of dwellings has been phased based on the provision of public transport and community infrastructure. It will continue to be

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- developed as a compact and sustainable neighbourhood influenced by contemporary urban design principles. It is policy of the Council to ensure that Adamstown
- 2.6.1 In accordance with the South Dublin County Development Plan 2010-2016 minimum required public open space within the Adamstown SDZ Planning Scheme Area is calculated as follows (SEE TABLE 2.14)
  - 2.6.17 The Planning Scheme requires the provision of publicly accessible playgrounds in each of the four Major Parks to cater for the needs of children and young people up to 18 years of age, in accordance with the guidelines set out in the County Development Plan 2010-2016
  - Long Term Road Proposals (as per CDP 2010-2016) are referred to on a number of maps.

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.*

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

### Assessment:

Item 1:

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(a) The following apartments are north facing and single aspect, however, the Housing Quality Assessment states that they are dual aspect:

D1.001 (T.102\_D)

D2.002 (T.102\_D)

These units front onto Great Western Way, and it is not apparent that they overlook any significant amenity areas directly. The applicant is, therefore, requested to submit a separate schedule and plan indicating all single aspect north facing apartment detailing compliance with Paragraph 3.18 of the Apartment Guidelines. Any single aspect north facing apartments that do not meet the requirements of the Apartment Guidelines should be omitted.

Any resultant change in the percentage of overall dual aspect apartments should also be set out

(b) In general, a good degree of separation is maintained. The exception to this is Blocks D2 and D3, where the separation distance between opposing windows is 7.77m. The Planning Authority is concerned that the living spaces are provided at the closest points, therefore increasing the risk of overlooking. Given the proximity of the apartment in D2 and D3, it would be preferable for the living spaces to be reorientated, so bedrooms / bathrooms were opposing rather than living rooms. The applicant is requested to provide a rationale for the proposal or consider revised plans indicating the reorganisation as set out above.

*Applicant's response:*

*(a) Cores and entrance hall facing Great Western Way have been revised. New apartment type proposed at ground floor and revised apartment type at upper floors. Apartments are now dual aspect. Revised drawings provided. Revised Housing Quality Assessment provided.*

*(b) T.202\_D and T.201\_D have had their internal layout and design changed to overcome overlooking issues. Design statement provided indicating changes.*

Assessment:

The planning authority has reviewed the proposed amendments and it is considered the subject development is considered to be acceptable.

Item 2:

The materials and finishes proposed for Blocks A, C and D are considered generally acceptable. However, it is noted that render is provided along Station Road, and it is considered that, given the prominence of this location, brick should be provided.

The applicant is requested to provide details of revised materials along Station Road frontages.

*Applicant's response:*

*Upper floor Block D changed from render to brick.*

Assessment:

The revised materials are considered acceptable and have address the concern of the Planning Authority. It is therefore considered that the proposed development would result in the provision of a high quality design response.

Item 3:



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- a. The applicant is requested to submit a revised layout not less than 1:200 scale showing the minimum width of footpaths at 2.0m wide.
- b. The applicant is requested to submit a revised layout not less than 1:200 scale showing a turning location at the dead end in the car park of Block A, as per road safety audit.
- c. The applicant is requested to submit a revised layout not less than 1:200 scale showing pedestrian crossing locations along the West Street, as per road safety audit.
- d. The applicant is requested to submit a revised layout not less than 1:200 showing 7no. assigned car parking spaces on the south side of the Adamstown station Road as unassigned set-down parking spaces for use at the train station.
- e. The applicant is requested to provide details of how the cycle lanes are compliant with the NTA cycle design guide
- f. The applicant is requested to provide details of how car parking in Block F (on all floors) is allocated as a whole, including:
  - o Provision for retail facilities
  - o Provision for each apartment development
  - o Provision for all other non-residential parking allocations indicated as part of all previous planning applications and car parking strategies submitted.
- g. The applicant is requested to provide details of bus set down areas.

### *Applicant's response:*

*See enclosed roads drawings and technical note.*

*(a) footpath amended to be in excess of minimum 2m.*

*(b) undercroft internal layout has been amended. Tracking provided*

*(c) west street revised to provide enhanced pedestrian facilities*

*(d) 7 spaces on Station Road are now allocated set down.*

*(e) proposed development ties into the existing permitted cycle network and is also consistent with the national cycle manual.*

*(f) see technical note*

*(g) see technical note*

### Assessment:

A report has been received from the Roads department and no objections have been raised, subject to conditions.

### Item 4:

The applicant is requested to engage with the licensee of Weston Aerodrome, to review the potential impact of the proposed development and the related construction methodology to be adopted on the safety of aviation activities at the Aerodrome. The IAA has raised concerns that, based upon the information provided in the planning submission, there is a penetration of the obstacle limitation surfaces established at Weston Aerodrome. As such, following consultation with the aerodrome, the applicant is requested to engage a specialist aviation consultant to undertake an aeronautical study to review the potential impact on the obstacle limitation

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surfaces, flight procedures, circuit traffic patterns and visual holding at the Aerodrome. This study should seek to identify whether the development currently proposed can be safely permitted or whether a resulting in height is necessary to ensure no penetration of the obstacle limitation surfaces. The study should also incorporate an assessment of the use of cranes required during the construction works, in the context of their potential impact on aviation activities at the Aerodrome.

*Applicant's response:*

*Email from Weston Aerodrome provided.*

Assessment:

The email states “no potential aviation impacts will occur at Weston Aerodrome as a result of the proposed development, however as the Block C will infringe Weston Airport OLS then we will require that Marking and or Lighting is provided as appropriate . In relation to the construction phase and the use of large cranes can you advise of any activity prior to commencement of this activity.

There are no objections, subject to conditions.

### **Other Considerations**

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

Permission is sought for 436 No. apartments with residential amenities and residents pavilion with a Gross Internal Area of 28,009 sq m. The proposed car parking spaces are in keeping with standard outlined in the Development Plan.

#### **Development Contributions**

<b>Planning Reference Number</b>	SDZ22A/0005
<b>Summary of permission granted &amp; relevant notes:</b>	436 apartments and residential amenities
<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

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% reduction to rate, if applicable (0% if N/A)	0
Rate applicable	€104.49
Area of Development (m2)	28009
Amount of Floor area, if any, exempt (m2)	
Total area to which development contribution applies (m2)	28009
Total development contribution due	€2,926,660.41

#### SEA Monitoring

- *Building Use Type Proposed* - Residential
- *Floor Area (sqm)*- 34,739 sq.m
- *Land Type*- SDZ/ Greenfield
- *Site Area*- Stated as 2.43 ha

#### 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

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plans, particulars and specifications lodged with the application, and as amended by Further Information received on 9 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. Drainage.

(a) Prior to the commencement of development, the applicant shall undertake an assessment on the provision of additional SuDS for the written agreement of the Planning Authority. provide details of additional SuDS. In this regard, the applicant shall submit a report and drawing indicating the additional SuDS, including Green Roofs, where viable.

(b) The residents' pavillion shall have a green roof, unless otherwise agreed in writing.

(c) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use.

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

(e) The water supply and drainage infrastructure, shall comply with the requirements of Irish Water.

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.

### 3. 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.

### 4. Phasing.

A total of 436 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

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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.

### 5. Mitigation Measures

The mitigation measures and commitments identified in the Ecological Appraisal and other plans and particulars submitted with the planning application, as amended by the additional information received on 9 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.

### 6. Transport.

The proposed development shall be undertaken strictly in accordance with the recommendations of the Transport (Traffic Impact) Assessment, except as otherwise may be required in order to comply with other conditions.

REASON: In the interest of the highway safety.

### 7. Roads.

a. Prior to the commencement of development, the applicant shall submit a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority

b. Prior to commencement of development, the applicant shall submit a developed Construction Traffic Management Plan for the written agreement of the Planning Authority.

c. Prior to commencement of development, a Public Lighting Design for the development shall be submitted and agreed by the Public Lighting team of SDCC.

REASON: In the interests of highway safety.

### 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 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

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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. 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:

(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.

### 10. Environmental Health.

1. No heavy / noisy construction 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.
2. 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.
3. During the construction / demolition phase of the development, Best Practicable Means

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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.

4. A suitable location for the storage of refuse shall be provided during the construction and operational phase of the development so as to prevent a public health nuisance.

5. The applicant shall put in place a pest control contract for the site for the duration of the construction works.

6. 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).

7. Any connections to the main sewer must be connected so as not to give rise to a public health nuisance.

8. Signage or lighting to be used on site during both construction and the on-going operation of the development must not be intrusive to any light sensitive location including residential properties in close proximity to the development.

9. Clearly audible or impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.

REASON: In the interests of public health.

### 11. 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/trenches 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

### 12. Implementation of Landscape Plans.

The Landscape Plans prepared by Camlins 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 2016-2022.

#### 13. 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.

#### 14. 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.

#### 15. 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,



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- (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
- (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.

### 16. 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

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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.

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.

### 17. 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.

### 18. 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

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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.

### 19. 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 sustainable development of the area.

### 20. Aviation.

(a) Prior to the commencement of development, the applicant shall notify the Irish Aviation Authority and the Department of Defence regarding any cranes likely to penetrate ICAO surfaces.

(b) Prior to the commencement of development, the applicant shall submit detail of appropriate Marking and / or Lighting, as agreed with Weston Airport, for the written

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agreement of the Planning Authority.

REASON: In the interests of aviation safety.

### 21. 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 9 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.

### 22. Fisheries.

The applicant shall engage with Inland Fisheries Ireland to ensure that no negative impact on the fisheries status of the Tobermaclugg and Griffeen Catchments will occur.

REASON: In the interests of protecting the environment.

### 23. Signage.

No advertising sign(s) or structure(s) (including any signs installed to be visible through windows), banners, canopies, flags, or other projecting elements shall be erected except those, which are exempted development, without the prior approval of the Planning Authority or An Bord Pleanála on appeal.

REASON: In the interest of visual amenity, compliance with development plan policies and the proper planning and sustainable development of the area.

### 24. Archaeological Monitoring.

The applicant/developer shall employ a qualified Archaeologist, licensed to carry out Archaeological Monitoring of all sub-surface works carried out within the proposed development site. This will include the archaeological monitoring of the removal of topsoil, the excavation of trenches for foundations, services, access roadway, etc. associated with the proposed development.

REASON: To facilitate the recording and protection of any items of archaeological significance that the site may possess.

### 25. Financial Contribution.

The developer shall pay to the Planning Authority a financial contribution of €2,926,660.41 (two million, nine hundred and twenty six thousand, six hundred and sixty euro and forty one 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).

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

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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.

26. Prior to the commencement of development, details of the materials, colours and textures of all the external finishes to the proposed development shall be submitted to and agreed in writing by the Planning Authority.

A panel of the proposed finishes is to be placed on-site to enable the planning authority to adjudicate on the proposals. Any proposed render finish to be self-finish in a suitable colour and shall not require painting. Construction materials and detailing shall adhere to the principles of sustainability and energy efficiency and high maintenance detailing shall be avoided.

REASON: In the interests of orderly development and the visual amenities of the area.

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.

NOTE: The applicant shall notify the Irish Aviation Authority and the Department of Defence regarding any cranes likely to penetrate ICAO surfaces.

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**REG. REF. SDZ22A/0005**

**LOCATION: In the townland of Gollierstown, Adamstown, Lucan, Co. Dublin**

  
**Colm Harte,**  
**Senior Executive Planner**

  
**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:** 06/10/2022

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