



THORNTON O'CONNOR  
TOWN PLANNING

Planning Report

**Planning Report**

**Prepared in Respect of a Proposed Residential Development in the Aderrig Development Area (Phase 3) of the Adamstown SDZ**

**Prepared on Behalf of Quintain Developments Ireland Limited**

October 2022

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South Dublin County Council  
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Tuesday, 25<sup>th</sup> October 2022

To whom it may concern,

**RE: RESIDENTIAL DEVELOPMENT PROPOSED IN THE ADAMSTOWN STRATEGIC DEVELOPMENT ZONE COMPRISING 207 NO. UNITS ON LANDS IN THE DEVELOPMENT AREA OF ADERRIG (PHASE 3), ADAMSTOWN, CO. DUBLIN**

## **1.0 INTRODUCTION**

Thornton O'Connor Town Planning, in association with BKD Architects<sup>1</sup>, Waterman Moylan Consulting Engineers<sup>2</sup>, Doyle + O'Troithigh Landscape Architecture<sup>3</sup>, Independent Tree Surveys<sup>4</sup>, Brady Shipman Martin<sup>5</sup>, Sabre Electrical Services Limited<sup>6</sup>, AWN Consulting<sup>7</sup>, Traffico<sup>8</sup>, SCD Consulting<sup>9</sup>, iAcoustics<sup>10</sup> and 3D Design Bureau<sup>11</sup> have been retained by Quintain Developments Ireland Limited to prepare this Planning Application for permission for a residential development. The proposed development, principally comprising 207 No. residential units, represents Phase 3 of development on lands in the 'Aderrig' Development Area of the Adamstown Strategic Development Zone (SDZ).

### **1.1 Purpose of this Report**

The purpose of this Planning Report is to provide a comprehensive introduction to the application site and the proposed development, as well as outlining its compliance with key planning policy guidance and the *Adamstown Strategic Development Zone Planning Scheme* (2014) (as amended) (from here on referred to as the 'Planning Scheme') in particular.

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<sup>11</sup> Unit 1, Adelphi House, Dún Laoghaire, Co. Dublin

It should be read in conjunction with the various other materials prepared and included as part of the Planning Application pack; a full listing of which is included in Section 9.0 below.

## 1.2 Description of the Subject Site and Proposed Development

The subject sites and proposed development are detailed as follows in the statutory notices:

*"Quintain Developments Ireland Limited intend to apply for permission for development on 2 No. sites separated by the permitted Celbridge Link Road with a total area of 6.36 Ha in the townland of Aderrig, Adamstown, Lucan, Co. Dublin. The south-western site (5.39 Ha) is generally bound to the east by Celbridge Link Road, to the south and west by undeveloped land and an electrical substation and to the north by the Tubber Lane Development Area. The north-eastern site (0.97 Ha) is generally bound to the east by the undeveloped Primary School site and Aderrig Park Avenue, to the south by Airlie Park Road West and the undeveloped Primary School site, to the west by Celbridge Link Road and the Tubber Lane Development Area and to the north by the Tubbermaclugg Village Development Area.*

*This application is being made in accordance with the Adamstown Planning Scheme 2014 (as amended) and relates to a proposed development within the Aderrig Development Area of the Adamstown Strategic Development Zone.*

*The proposed development will principally consist of: the demolition and removal of derelict hardstanding and walls; and the construction of 207 No. residential units (64 No. 2-bed, 127 No. 3-bed and 16 No. 4-bed), ranging in height from 2 No. storeys to 4 No. storeys, comprising 75 No. houses (59 No. 3-bed and 16 No. 4-bed) and 132 No. duplexes (64 No. 2-bed and 68 No. 3-bed).*

*The development will also include: vehicular junctions to access the development from Celbridge Link Road (2 No.) and Adamstown Way (3 No.); internal road, cycle and footpath network; 314 No. car parking spaces; cycle parking; bin storage areas; public, communal and private open space areas, with balconies and terraces facing all aspects; hard and soft landscaped areas; boundary treatments; public lighting; 2 No. sub-stations; and all associated site and development works above and below ground."*

## 1.3 Report Structure

This Report continues in 9 No. further sections:

<b>Section 2.0</b>	Site Context, Location and Accessibility
<b>Section 3.0</b>	Planning History
<b>Section 4.0</b>	Pre-Planning Consultations
<b>Section 5.0</b>	Development Description
<b>Section 6.0</b>	Strategic Planning Policy Context
<b>Section 7.0</b>	Compliance with the Adamstown Strategic Development Zone Planning Scheme (2014)
<b>Section 8.0</b>	Compliance with South Dublin County Development Plan 2022–2028
<b>Section 9.0</b>	Planning Application Administration
<b>Section 10.0</b>	Conclusion

## 2.0 SITE CONTEXT, LOCATION AND ACCESSIBILITY

The following Section sets out the context and location of the subject sites relative to Dublin City and within the Adamstown SDZ, recognising its accessibility and role in realising the delivery of the SDZ itself.

### 2.1 Site Context

The subject sites are located in the Adamstown SDZ, situated in the western suburbs of Dublin City within the jurisdiction of South Dublin County Council (SDCC). It is approximately 2.5 km south of the established Village of Lucan, where a range of local services and amenities are available. It is also proximate to the M4 (2.5 km) and M50 (7.5 km) motorways. The Adamstown Train Station is approximately 600 m to the south of the main site area and provides eastbound services to Dublin City and westbound and southbound services to Newbridge, Kildare, Portarlington and Portlaoise. Figure 2.1 displays the sites' location in the context of key settlements, infrastructure and other amenities.



Figure 2.1: Sites' context relative to Dublin City

Source: Google Earth, annotated by Thornton O'Connor Town Planning, 2022

Locally, the subject sites are located in the westernmost portion of the Aderrig Development Area in the Adamstown SDZ. The development proposed represents the third phase of development thereat, as demonstrated in Figures 2.2 and 2.3. Beneficially, they are well located relative to the position of the Planning Scheme's proposed District Centre in Adamstown Station (intended to have a minimum of 11,700 sq m of retail and services floor area) and Local Centres in Tobermaclugg Village and Tandy's Lane Village (1,800 sq m and 1,620 sq m of retail and services floor space respectively). In terms of current retail and service provision, the Tobermaclugg Village Local Centre is complete, with a Lidl convenience retail outlet operational. In addition, Lucan Shopping Centre is proximate to the north-east (Figure 2.2), and includes a large convenience retail outlet, convenience retailers and various personal service providers (hairdressing, dry cleaning, etc.) and dining options.

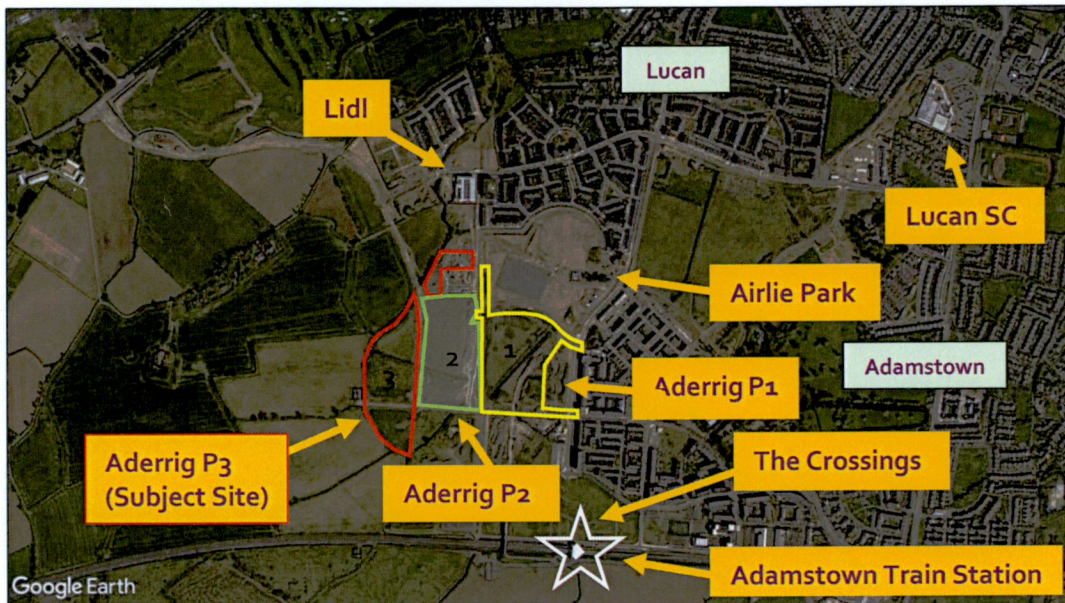


Figure 2.2: Sites' context within Adamstown SDZ (indicatively outlined in red)

Source: Google Earth, annotated by Thornton O'Connor Town Planning, 2022



Figure 2.3: Location of the subject sites (indicatively outlined in red) within the Adamstown SDZ Planning Scheme

Source: Extract from the *Adamstown Strategic Development Zone Planning Scheme*, annotated by Thornton O'Connor Town Planning, 2022

## 2.2 Site Location and Description

The sites have a combined gross area of 6.36 Ha and are separated by the permitted Celbridge Link Road. The main 'Residential Site' is to the south-west, with an area of 5.39 Ha and of an irregular shape. It is generally bound as follows: to the east by Celbridge Link Road, beyond which is the site of Aderrig Phase 2 and the north-west portion of the Adamstown Boulevard Development Area; to the south and west by undeveloped land, beyond an existing hedgerow and an electrical substation; and to the north by the Tubber Lane Development Area, beyond an existing hedgerow (Figures 2.3, 2.4 and 2.5).

The smaller 'Open Space Site' has an area of 0.97 Ha and is to the north-east, adjacent to the identified primary school site. It is also irregular in shape and generally bound as follows: to the east by the undeveloped Primary School site and Aderrig Park Avenue; to the south by the undeveloped Primary School site and Airlie Park Road West; to the west by Celbridge Link Road and the Tubber Lane Development Area, beyond an existing hedgerow; and to the north by the Tubermaclugg Village Development Area (Figures 2.3, 2.4 and 2.5). Whilst this portion of the Aderrig Development Area is not proposed by the Planning Scheme to provide any residential development and adds to its Net Development Area, Quintain have included it as part of this Planning Application to ensure that the western side of the Aderrig Development Area is completed in its entirety.



Figure 2.4: Site specific location within Adamstown SDZ

Source: Google Earth, annotated by Thornton O'Connor Town Planning, 2022



As mentioned, this application represents the third phase of development at Aderrig, to the west and north of Phases 1 and 2. The subject sites' adjacency to, and integration with, these earlier phases is indicatively demonstrated in Figure 2.5.

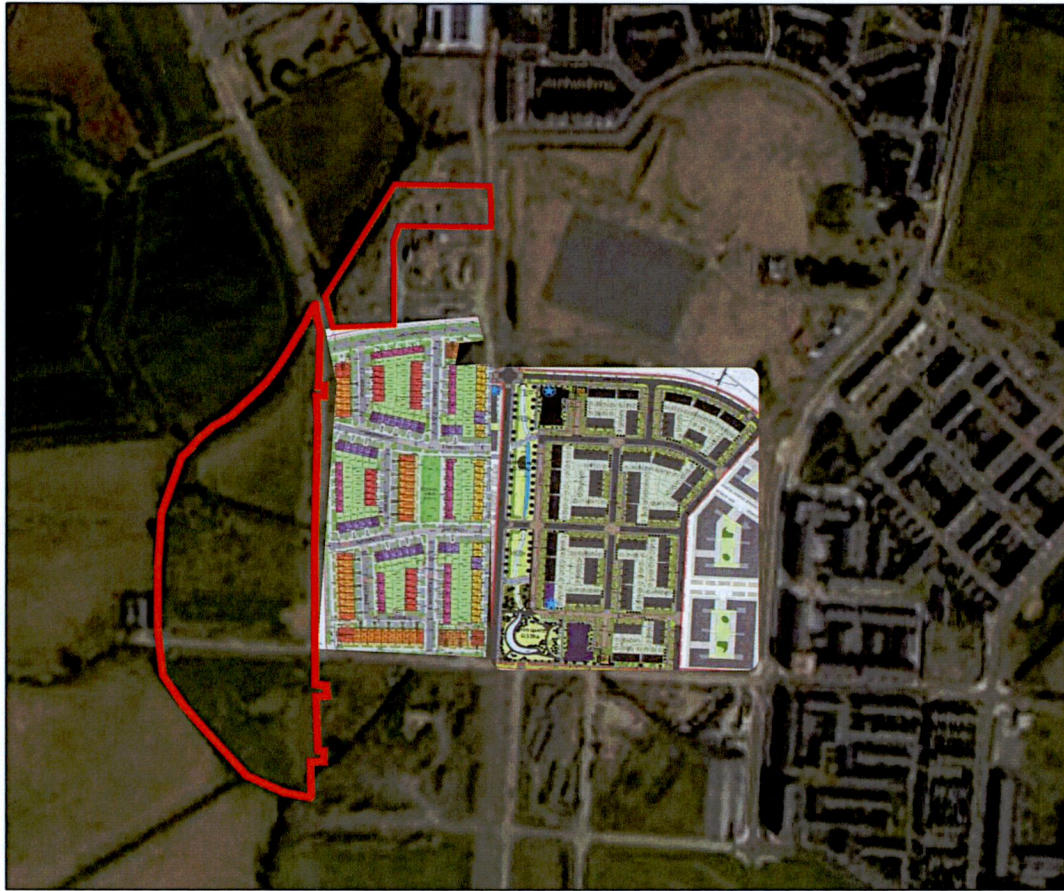


Figure 2.5: Site specific location for Aderrig Phase 3 (indicatively outlined in red) within Adamstown SDZ, with approximate layouts for Phases 1 and 2 (and an indicative layout for Phase 4) overlaid on an aerial image

Source: Google Earth, annotated by Thornton O'Connor Town Planning, 2022

## 2.3 Site Accessibility

### 2.3.1 Active Transport – Walking and Cycling

The Planning Scheme for the SDZ includes active modes and their associated infrastructure as...

*"...an essential part of the transport network in Adamstown. As a guiding principle, this Planning Scheme is based on five and ten minute walking distances, which are 400 metres and 800 metres respectively, from public transport and district and local centres.*

*Accordingly, future development proposals are required to maximise pedestrian and cyclist access to services and facilities and in particular, the local and strategic public transport network. This is to be achieved through the provision of a network of direct, safe, secure and pleasant pedestrian and cycle routes in the form of a permeable grid at regular intervals."*

The Planning Scheme has set out a series of road hierarchies and accessibility standards for the Development Areas of the SDZ. The hierarchy of the proposed and developed road networks within the SDZ provides strong permeability within and between these Development Areas, and importantly, connectivity to the SDZ's main commercial and mixed-use centres and Adamstown Train Station (Figure 2.6).

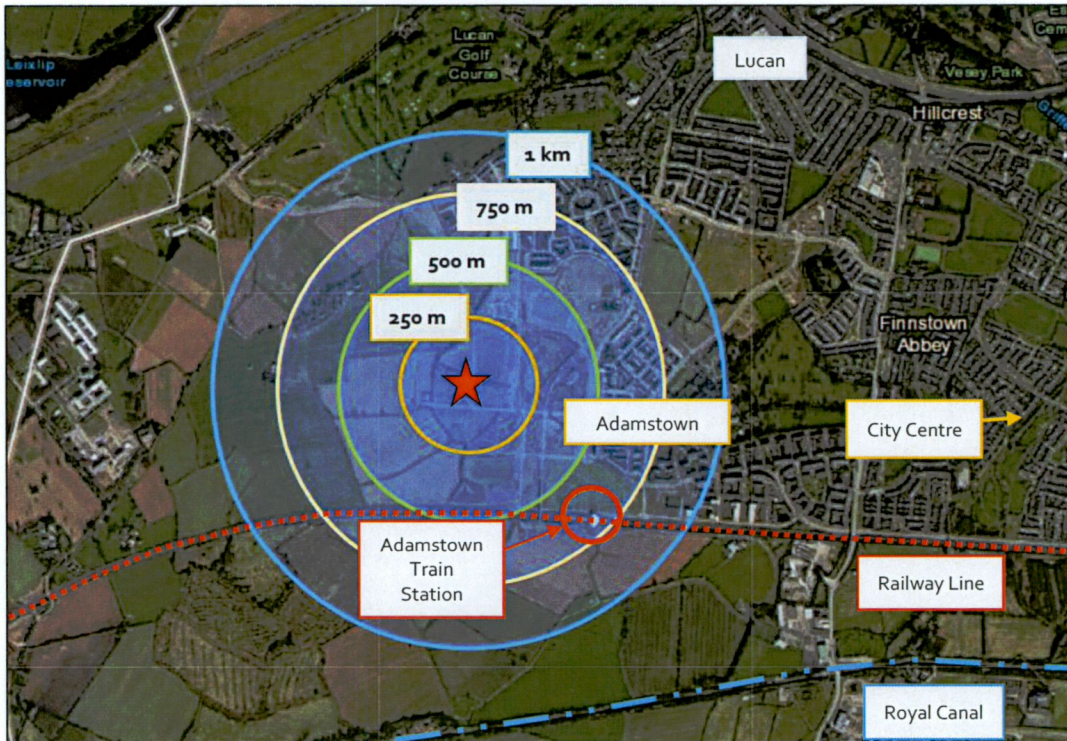


Figure 2.6: Subject site location within Adamstown SDZ and proximate to key features and Adamstown Train Station

Source: Google Earth, annotated by Thornton O'Connor Town Planning, 2022

Under the National Transport Authority's *Greater Dublin Area Cycle Network Plan (2013)* there is a wide network of cycling infrastructure envisaged for the Metropolitan area. Figure 2.7 details the layout of this network in the vicinity of the subject site and linking within the SDZ. The site layout and design approach for the various Development Areas will ensure that the proposed development will be able to easily connect with the network via its own cycle infrastructure.

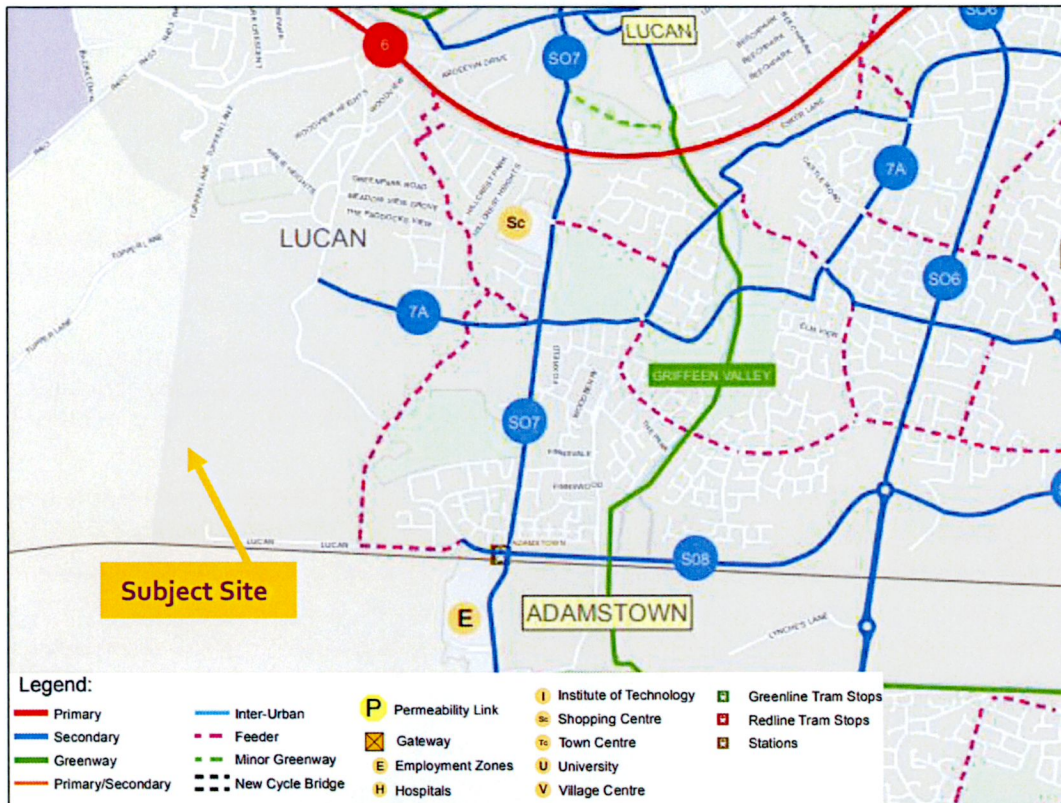


Figure 2.7: Proposed cycling network in the vicinity of the subject site, which the proposed development will connect with via the cycling network that features as part of the Planning Scheme

Source: *NTA Greater Dublin Area Cycling Network (2013)*, annotated by Thornton O'Connor Town Planning, 2022.

As can be seen in the Figure above, the subject site is proximate to a proposed Feeder Route and a series of Secondary Routes. It is noted that the Grand Canal Greenway located to the south is partially complete and/or accessible from the R120 / 12<sup>th</sup> Lock and extends to Inchicore in west Dublin. Part 8 Planning Permission has been granted to SDCC (Reg. Ref. SD18/0011) for the Greenway to continue west to Hazelhatch, adjacent to the Hazelhatch & Celbridge Train Station.

Nearby cycling infrastructure will also be further provided by the urban design and layout of the Adamstown SDZ which provides for a series of speed-reduced roads, bus bulbs and home-zone areas. These design features create a safer walking and cycling environment for all ages within the Adamstown area.

The *National Transport Authority Greater Dublin Area Cycle Network Plan (2013)* has been further supported by the *National Development Plan 2018-2027*, *Ireland 2040: National Planning Framework (2018)*, the *Regional Spatial and Economic Strategy for the East and Midlands Regional Authority, 2019-2031* and the *Climate Action Plan, 2019*.

### 2.3.2 Bus Services and BusConnects

There is currently a range of bus services serving the subject site and adjacent areas. The following services are identified in Waterman Moylan Consulting Engineers' *Traffic &*

Transport Assessment and are available from Adamstown Boulevard, Adamstown Train Station and Shackleton Drive:

- Route No. C1: to/from Sandymount, via the City Centre.
- Route No. C2: to/from Sandymount, via the City Centre.
- Route No. L51: to/from Liffey Valley, via Lucan Village and Esker.
- Route No. L52: to/from Blanchardstown, via Lucan Village and Clonsilla.
- Route No. L53: to/from Liffey Valley, via Balgaddy.
- Route No. P29: to/from Ringsend, via the City Centre.

The above listed bus services are amongst those proposed and being delivered under BusConnects (Figure 2.8), which seeks to better integrate the bus network and provide more flexible services.



Figure 2.8: The BusConnects Network Redesign in the Vicinity of Adamstown (Subject Site Indicated by Yellow Star).

Source: BusConnects.ie, Revised Network Design, annotated by Thornton O'Connor Town Planning, 2022.

### 2.3.3 Rail Services

The nearby heavy rail line is the main railway to the west and south-west from Dublin's Heuston Station. This portion of the railway line is a commuter corridor and, therefore, the Adamstown Train Station has 5 No. platforms: 2 No. local, 2 No. express and 1 No. terminal platform. The middle platform between the 2 No. sets of tracks provides additional capacity for some commuter services to start/end at Adamstown.

Adamstown Train Station is a minor stop on this railway and is primarily served by commuter trains to Heuston or Grand Canal Dock (via Phoenix Park Tunnel) originating from Portlaoise, Kildare, Newbridge and Hazelhatch & Celbridge.



**Figure 2.9:** Adamstown Train Station (indicatively circled in red) forms part of the south-west commuter corridor and future DART expansion.

**Source:** TransportforIreland.ie, annotated by Thornton O’Connor Town Planning, 2022

Under the *Greater Dublin Area Transport Strategy 2016-2035, Ireland 2040: National Planning Framework (2018)* and the *National Development Plan 2018-2027* repeated commitment has been expressed to the upgrading and improvement of services on the Greater Dublin Area commuter rail network to provide an improved Dublin Area Rapid Transit (DART) service.

The Adamstown Train Station was built concurrently with the early phases of the SDZ and opened in 2007. The station was built during the upgrading of tracks to Heuston Station as 4 No. tracks, to allow for express services, local commuter trains and future implementation of the proposed DART Underground service.

Current plans for the DART Expansion will see improved services and frequency through the phased introduction of new rolling stock and eventually electrification. Services will operate directly to Heuston or via the Phoenix Park Tunnel.

**2.3.4 Summary of Accessibility**

The subject site is located within the Adamstown SDZ. The proximity of the subject site to existing bus and rail services, as well as proposed upgrades and expansions provides abundant access to a range of services, employment centres and educational institutions.

Recent developments have seen additional road connections and general permeability completed in the vicinity of the subject site which have further improved integration between the various Development Areas.

There are a range of retail and service offerings within proximity of the subject site. Tobermaclugg Village’s retail convenience outlet provides a local shopping destination, with Lucan Shopping Centre hosting a wider range of retail, service and dining options. These will be supplemented by additional commercial and economic development in the Adamstown Station Development Area (‘The Crossings’, opening in December 2022) and the Tandy’s Lane Village Development Area.

### 3.0 PLANNING HISTORY

The following Section of the Report details the planning history of the subject site and other adjacent sites. Its intention is to provide context to the current proposal and to illustrate useful precedent cases in support of same.

#### 3.1 Planning History of the Subject Site

A review of the planning history indicates that there have been no previous applications for residential development pertaining to the site. However, there are several applications that relate to road and infrastructure that cut through and bind the site, discussed below. The earlier phases of development at Aderrig are also detailed.

#### 3.2 Earlier Phases of Residential Development at Aderrig

##### 3.2.1 Phase 1 – SDCC Reg. Ref. SDZ20A/0017

<b>SDCC Reg. Ref.:</b>	<b>SDZ20A/0017</b>
<b>Site Location</b>	Townlands of Aderrig, Gollierstown & Finnstown, Adamstown, Lucan, County Dublin
<b>Applicant</b>	Quintain Developments Ireland Limited
<b>Lodgement Date</b>	19 <sup>th</sup> October 2020
<b>Description of Development</b>	235 No. dwellings in a mixture of terraced houses and apartments as follows: 159 No. houses shall consist of 109 No. 2 storey, 3-bedroom houses; 73 storey, 3-bedroom houses and 43 No. 3 storey, 4 bedroom houses; 76 No. apartment units shall be accommodated in 2 No. 4 storey blocks; to consist of 38 No. 1-bed apartments and 38 No. 2-bed apartments; approximately 0.89 Ha of public open space in the form of a linear open space located to the west of the residential development proposed; communal open space associated with the apartment buildings of approximately 6.50 sq m; provision of 322 No. car parking spaces, including visitor spaces, provided as a mix on-curtilage and on-street spaces; 2 No. ESB substations; new north - south avenue located to the west of the proposed linear open space and also part of Airlie Park linking Adamstown Way with the road to the north linking with Shackleton Drive already permitted under Reg. Ref. SDZ18A/0015, including a junction with the proposed east-west avenue immediately south of Airlie Park; new east-west avenue located immediately south of Airlie Park linking Adamstown Boulevard and the north-south avenue also proposed; vehicular access to serve the development is provided from the existing Adamstown Way to the south and the new proposed east-west avenue linking with Adamstown Boulevard from the north; all ancillary and associated site development and landscape works, including works to and new crossings over an existing water feature.
<b>SDCC Decision:</b>	Grant Permission subject to 37 No. conditions
<b>Decision Date:</b>	1 <sup>st</sup> March 2021

On 19<sup>th</sup> October 2020, under application SDCC Reg. Ref. SDZ20A/0017, planning permission was sought for the development of 235 No. dwellings in a mixture of terraced houses and apartments at a site in Aderrig, Adamstown. This represented the first phase of development in the SDZ's Aderrig Development Area.

It was concluded in the Planner's Report that:

*"Having regard to the additional information submitted to the Planning Authority, the pattern of development in the vicinity and the design and layout of the proposed residential development, it is considered that, subject to the conditions attached, the proposed development is generally consistent with the Planning Scheme."*

After the submission of Further Information from the Applicant, permission was granted by SDCC on 1<sup>st</sup> March 2021 subject to 37 No. conditions. The development's site layout is included in Figure 3.1.



Figure 3.1: Proposed site layout for the Aderrig Phase 1 planning application

Source: Extract from SDCC Reg. Ref. SDZ20A/0017

3.2.2 Phase 1 (Amendment Application) – SDCC Reg. Ref. SDZ21A/0021

<b>SDCC Reg. Ref.:</b>	<b>SDZ21A/0021</b>
<b>Site Location</b>	In the townlands of Aderrig, Gollierstown and Finnstown, Adamstown, Lucan, Co. Dublin
<b>Applicant</b>	Quintain Developments Ireland Limited
<b>Lodgement Date:</b>	12 <sup>th</sup> November 2021
<b>Description of Development</b>	Minor amendments to the development granted under Ref. SDZ20A/0017; the development proposed comprises of a change to the external finish/treatment of the northwest corner of apartment block 01 now known as 'Airlie Park View'; the development as permitted under Ref. SDZ20A/0017 remains otherwise as unchanged.
<b>SDCC Decision:</b>	Grant Permission subject to 3 No. conditions
<b>Decision Date:</b>	10 <sup>th</sup> January 2022

On 12<sup>th</sup> November 2021, under application SDCC Reg. Ref. SDZ21A/0021, an amendment application to the 'parent' Phase 1 application sought permission for changes to the external finish/treatment of the northwest corner of apartment Block 01 now known as 'Airlie Park View' (Figures 3.2 and 3.3). The development as permitted under Ref. SDZ20A/0017 remained otherwise as unchanged.

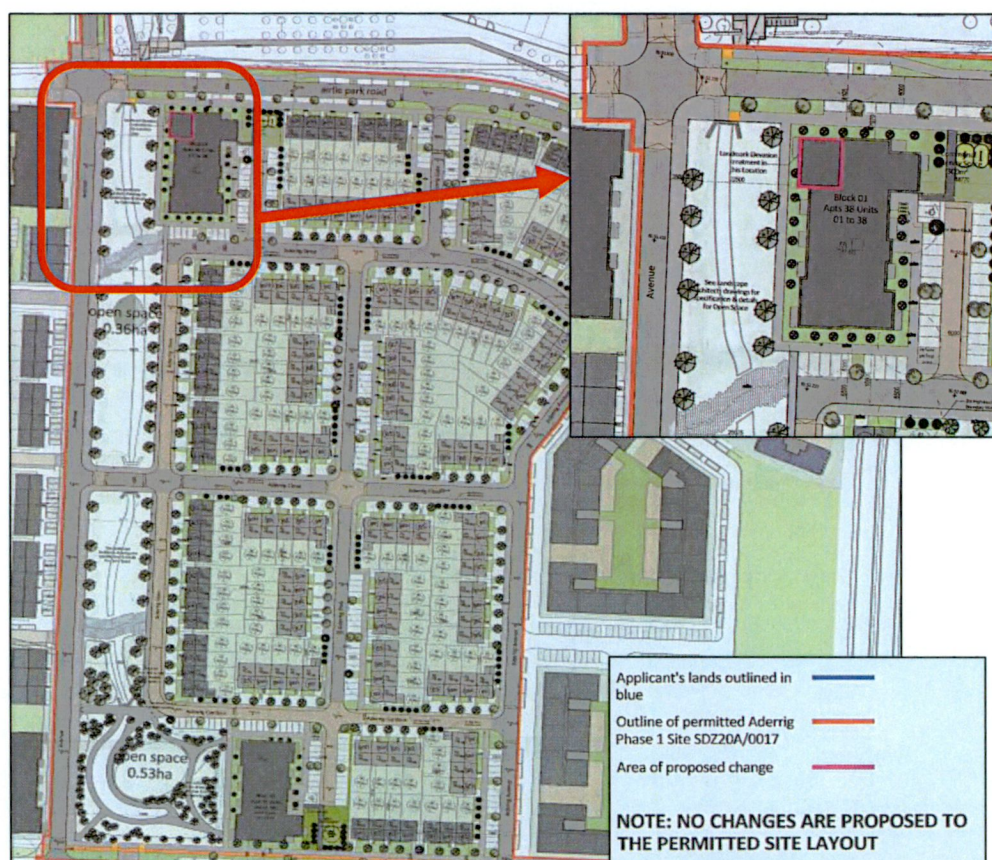


Figure 3.2: Area/block subject to the amendment application on the permitted site plan

Source: Extract from SDCC Reg. Ref. SDZ21A/0021, annotated by Thornton O'Connor Town Planning, 2022



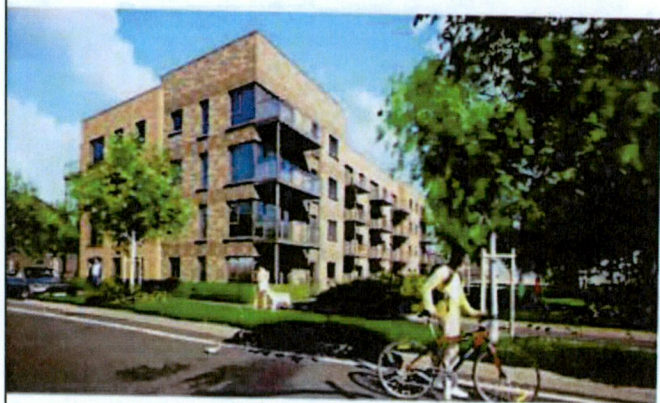
It was stated in the Architecture Report prepared by Conroy, Crow, Kelly Architects & Urban Designers that:

*"The main body of the apartment block will be furnished in a buff brick, which is a Vandersanden handmade brick called Kittsee (also known as 'Littoral'). It has a tumbled texture and a colour range from light buff to warmer ochre tones. It is proposed to change the approved stone cladding on the northwest corner of this landmark apartment block to a dark grey/black brick which will be a foil to the lighter buff brick."*



*Fig 2  
Apartment Block 1 as permitted, with stone cladding on the corner.*

*Image courtesy of DDA Architects*



*Fig 3  
Apartment Block 1 as proposed, with a dark grey/black 'Lithium' brick on the corner*

**Figure 3.3: Permitted vs. proposed amendments to the apartment Block 1**

**Source:** Extract from SDCC Reg. Ref. SDZ21A/0021

The Planner's Report concluded that:

*"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 2016 - 2022 and Adamstown Strategic Development Zone Planning Scheme (as amended), 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."*

Permission was granted by South Dublin County Council on 10<sup>th</sup> January 2022, subject to 3 No. conditions.

### 3.2.3 Phase 2 – SDCC Reg. Ref. SDZ21A/0014

<b>SDCC Reg. Ref.</b>	<b>SDZ21A/0014</b>
<b>Site Location</b>	Development Area 8, Aderrig, Adamstown, Lucan, Co. Dublin
<b>Applicant</b>	Quintain Developments Ireland Limited
<b>Lodgement Date</b>	3 <sup>rd</sup> June 2021
<b>Description of Development</b>	<p>Development of 227 No. dwellings; 95 No. 3-bed, 2-storey terraced houses and associated gardens; 28 No. 4-bed, 3-storey terraced houses and associated gardens; 48 No. 3-bed, 2-storey duplex apartments over 48 No. 2-bed apartments and associated communal and private open space; 4 No. 3-bed, 2-storey duplex apartments over 4 3- bed, 2-storey duplex apartments and associated communal and private open space; all associated site and development works including roads, central public open space (0.12ha), car parking (361 No. spaces), bicycle parking (168 No. spaces), bin storage areas, 2 No. ESB substations (22sq.m), associated pedestrian footpaths and cycle paths, hard and soft landscaping and boundary treatment. A section of the East - West Avenue Road (referred to as Airlie Park Road) along the northern boundary of the site is included in the current application and 2 access points are proposed to this road; development is accessed from roads already approved or under construction.</p> <p>The road to the south (referred to as Adamstown Way) was permitted under SDZo6A/0005 and bounds the site to the south and 1 access point is proposed to this road. 4 No. access points are proposed to the east and west (2 each). The Celbridge Link Road permitted under SDZ17A/0009 bounds the site to the west and the north-south road to the eastern boundary (referred to as Linear Park Road) was permitted under SDZ20A/0017. 17 No. spaces were permitted under SDZ17A/0009 providing a total of 378 No. spaces for this development.</p>
<b>SDCC Decision:</b>	Grant Permission subject to 27 No. conditions
<b>Decision Date:</b>	21 <sup>st</sup> February 2022

On 3<sup>rd</sup> June 2021, under application Reg. Ref. SDZ21A/0014, planning permission was sought for the development of 227 No. dwellings and associated site works at a site in Aderrig, Adamstown, representing the second phase of development thereat. The site layout of the proposal is detailed in Figure 3.4.



Figure 3.4: Proposed Site Layout for SDCC Reg. Ref. SDZ21A/0014

Source: Extract from SDCC Reg. Ref. SDZ21A/0014

It was concluded in the Planner's Report that:

*"The proposed development is generally considered to be acceptable and generally in keeping with the Adamstown Planning Scheme. However, a number of issues should be addressed by way of Clarification of Additional information, including roads and public realm."*

After submission of Further Information and subsequent Clarification of Further Information from the Applicant, permission was granted by SDCC on 21<sup>st</sup> February 2022, subject to 27 No. conditions.

### 3.3 Other Planning Applications of Relevance in Adamstown SDZ

In addition to the Phase 1 and 2 planning applications in the Aderrig Development Area, we note that there are a series of recent pending and granted planning applications in the SDZ proximate to the subject site (see Figure 3.5). The applications noted as Reg. Ref. SDZ21A/0023 and Reg. Ref. SDZ22A/0007 are of particular relevance as they abut the subject site to the north-west and south/south-east respectively.

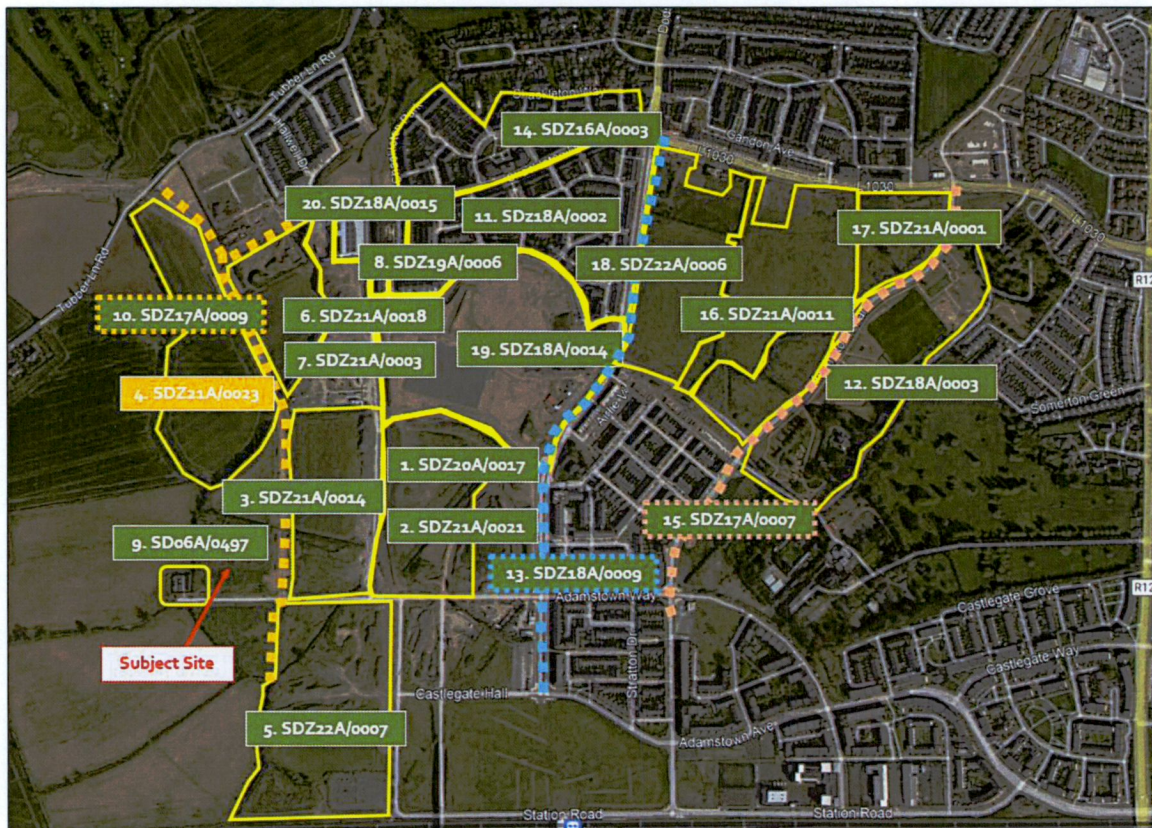


Figure 3.5: Location of surrounding planning applications (indicative only)

Source: South Dublin County Council Online Planning Register, annotated by Thornton O'Connor Town Planning, 2022

### 3.3.1 SDCC Reg. Ref. SDZ21A/0023

SDCC Reg. Ref.	SDZ21A/0023
Site Location	Tubber Lane, Adamstown, Lucan, Co. Dublin.
Applicant	Hugh McGreevy & Sons Ltd.
Lodgement Date	20 <sup>th</sup> December 2021
Description of Development	The provision of 455 No. residential units (including a mixture of 2 and 3 storey semi-detached and terraced houses, and duplex units and apartments in 3 and 4 storey blocks), new internal roads and footpaths, site access, public open space, car parking, cycle stores, landscaping, bin stores, foul and surface water drainage, boundary walls and fences, ESB substations and all associated site development works. Private and semi-private open space to serve the proposed units will be provided in the form of balconies, terraces and gardens; including revisions to the permitted / under construction Celbridge Link Road (part of Loop Road 3), permitted under Reg. Ref SDZ17A/0009.
SDCC Decision	Request Additional Information
Decision Date	Due 27 <sup>th</sup> October 2022

On 20<sup>th</sup> December 2021, under application SDCC Reg. Ref. SDZ21A/0023, planning permission was sought for the development of 455 No. dwellings and associated site works at a site at Tubber Lane, Adamstown (Site Layout in Figure 3.6).



Figure 3.6: Proposed Site Layout for SDCC Reg. Ref. SDZ21A/0023

Source: Extract from SDCC Reg. Ref. SDZ21A/0023

A Request for Additional Information was issued by SDCC on 22<sup>nd</sup> February 2022 relating to issues including: the proposed housing mix, height and linkages, the proposed duplex units, communal amenity, bin waste and recycling, daylight and shadow analysis, boundary treatments, parking, street hierarchy, playground, roads and parks.

A request to extend the additional information response period was submitted by the Applicant on 1<sup>st</sup> July 2022 and approved by the Council on 28<sup>th</sup> July 2022, thereby extending the response period to 22<sup>nd</sup> November 2022.

The additional information was submitted to SDCC on 5<sup>th</sup> July 2022 by the Applicant. However, a Clarification of Additional Information was sought on 2<sup>nd</sup> August 2022. This related to (amongst several elements): Part V units; details relating to dwelling design, including heights, fenestration, etc.; footpaths and street design; street trees; and SuDS. It was responded to by way of a submission made on 30<sup>th</sup> September 2022, with the Council due to make a decision by 27<sup>th</sup> October 2022.

3.3.2 SDCC Reg. Ref. SDZ22A/0007

<b>SDCC Reg. Ref.</b>	<b>SDZ22A/0007</b>
<b>Site Location</b>	In the townlands of Gollierstown & Aderrig, Adamstown, Lucan, Co. Dublin
<b>Applicant</b>	Adamstown Station & Boulevard Ltd.
<b>Lodgement Date</b>	6 <sup>th</sup> May 2022
<b>Description of Development</b>	Phase 1 of the Adamstown Boulevard Development Area and consists of 38,768.21 sq m of residential development to be constructed in a mix of housing and apartment units, with 423 No. residential units proposed in total (of which 166 No. units are subject to the application for outline permission); The housing units for which permission is being sought are on a site of 9.22 Ha 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. 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.
<b>Decision Date</b>	3 <sup>rd</sup> October 2022
<b>SDCC Decision</b>	Grant Permission

On 6<sup>th</sup> May 2022, under Reg. Ref. SDZ22A/0007, planning permission was sought for the development of 423 No. dwellings and associated site works at a site within the Boulevard Development Area (Figure 3.7).

This represents the first phase of development thereat and is located to the east and south-east of the subject site. The application is of note as its site extent interfaces with Aderrig Phase 3 that is the focus of this planning application.



Figure 3.7: Proposed Site Layout for SDCC Reg. Ref. SDZ22A/0007

Source: Extract from SDCC Reg. Ref. SDZ22A/0007

The Planner's Report prepared in respect of the development concluded:

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

Consequently, Additional Information was requested by SDCC from the Applicant on 20<sup>th</sup> June 2022. A response was submitted on 6<sup>th</sup> September 2022 and a decision was made to Grant Planning Permission on 3<sup>rd</sup> October 2022, subject to 39 No. conditions.

### 3.3.3 Other Recent Planning Applications in Adamstown SDZ

In addition, a series of other planning applications for development within the environs of the subject site are also noted and have been summarised in Table 3.1 (below) for reference. The Map Ref. No. corresponds with their location on Figure 3.5.

Map Ref. No.	Reg. Reg	Summary Description	Decision
6.	SDZ21A/0018	Revisions/modifications to previously permitted development SDZ21A/0003 to provide additional 2 houses in Block C resulting in 14 units in lieu of the 12 permitted in Block C and the consequential adjustment of house types.	Grant
7.	SDZ21A/0003	Residential development (12,096sq.m) comprises of 128 dwellings (46 one bed	Grant

Map Ref. No.	Reg. Reg	Summary Description	Decision
		apartments, 70 two bed apartments, 6 three bed duplex units and 6 four bed houses) arranged over 4 blocks and all associated site works.	
8.	SDZ19A/0006	Alterations to the supermarket scheme approved under Reg. Ref. SDZ18A/0015 comprising: Ground floor - internal reconfigurations to the coffee shop (125.4sq.m), lobby area and reconfiguration of under croft parking area to provide a covered ramped loading bay area (281.77sq m) resulting in the reduction of 8 car parking spaces in the under croft (bringing the total number of permitted undercroft car parking spaces from 92 to 84); First floor - provision of 2 retail units (Unit No. 1 - 212sq m & Unit No. 2 - 141.7sq m) along with internal reconfigurations to ancillary accommodation, staff welfare facilities, plant and the relocation of the retail stair core & lift .	Grant
9.	SD06A/0497	110kV to medium voltage Electrical Transformer Station and extension to public road and a Control Building.	Grant
10.	SDZ17A/0009	Road Infrastructure	Grant
11.	SDZ18A/0002	Permission for development of 268 No. dwellings comprising of the following: 184 No. two and three storey houses consisting of 102 No. three-bedroom houses, 67 No. four-bedroom houses and 15 five-bedroom houses.	Grant
12.	SDZ18A/0003	Development will comprise a c. 7.7 Ha. public park	Grant
13.	SDZ18A/0009	Road Infrastructure	Grant
14.	SDZ16A/0003	267 No. dwelling units comprising of the following; 199 No. houses, 60 No. apartments and 8 No. duplex/apartment units with Road Infrastructure.	Grant
15.	SDZ17A/0007	Road Infrastructure	Grant
16.	SDZ21A/0011	Minor amendment to the development permitted under Planning Permission Reg. Ref. SDZ19A/0011 comprising of revised re-delineation of permitted 'on-curtilage' spaces.	Grant
17.	SDZ21A/0001	Construction of a predominantly part two storey, part three storey primary school.	Grant
18.	SDZ22A/0006	Construction of 352 No. residential units	Grant
19.	SDZ18A/0014	Provision of new public park, called Airlie Park of approximately 10.95Ha	Grant
20.	SDZ18A/0015	Proposed development will consist of a supermarket with ancillary off-licence sales area.	Grant

Table 3.1: Other recent planning applications for development in Adamstown SDZ

Source: SDCC Online Planning Register



#### 4.0 PRE-PLANNING CONSULTATIONS

A Section 247 Pre-Planning Consultation (PPC) meeting was held between representatives of the Design Team, the Applicant and SDCC on 19<sup>th</sup> July 2022 via Microsoft Teams. The attendees are listed below. Notwithstanding the holding of this primary meeting, the various Design disciplines sought to engage with their counterparts prior to, and following, the PCC in order to garner further clarity and agreement on matters.

##### SDCC Attendees:

Colm Harte (CH)	-	Planning Department
Eoin Burke (EB)	-	Planning Department
Caitlin O'Shea (COS)	-	Planning Department
Tony Mangan (TM)	-	Roads Department
John Hegarty (JH)	-	Roads Department
John McGee (JMG)	-	Roads Department
Laurence Colleran (LC)	-	Parks Department
Fionnuala Collins (FC)	-	Parks Department
Brian Harkin (BH)	-	Drainage Department
Graham Murphy (GM)	-	Drainage Department

##### Design Team Attendees:

Isabelle Gallagher (IG)	-	Quintain Development Ireland Limited
Simon Corrigan (SC)	-	Quintain Development Ireland Limited
Jacques D'Arcy (JDA)	-	BKD Architects
Ivana Frkin (IF)	-	BKD Architects
Sadhbh O'Connor (SOC)	-	Thornton O'Connor Town Planning
Daniel Moody (DM)	-	Thornton O'Connor Town Planning
Emma Caulwell (EC)	-	Waterman Moylan
Ian Worrell (IW)	-	Waterman Moylan
Kevin Owens (KO)	-	Waterman Moylan
Matt Hague (MH)	-	Brady Shipman Martin
Daithi O'Troithigh	-	Doyle + O'Troithigh Landscape Architecture

In summary, during the PPC, the Design Team:



- Provided a brief introduction to the subject site;
- Highlighted site characteristics and attributes, noting the importance of the western hedgerow;
- Summarised the evolution of the Aderrig Development Area through earlier phases;
- Detailed the emerging residential proposal for the subject site, which would represent Phase 3 of development at Aderrig, covering the overarching design rationale, site layout, road hierarchy, heights, density, typologies, density, street types, key views landscaping, etc.

The representatives of SDCC provided feedback in respect of a series of different matters. Those that resulted in an 'action', clarification or amendments to the proposed development are highlighted below and a summary response provided.

SDCC Feedback/Request	Design Team Summary Response
CH noted that an acoustic assessment should be prepared and included in a future planning application pack due to	A Noise Impact Assessment has been prepared by iAcoustics. It is included as part

SDCC Feedback/Request	Design Team Summary Response
<p>the site's proximity to the 110kV substation to the west.</p>	<p>of the submitted planning application pack, and concluded:</p> <p><i>"Noise from the 110kV Adamstown/Aderrig substation is <b>inaudible</b> at the location of the nearest dwelling proposed as part of the adjoining Aderrig Phase 3 residential development.</i></p> <p><i>The recorded sound pressure levels 20m east of substation are significantly below the daytime WHO threshold limits for serious annoyance (55dB LAeq) and moderate annoyance (50dB LAeq) for outdoor living areas. They are also below the nighttime free-field threshold limit of 42dB (LAeq) for preventing negative effects on sleep. Therefore, it is not necessary to account for noise mitigation measures within the Aderrig development." [emphasis is the original author's own]</i></p>
<p>CH noted that the proposed density for this development is within the 20% flexibility allowed by the Planning Scheme, but raised a concern about the future Phase 4 (final) density being more than 20% over the maximum density parameter. This item was not elaborated upon during the PPC and CH suggested that TOC liaise with the Council after the meeting.</p>	<p>Thornton O'Connor Town Planning prepared a note on the various densities throughout the Aderrig Development Area (permitted, proposed and expected) and a robust basis to justify a higher density in the future final phase. This included a precedent example of the Council permitting the final phase of development in Tobermaclugg Village with a density that exceeded the parameters of the Planning Scheme. This was submitted to CH via e-mail on 2<sup>nd</sup> August 2022.</p> <p>A response was directed to the Applicant, with the Council stating:</p> <p><i>"...we would agree that there is scope to follow the same approach in this instance, especially considering the suitability of the Phase 4 lands for a higher density development. That being said, it is imperative that the design team sets out a detailed masterplan showing how compliance with all the requirements of the overall tile will be delivered."</i></p> <p>A full justification for the proposed development's density, as well as the future Phase 4's density is detailed in Section 7.1 below. As requested, by the Council, this is supplemented by a masterplan detailing the phasing and densities across Aderrig,</p>

SDCC Feedback/Request	Design Team Summary Response
	included in the <i>Design Rationale</i> prepared by BKD Architects.
<p>CH queried the basis for calculating the Net Development Area, noting the lower figure used by comparison with the Net Development Area referenced in the Planning Scheme. CH suggested that this be discussed further with TOC offline.</p>	<p>As above, Thornton O'Connor Town Planning provided an explanation for the Net Development Areas used to the Council by way of e-mail on 2<sup>nd</sup> August 2022.</p> <p>As the Net Development Area relates to how the density is calculated, the Reader is directed to Section 7.1 below. In short, the Planning Scheme identifies a Net Development Area within Aderrig of 17.8 Ha. However, a significant portion of this, which is concentrated in the Aderrig Phase 3 site area, is not considered to be 'developable'. Just over 0.9 Ha is identified in the north-east site area and intended for open space in the Planning Scheme, whilst a little under 0.2 Ha is comprised of the Adamstown Way as it cuts through the lower half of the site. Although the latter is classed as a Side Street in the Planning Scheme, it is designed and built as an Avenue and an extension to same west of the junction with Celbridge Link Road.</p> <p>Therefore, it was considered pragmatic and reasonable to omit these areas from the overall Net Development Area, resulting in a reduction to 16.74 Ha (see Table 7.3 below).</p>
<p>CH requested that a diagram showing in- and off-curtilage parking should be submitted with the planning application.</p>	<p>This drawing has been prepared by BKD Architects and is included in the planning application pack. Please refer to the drawing titled <i>Parking Strategy</i> (Drawing No. 6259A-P-006). Only 16% of car parking spaces have been designed as 'in-curtilage', adjacent to a select series of houses.</p>
<p>CH noted that the Applicant and Design Team need to demonstrate the appropriateness of the 2 No. dwellings in the north-west corner of the site, fronting the hedgerow.</p>	<p>The Applicant and Design Team reflected upon the 2 No. units identified by the Council and their concerns with respect to passive surveillance, isolation, car parking, etc. Changes were made to these 2 No. units, as well at the 2 No. units to their north-east and south-west, as shown in the images below.</p> <p>The 2 No. units have been stepped 'forward' slightly to define their massing and presence to a greater extent and ample fenestration provides passive surveillance. In addition,</p>

SDCC Feedback/Request	Design Team Summary Response
	<p>boundary treatments and planting to the front define these units and their associated defensible space.</p> <p><b>Site Layout at PPC-stage:</b></p>  <p><b>Site Layout as now Proposed:</b></p>  <p>They are also supported by changes to the other aforementioned units, which principally include the inclusion of fenestration on 2 No. 'front-facing' elevations and the re-orientation of the units on-site to provide direct passive surveillance on the routes to and along the pathway to the 2 No. units at the hedgerow.</p>
<p>CH noted the need for the pedestrian entrance at Celbridge Link Road to be carefully considered in terms of public realm and passive surveillance.</p>	<p>The design of the 2 No. units that define this pedestrian link has sought to address these concerns. Windows are directed towards this space, thereby ensuring that it benefits from passive surveillance. In addition, 2 No. entrances to these units are proposed thereat, ensuring that the area is activated. Please refer BKD to Architects' drawing titled <i>Site Block Plan Sheet 1 of 2</i> (Drawing No. 6259-P-010). A similar design approach is also</p>

SDCC Feedback/Request	Design Team Summary Response
	<p>proposed for the pedestrian link from Road 4 to Adamstown Way.</p>
<p>CH noted that the border of parallel parking surrounding pocket park compromises the intent of the pocket park 'spilling' out onto home zone.</p>	<p>The Design Team reflected upon the observations provided and amended the site layout and configuration around the pocket park, as shown in the images below.</p> <p><b>Site Layout at PPC-stage:</b></p>  <p><b>Site Layout as now Proposed:</b></p>  <p>The images about demonstrate the following:</p> <ul style="list-style-type: none"> <li>• 3 No. car parking spaces along the west side are retained but spaced out and interspersed by tree planting, thereby breaking down the perceived dominance of the car parking and softening the visual appearance.</li> <li>• 5 No. car parking spaces along the south are reduced to 4 No. spaces and interspersed by tree planting, resulting in a reduction in the dominance of car parking and opening up the pocket park.</li> </ul>

SDCC Feedback/Request	Design Team Summary Response
	<ul style="list-style-type: none"> <li>• New turning head provides 2 No. functions: facilitates safe and easier vehicular movements and allow the home zone surface to merge with the pocket park, breaking down the perception that they are distinct spaces separated by the car parking.</li> </ul>
<p>CH noted that application should show pedestrian and cyclist connections into the future school site.</p>	<p>As shown on the <i>Site Block Plan Sheet 1 of 2</i> (Drawing No. 6259-P-010) and the landscape materials prepared by DOT, a connection is made into the north-west corner of the future primary school site. The level of intervention on this matter, however, is currently limited until such time as the Department of Education and Skills brings forward plans for the site.</p>
<p>CH queried the design and specification of the proposed traveller dwellings.</p>	<p>The Council and Quintain subsequently agreed that the design of the 6 No. traveller dwellings would be similar to those previously permitted by the Council in Tubermaclugg Village (Shackleton). Please refer House Type K drawings.</p>
<p>CH noted that justification for removal of the east-west hedgerow is needed.</p>	<p>Several factors combine to provide a robust and legitimate basis for the removal of the east-west hedgerows that runs through the site:</p> <ol style="list-style-type: none"> <li>1) The layout prescribed by the Planning Scheme does not show this particular hedgerow for protection or retention. Therefore, there is no significant basis for it to be kept. In fact, its retention would result in material deviations from the Planning Scheme.</li> <li>2) The <i>Ecological Impact Assessment</i> prepared by BSM did not identify any notable or protected floral or faunal species present at, in or using this hedgerow. Therefore, there would be no risk to same. In fact, the Report concluded that "...with the exception of the western boundary hedgerows which are of local importance (higher value) the site is of local importance (lower value)..."</li> <li>3) Significant mitigation measures are being put in place to compensate for the loss of 130 m of the east-west hedgerow</li> </ol>

SDCC Feedback/Request	Design Team Summary Response
	<p>and to ensure that there is "no net loss" of hedgerow overall. These include:</p> <ul style="list-style-type: none"> <li>i. The full 673 m of the western hedgerow is to be protected and enhanced by appropriate additional planting and management.</li> <li>ii. An additional 247 m of new native hedgerow will be planted, resulting in a net gain of 117 m of hedgerow.</li> <li>iii. Nearly 5,200 sq m of Miyawaki planting is proposed in the north open space area.</li> <li>iv. A total of 359 No. street trees are proposed across the site, of which 109 No. will play important SuDS and green infrastructure roles in bioretention pits. A further 133 No. trees are proposed for planting in the various other open space areas.</li> </ul>
<p>CH noted the badger sett along the Tubber Lane hedgerow and indicated that it would need to be considered in the submitted ecological report.</p>	<p>On this matter, the Council is directed to the <i>Ecological Impact Assessment</i> prepared by BSM, which is highly cognisant of the badger sett. This Report indicated that some badger activity was evident on-site, next to the northern part of the western hedgerow. However, it noted that the activity was principally evident to the north at Tubber Lane.</p> <p>The badger sett is not to be disturbed as part of the delivery of the proposed development and will be retained as part of the protection of the western hedgerow. The siting of units has been designed to provide ample separation distance from the hedgerow, and thus, the badger sett also.</p>
<p>TM advised that new Development Plan standards apply to car and bicycle parking. Electric vehicle (EV) and mobility impaired car parking standards would apply to off-curtilage parking.</p>	<p>The car and cycle parking standards of the recently adopted <i>South Dublin County Development Plan 2022–2028</i>, in tandem with the parameters of the Planning Scheme, have been used to guide the design of the proposed development. Please refer to Section 7.7 below for full details.</p> <p>Specifically in relation to EV parking, 52 No. of the 263 No. off-curtilage car parking spaces are designed as such. This equates to 20% and matches the new Development Plan standard. 13 No. of the 263 No. off-curtilage</p>

SDCC Feedback/Request	Design Team Summary Response
	<p>car parking spaces are mobility impaired spaces; equivalent to 5% of the total, matching the Development Plan standard.</p>
<p>FC made series of different observations:</p> <ol style="list-style-type: none"> <li>1. Tree surveys need to be prepared.</li> <li>2. Full landscape plans and planting plans need to be prepared.</li> <li>3. Lighting plans need to be prepared and co-ordinate with the landscape architect and ecologist.</li> <li>4. SuDS measures need to be included.</li> <li>5. Planting species to be of a taking in charge 'standard'.</li> <li>6. The <i>Ecological Impact Assessment's</i> recommendations should be incorporated into the proposed design.</li> <li>7. Additional street trees to be incorporated on both sides of roads.</li> </ol>	<p>In response to these observations, the following points are of relevance:</p> <ol style="list-style-type: none"> <li>1. Please refer to the <i>Tree Survey &amp; Planning Report</i> and <i>Tree Survey</i> and <i>Tree Protection Plan</i> drawings prepared by Independent Tree Surveys.</li> <li>2. Please refer to the full landscaping pack prepared by DOT.</li> <li>3. Lighting plans have been prepared following collaboration between the lighting engineer, ecologist and landscape architect to ensure that the light fittings are directed away from sensitive locations (such as the western hedgerow) and do not conflict with the proposed landscape plan. Please refer to the materials prepared by Sabre and DOT.</li> <li>4. Bio-retention trees pits, swales and water butts are proposed SuDS features.</li> <li>5. Please refer to the planting schedules prepared by DOT for full detail of the planting regimen.</li> <li>6. The proposed recommendations will be incorporated.</li> <li>7. In some instances, it has not been possible to place street trees on both sides of carriageways. However, this is only along stretches of some roads where car parking, access and services do not allow for additional street tree planting. Notwithstanding this, a significant street tree planting regimen is proposed that includes 359 No. street trees across the site, of which 109 No. are in bioretention pits, and 133 No. trees in open space areas.</li> </ol>



## 5.0 DEVELOPMENT DESCRIPTION

The proposed residential development will principally comprise: the construction of 207 No. units (75 No. houses and 132 No. duplexes), ranging in height from 2 No. to 4 No. storeys; the provision of public open space of 1.436 Ha; internal road network and connections to existing network at Celbridge Link Road and Adamstown Way; 314 No. car parking spaces; and all ancillary works to facilitate the development.

Key development statistics are included in Table 5.1 below.

<b>Total Site (Application) Area</b>	6.36 Ha
<b>Net Development Area</b>	4.84 Ha
<b>Area of the Hardstanding to be Demolished/Removed</b>	Approximately 540 sq m
<b>Proposed Gross Floor Area (Residential + Ancillary Cycle Stores)</b>	21,133.4 sq m
<b>Plot Ratio</b>	0.33 for Total Site 0.44 for Net Development Area
<b>Density (Net Development Area)</b>	42.8 No. units per Ha
<b>Car Parking Spaces</b>	314 No.
<b>Public Open Space</b>	1.436 Ha

**Table 5.1: Key statistics of the proposed development**

**Source:** BKD Architects, 2022, and Thornton O'Connor Town Planning, 2022

The remainder of this Report should be read in conjunction with the various other Reports and Drawings submitted as part of the planning application pack. The remainder of Section 5 provides a brief overview of the main aspects of the proposed development: the residential and open space elements. Further detail and assessments are included in Sections 7 and 8.

### 5.1 Residential Development

The principal elements of the proposed development are the construction of 207 No. residential units, comprised of 75 No. houses and 132 No. duplexes. The breakdown of these units by size is detailed in Table 5.2, below. All houses are 2-storey structures, whilst the duplexes are principally contained within 3-storey structures, except for a 4-storey landmark building (discussed below) to be located at the north-west corner of the Celbridge Link Road and Adamstown Way junction.

Unit Type	House	Duplexes	Total	Mix
2-bed	0	64	64	30.9%
3-bed	59	68	127	61.4%
4-bed	16	0	16	7.7%
<b>Total</b>	<b>75</b>	<b>132</b>	<b>207</b>	<b>100.0%</b>

**Table 5.2: Residential composition of the proposed development**

**Source:** BKD Architects, 2022

Further information and assessment in respect of the proposed residential units is included below in Sections 7 and 9. Also refer to the enclosed materials prepared by BKD Architects for additional, specific details.

Based on the Net Development area of 4.84 Ha, the yield of 207 No. units equates to a residential density of 42.8 units per hectare.

## 5.2 Open Space and Landscaping

Open space is proposed in 2 No. principal locations, according with the Aderrig Development Area's Indicative Layout detailed in the Planning Scheme: (1) pocket/local park at the junction of Celbridge Link Road and Adamstown Way (0.078 Ha) and (2) at the northernmost extent of the application area, west and east of the Celbridge Link Road (1.358 Ha). Additionally, the western hedgerow boundary is proposed to be protected and preserved, creating an ecological and amenity buffer, and referred to as the "*western boundary linear park*" in the landscape architecture materials.

The pocket park (Figure 5.1) is located in a central position within the site and has an area of approximately 0.78 Ha (780 sq m). Its key features are proposed to include natural/informal play space, lawned area, seating and cycle storage. These elements of the design will ensure that the space is active and functional at this key location. Planting will include: a series of tree species to create variety, colour and texture and to respond to seasonality; and shrubs and hedges, to define lower levels and define boundaries. The open space will generally be bound to the north and east by the cycle and footpath interfacing with Celbridge Link Road and Adamstown Way and to the south and west by a proposed shared surface home zone, thereby ensuring that the space is a safe environment to access and use. It will be subject to passive surveillance by numerous dwellings. Changes to the southern and western edges of the open spaces were made following guidance received during the PPC with SDCC; the extent and location of car parking has been altered to provide greater breaks and lines of sight across the home zone and into the park area.

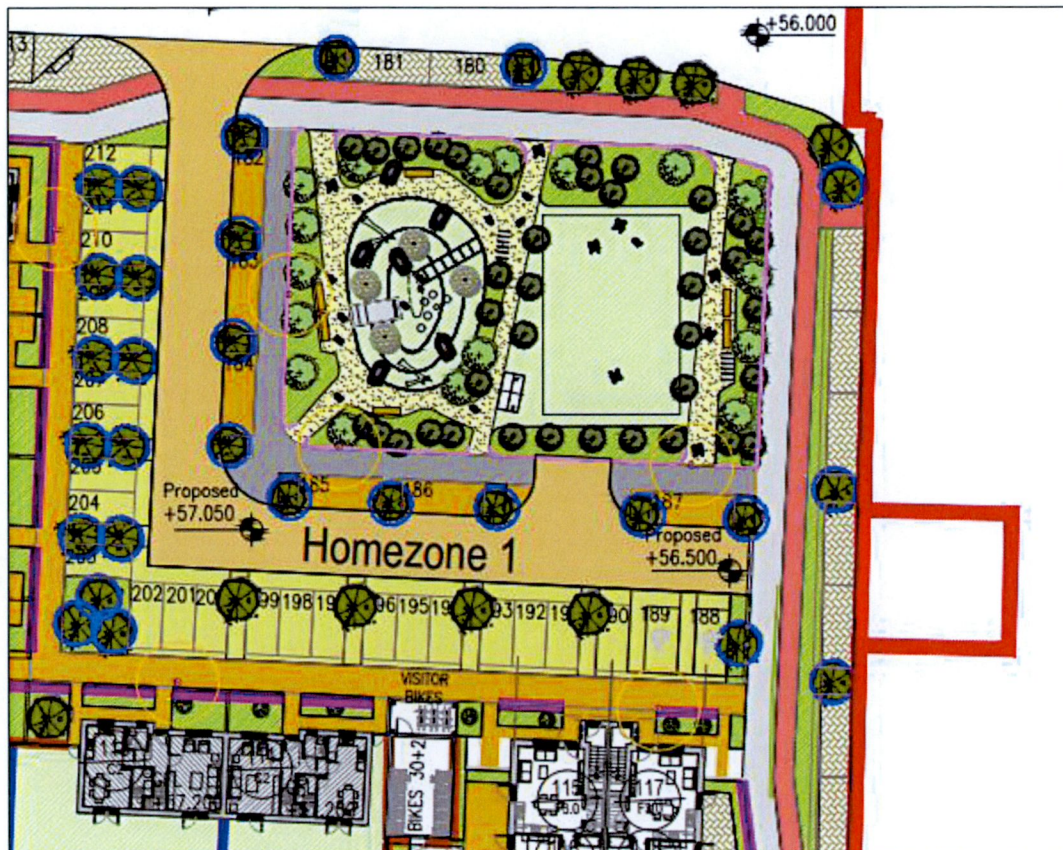


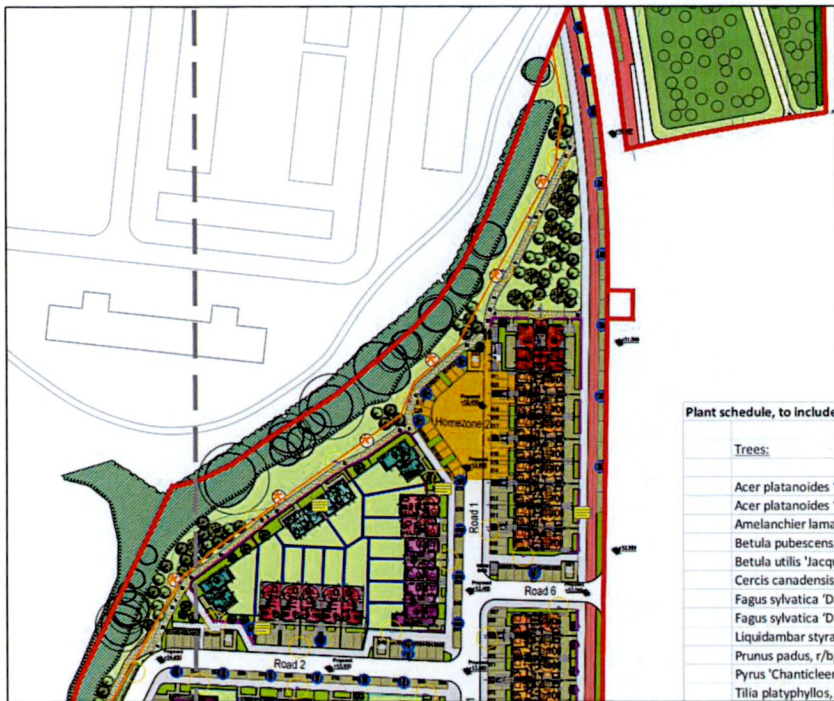
Figure 5.1: Proposed pocket/local park

Source: Doyle + O'Troithigh Landscape Architecture, 2022

The open space to the north forms a natural extension and enhancement of the hedgerow that defines the western boundary of the subject site. The design intention here is to protect and preserve the hedgerow, which includes the creation of the hedgerow buffer or protection area, involving the setting back of development from hedgerow and trees therein of 5–12 m.

Figures 5.2 and 5.3 are extracted from the landscape materials prepared by Doyle + O'Troithigh Landscape Architecture and detail the open space and landscape proposal to the north. The portion to the west of the Celbridge Link Road has an area of approximately 0.439 Ha (Figure 5.2) and the area to the east (adjacent to the school site) has an area of approximately 0.919 Ha (Figure 5.3). The hedgerows themselves will be protected, with the proposal intending to reinforce retained hedgerows with native species. Pedestrian routes will run parallel to the hedgerow and a variety of trees, shrub, hedge and other pollinator species will deliver an attractive planting regimen. As the Figures show, the open space will provide a link through Aderrig and will importantly tie in with the open space proposed at Tubernaclugg Village Development Area to the north.

A key landscape design initiative to be pursued as part of the proposed development is the inclusion of Miyawaki planting, as sought in the Development Plan. A total of 5,183 sq m of this planting type is proposed in 3 No. parcels as part of the open space area to the north-east (Figure 5.3). It will be traversed by paths to facilitate permeability, including a north-western connection into the primary school site, as requested by SDCC during the PPC.



Figures 5.2: The northern open space area (west of Celbridge Link Road) extending along and from the western hedgerow boundary

Source: Doyle + O'Troithigh Landscape Architecture, 2022



Figures 5.3: The northern open space area (east of Celbridge Link Road) extending along and from the western hedgerow boundary

Source: Doyle + O'Troithigh Landscape Architecture, 2022

In addition to the more defined and expansive open space areas noted above, the inclusion of street trees as integral parts of the development's design has been carefully considered.

These features enhance the SDZ’s thoroughfares in terms of aesthetics, green infrastructure, SuDS (bio-retention street trees) and biodiversity. Along Celbridge Link Road, the tree pits are already permitted as part of the Reg. Ref. SDZ17A/0009 application between the parallel parking bays. This approach is to be respected in the development proposed herein, which also mirrors the permitted Aderrig Phase 2 (Reg. Ref. SDZ21A/0114) planning application to the immediate east (Figures 5.4 and 5.5).

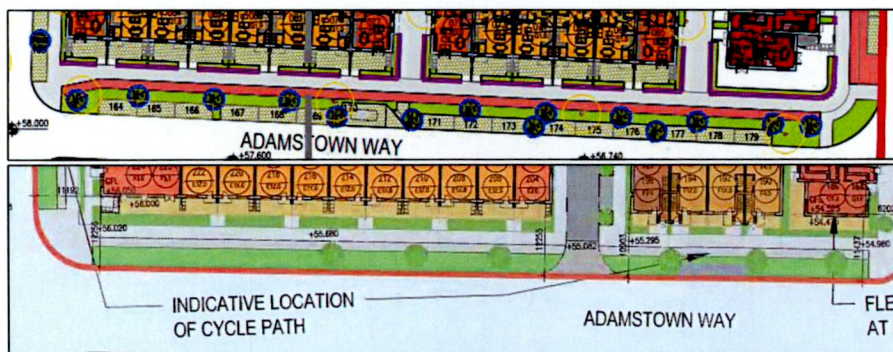
Both the Phase 2 application and the development proposed herein follow the principles of Adamstown Way, as the trees have been proposed in the grass verge area, further reflecting the approach employed in the Phase 2 development (Figures 5.6 and 5.7) and in the recent planning application for development in the Adamstown Boulevard Development Area to the south-east (Reg. Ref. SDZ22A/0007).

Within the core of the residential site area, the preference has been to propose street trees between parking spaces/bays, in accordance with the *Adamstown Street Design Guide*. Tree species have been suggested by Doyle + O’Troithigh Landscape Architecture and are detailed in the submitted landscape architectural materials. In summary, 359 No. street trees are proposed as part of the development; of these, 106 No. have been designed and proposed as bio-retention trees in order to play a more active SuDS role.



Figures 5.4 and 5.5: Proposed street tree locations at Celbridge Link Road, between car parking spaces – Phase 3 (left) and Phase 2 (right, Reg. Ref. SDZ21A/0014) just north of the Celbridge Link Road and Adamstown Way junction.

Source: BKD Architects, 2020 and 2022



Figures 5.6 and 5.7: Proposed street tree locations at Adamstown Way in the verge area – Phase 3 (upper) and Phase 2 (lower, Reg. Ref. SDZ21A/0014) west and east of the junction with Celbridge Link Road

Source: BKD Architects, 2020 and 2022

### 5.3 Design Rationale

The bases for the principal aspects of the proposed development are expounded in BKD Architects' submitted *Design Rationale*. They are quoted below to provide the reader with an understanding of its evolution and current content:

- "A 3 storey perimeter condition is created along the eastern boundary of the development utilising 3 storey duplexes, following the Celbridge Link Road
- Marker buildings with feature gable treatments are positioned at key points along this perimeter, to announce the start of the neighbourhood, when approached from the north or south.
- Gateway buildings mark linkage locations along this perimeter to adjoining permitted & proposed developments.
- A 780sqm public park has been located at the heart of the development, with the landmark building and a local marker building whose elevations are located & orientated to address the central open space area.
- 0.43Ha of open space is provided to the north of the site, west of the Celbridge Link Road. An additional 0.91hectare open space area has been provided to the north of the subject site (adjoining the proposed future school site), providing key linkages to lands to the north & existing roads to the east of the proposed development.
- The overall open space provided in this phase is 1.43Ha. We note that SDZ requires a minimum local public open space provision of 0.78 hectares. The overall Aderrig open space provision across the 3 phases amounts to 2.44Ha.
- A hierarchy of roads and streets has been used to create a variety of residential street environments with individual characters. All of the streets utilise 2 / 3 storey residential units in a variety of formats.
- The western edge of the proposed development has been designed to allow a generous buffer zone, to protect the retained hedgerow. A series of footpaths and different landscape conditions will be established along this route.
- The proposal is constrained by Adamstown Way and the Celbridge Link Road, which have been substantially completed. A number of existing connections and services have already been established along these roads. The design of the development has had to respond to address these constraints which in some instances has required minor adjustments from the SDZ diagrams."

## 6.0 STRATEGIC PLANNING POLICY CONTEXT

The following Section details the strategic policy context that informs the sustainable planning and development of the South Dublin area and the Adamstown SDZ in particular. It focuses on key national and regional policy documents.

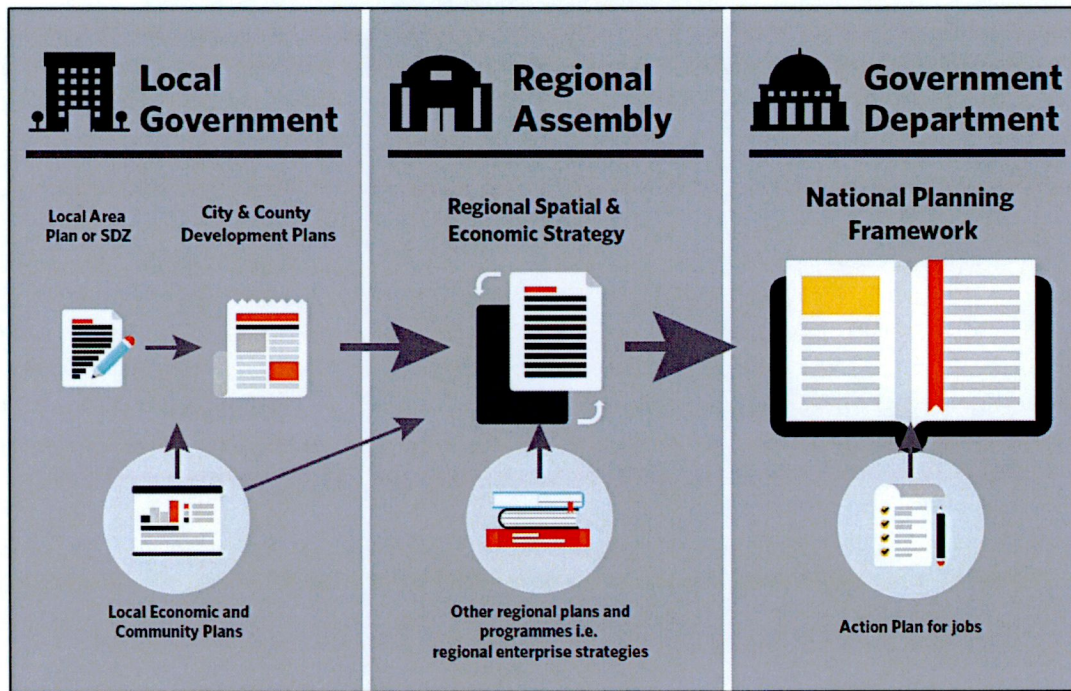


Figure 5.1: National Planning Hierarchy

Source: *Project Ireland 2040: National Planning Framework, 2018*

### 6.1 National Policy

The national policy Sub-Section prioritises the *Project Ireland 2040: National Planning Framework* (NPF) and select Section 28 Planning Guidelines.

#### 6.1.1 *Project Ireland 2040: National Planning Framework*

The NPF is the overarching national planning policy document that sets out the long-term strategic goals for the Republic of Ireland. These goals are geared towards compact growth and the sustainable development of Ireland to accommodate an increased population of one million people by the year 2040.

Section 6.6 of the NPF sets out an overview of the Strategy, which includes reference to 'Housing' as follows:

- "To target the delivery of **550,000 additional households to 2040.**" [emphasis added]
- "Prioritise the provision of **new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.**" [emphasis added]

The NPF states that Ireland's future homes will:

- ***"be located in places that can support sustainable development - places which support growth, innovation and the efficient provision of infrastructure, are accessible to a range of local services, can encourage the use of public transport, walking and cycling, and help tackle climate change;***
- ***be delivered in our cities and larger towns (where large scale housing demand exists), where homes and the appropriate supporting services can be delivered more efficiently and effectively at less cost to the State in the long-run, and***
- ***still be located in our smaller towns, villages and rural areas, including the countryside, but at an appropriate scale that does not detract from the capacity of our larger towns and cities to deliver homes more sustainably."*** [emphasis added]

The NPF also sets out that ***"...increased residential densities are required in our urban areas... to more effectively address the challenge of meeting the housing needs of a growing population in our key urban areas, it is clear that we need to build inwards and upwards, rather than outwards."*** [emphasis added]

The NPF augments the above, remarking:

*"Well-designed and located higher density housing will assist:*

- *Fast growing urban areas to achieve much needed scale;*
- *Medium-sized urban areas to find a route to quality in a new competitive framework;*
- *All urban areas to increase vibrancy and vitality;*
- *Increased efficiency and sustainability in the use of energy and public infrastructure."*

The NPF stipulates a series of National Strategic Outcomes (NSOs), of which, NSO No. 1 relates to 'compact growth'. Its principles are based on driving increased levels of residential development and employment activity into existing urban areas, thereby increasing residential densities and land-use intensities to ensure the better management and use of land and to counter the negative consequences of unrestrained urban development. To achieve this NSO (amongst others), the NPF prescribes a series of National Policy Objectives (NPOs) to guide the development of the State. The following NPOs are considered to be of relevance to the proposed development and the subject site:

**NPO 2a** – *"A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs."*

**NPO 3b** – *"Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints."*

**NPO 33** – *"Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location."*

Consequently, the provision of 207 No. housing units on the subject site in Aderrig, having regard to its SDZ status within Adamstown and its close proximity to services, facilities,



regular public transport and connections to larger urban areas such as Dublin City Centre, is in accordance with the NPF's NSO No. 1 and NPOs.

#### **6.1.2 *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities***

In 2020, the Irish Government updated the document *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities*. The Guidelines set out the preferred locations for apartment developments to encourage higher densities and consolidated residential development and the development management to which they should be designed.

The Apartment Guidelines recognise the need for alternative types of accommodation to facilitate the societal, environmental and economic changes which would be better suited to reflect changes to household formation and size, and housing demand. The proposed application, comprising 207 No. residential units, will provide high-quality housing for people seeking residential accommodation in Dublin, offering a range of 2-, 3- and 4- bed house and duplex dwellings.

The various development management standards that apply to apartment developments and their unit types have been considered and adhered to as part of the proposed development, as is evident in the sections below.

#### **6.1.3 *Urban Development and Building Heights – Guidelines for Planning Authorities***

The *Urban Development and Building Heights – Guidelines for Planning Authorities* (December 2018), hereafter referred to as 'Height Guidelines', established a series of new national rules in relation to building heights and new developments. The Height Guidelines are prepared to work in concert with the objectives of the NPF and other national standards for the delivery of sustainable development and compact growth.

The Guidelines are intended to set a new and more responsive policy and regulatory framework for planning the growth and development of cities and towns upwards rather than outwards. The Guidelines note that increasing prevailing building heights has a critical role to play in addressing the delivery of more compact growth in urban areas, particularly cities and large towns by enhancing both the scale and density of development. Accordingly, the planning process must actively address how this objective will be secured.

As will be illustrated in the planning application, the proposed 2–4-storey building heights can be readily absorbed into the surrounding context and comply with the principles set out for the Aderrig Development Area of the Planning Scheme.

#### **6.1.4 *The Quality Housing for Sustainable Communities Best Practice Guidelines for Delivering Homes***

The main aim of the *Quality Housing for Sustainable Communities Best Practice Guidelines for Delivering Homes 2007* is to identify principles and criteria that are important in the design of housing and to highlight specific design features, requirements and standards that have been found to be particularly relevant. The purpose of these Guidelines is:

*"...to assist in achieving the objectives for Delivering Homes, Sustaining Communities contained in the Government Statement on Housing Policy which focuses on creating sustainable communities that are socially inclusive by:*

- *promoting high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*
- *encouraging best use of building land and optimal utilisation of services and infrastructure in the provision of new housing;*
- *pointing the way to cost effective options for housing design that go beyond minimum codes and standards;*
- *promoting higher standards of environmental performance and durability in housing construction;*
- *seeking to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *providing homes and communities that may be easily managed and maintained."*

Regarding the provisions of a mix of tenure types and unit sizes, the *Guidelines* state that:

*"In the case of social housing the mix of dwelling types should be based primarily on the results of the most recent assessment of housing need and the characteristics of households likely to be accommodated in the scheme. Regard should be had to current best estimates regarding the size and type of households likely to seek housing in the future and to the need to achieve a balanced mix of dwelling types, sizes and tenure, both in the immediate locality and in the housing stock as a whole. **Larger schemes should be designed to accommodate a balanced range of household sizes and types, including apartments, duplex units, and sheltered housing, where appropriate.**" [emphasis added]*

The scheme subject to this planning application proposes a combination of 2-, 3- and 4-bed houses and duplexes of varying sizes and designs that will align with the principles of the *Guidelines*. They will complement the variety of other different housing types and sizes that have been and will be developed elsewhere in the SDZ to create an urban area that caters to the housing needs and preferences of a broad range of individuals and households.

In addition, the *Guidelines* set standards relating to minimum house design floor areas. These have been adhered to and are noted in below and fully detailed in the *Housing Quality Assessment* prepared by BKD.

## 6.2 Regional Policy

The following sub-section details the applicable *Regional Spatial and Economic Strategy for the East and Midlands Regional Assembly* (RSES).

### 6.2.1 *Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly*

The RSES was published on 26<sup>th</sup> June 2019. Contained within this new regional planning document are Regional Policy Objectives (RPOs) which are intended to contribute to the planning and development of the region over the life of the Strategy to 2031, although with a vision to 2040. Many of the RSES's RPOs complement those of the NPF with respect to the

sustainable growth and consolidated development of the region. The Regional Strategic Outcomes (RSOs) are summarised in Figure 5.2.

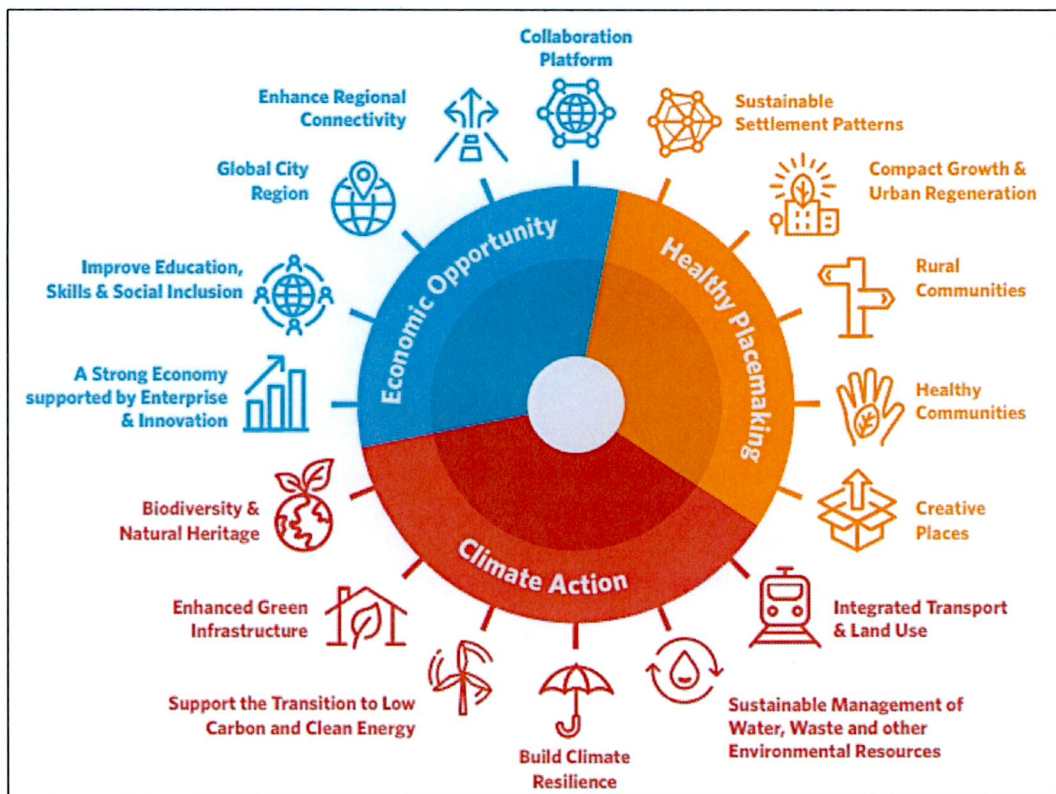


Figure 5.2: Regional Strategic Outcomes of the RSES

Source: Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly, 2019

There are 16 No. RSOs which facilitate the implementation of NPF policies. Of importance to the proposed development are the following:

**RSO No. 1 (Sustainable Settlement Patterns) – “Better manage the sustainable and compact growth of Dublin as a city of international scale and develop Athlone, Dundalk, Drogheda and a number of key complementary growth settlements of sufficient scale to be drivers of regional growth. (NSO 1, 7, 10).” [emphasis added]**

**RSO No. 2 (Compact Growth and Urban Regeneration) – “Promote the regeneration of our cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region’s citizens. (NSO 1).” [emphasis added]**

The proposed development aligns with these RSOs by the creation of more sustainable, dense and compact suburban/urban areas. They ultimately complement the Spatial Strategy of the RSES which:

*“...combines the growth of Dublin and regional centres with a selected number of large self-sustaining settlements that have the assets and capacity to grow in a sustainable manner while minimising impacts on the receiving environment. This option offers the best opportunity to align services with population and economic growth, promote compact growth in urban settlements and make the best use of*

*infrastructure including public transport thereby reducing transport emissions and improve regional accessibility.” [emphasis added]*

Urban regeneration and infill sites can contribute to sustainable compact growth and revitalisation of existing settlements of all scales. This will help to address the previously referenced NPOs 2a and 3b of the NPF, which target the delivery of new homes within the footprint of existing settlements.

Within the RSES, there are also compact growth targets and growth enablers for Dublin City and Metropolitan Areas which comprise “...**at least 50% of all new homes to be built, to be within or contiguous to the existing built-up area of Dublin city and suburbs** and a target of at least 30% for other metropolitan settlements, with a focus on healthy placemaking and improved quality of life.” [emphasis added]

The development of the subject underutilised primarily greenfield site located in the Aderrig Development Area of Adamstown SDZ will ensure that an appropriately dense and designed development is delivered. The provision of a range of tenure and housing types, which includes a mix of 2-, 3- and 4-bed houses and duplexes, will provide a broad choice of housing options and cater for the needs of a variety of different individuals and households.

## 7.0 COMPLIANCE WITH THE ADAMSTOWN STRATEGIC DEVELOPMENT ZONE PLANNING SCHEME (2014)

The key parameters of the Aderrig Phase 3 Development Area in the Adamstown Planning Scheme are outlined in Table 7.1 below.

Parameter	Detail	Phase 1 Reg. Ref. SDZ20A/0017	Phase 2 Reg. Ref. SDZ21A/0014	Phase 3 This Proposal
Area character type	Medium development density	Medium development density	Medium development density	Medium development density
Gross area	21.7 Ha	6.77 Ha	4.9 Ha	6.36 Ha
Net development area	17.8 Ha	5.56 Ha	4.24 Ha	4.84 Ha
Min-max total residential development	97,125-130,830 sq m	23,858.7 sq m (approx.)	24,346.8 sq m (approx.)	21,133.4 sq m
Min-max units per hectare (uph)	52-70 uph	42.3 uph	53.5 uph	42.8 uph
Min-max total dwelling units	925-1,246	235	227	207
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy to include 1 x traveller accommodation facility	25 No. Part V units	23 No. Part V units	20 No. Part V units, including 6 No. traveller units.
Min non-residential development	None stated	None proposed	None proposed	None proposed
Max non-residential development	4% of total development up to 4,750 sq. m.	None proposed	None proposed	None proposed
Max retail development	10% of total non-residential up to 475 sq. m.	None proposed	None proposed	None proposed
Min-max courtyard building height	2-3 storeys with up to 4 storeys at corner/feature buildings (3-5 storeys adjoining Central Boulevard Park)	2 storeys	2-4 storeys	2-3 storeys

Parameter	Detail	Phase 1 Reg. Ref. SDZ20A/0017	Phase 2 Reg. Ref. SDZ21A/0014	Phase 3 This Proposal
Min-max perimeter building height	3-5 storeys (3+1 setback – 5+1 setback adjoining Central Boulevard Park)	3 and 5 storeys	2-4 storeys	3 storeys
Max landmark building height	21 metres (up to 7 storeys approx.)	3 and 5 storeys	3 and 4 storeys	4 storeys
Min local public open space	0.78 hectares	0.89 Ha	0.12 Ha	1.436 Ha

**Table 7.1: Comparison of the proposed development and previous phases of development with the Planning Scheme**

**Source:** Adamstown Strategic Development Zone Planning Scheme, 2014, and Thornton O'Connor Town Planning, 2022

## 7.1 Density

The following section sets out the compliance of the proposed development's density with the parameters of the Planning Scheme, as well as providing the rationale for the fourth (and final) phase's density in the context of completing the Aderrig Development Area.

### 7.1.1 Aderrig Density Range

The density range for the Aderrig Development Area was initially set by the Planning Scheme as being in the range of 52–65 units per hectare (uph). This was based on the net development area of 17.8 Ha and a potential yield of 925–1,155 No. units. However, non-material amendments to the Planning Scheme were approved by An Bord Pleanála in October 2020. Amongst these were increases to the permissible ranges for residential floor areas, densities and yields in Aderrig, as shown in Table 7.2.

Metric	Previous	Amended
Min.–Max. Residential Floor Area (sq m)	97,125–121,275	97,125–130,830
Min.–Max. Residential Density (uph)	52–65	52–70
Min.–Max. Residential Yield	925–1,155	925–1,246

Table 7.2: Minimum and maximum residential floor areas, densities and yields in the Aderrig Development Area

Source: *Adamstown Strategic Development Zone Planning Scheme (2014)* and *Adamstown SDZ Planning Scheme 2014: Proposed Amendments in Response to New Planning Policy and Guidance (2020)*

Although the Planning Scheme (as amended) prescribes the density range set out in Table 6.2, it recognises that variation across the SDZ and within individual Development Areas may be necessary. Consequently, it includes the following provision to accommodate differences but within limited ranges to avoid significant fluctuations:

*"Development on any individual development site may fall above or below the specified density ranges for that Development Area by a maximum of 20% subject to the specified min-max density ranges being achieved for the area as a whole."*

Informed by the above, the density range applicable to the application site widens to 41.6–84 uph. **However, the key parameter with respect to density is that the overall density for the Aderrig Development Area falls within the 52–70 uph range.**

### 7.1.2 Aderrig Phase 3 Residential Density

The proposed development includes a total of 207 No. residential units (75 No. houses and 132 No. duplexes). **Based on the Net Development Area of 4.84 Ha, this equates to a density of 42.8 uph and is thereby in compliance with the Planning Scheme.**

This Phase's density and the future Phase 4 density were discussed with the Council during and following the PPC. The bases for supporting the approach for their densities, especially in the context of Phase 4 completing the Development Area, are detailed in the sub-sections that follow.

### 7.1.3 Aderrig 4 and Final Density Rationale

Notwithstanding the fact that the proposed development complies with the density range set by the Planning Scheme (with the benefit of the +/-20% flexibility), the Council's comments with respect to the Phase 4 density exceeding the range are acknowledged. However, the aim of the Planning Scheme and direction given by the Council heretofore are to ensure that the **overall** density (and other principal design parameters) are adhered to and achieved within Aderrig.

The future Phase 4 application will provide a minimum of 256 No. units to ensure that the minimum residential yield and density provided across the Development Area are in accordance with the parameters of the Planning Scheme.

To illustrate this, the current proposal is placed in the context of the previous and future phases of development within the Aderrig Development Area in Table 7.3 (below) to provide a clear understanding of its evolution. However, a masterplanned Feasibility Study was previously prepared for all phases to guide Aderrig's development and included 311 No. units in Phase 4. The Study, updated to reflect this Phase 3 proposition, resulted in a final overall yield of 980 No. units, giving a density of 58.5 uph based on the Net Development Area that can actually be developed (approximately 16.74 Ha)<sup>22</sup> or 55.1 uph based on the Net Development Area stated in the Planning Scheme (17.8 Ha). **In both instances, the final overall density will be within the range prescribed by the Planning Scheme and, therefore, in compliance with same.**

Phase – Parent Reg. Ref.	Net Development Area	Yield	Density
1 – SDZ20A/0017	5.56	235	42.3 uph
2 – SDZ21A/0014	4.24	227	53.5 uph
3 – Proposed Development	4.84*	207	42.8 uph
4 – Future Proposal (as Previously Masterplanned)	2.1	311**	148.1 uph
Total (Revised NDA)	16.74*	980	58.5 uph
Total (Planning Scheme NDA)	17.8	980	55.1 uph

**Table 7.3: Previous, proposed and future residential yields and densities at Aderrig (\*reduction on the Planning Scheme's 17.8 Ha due to the necessary provision of open space and the width of the permitted Adamstown Way road (see footnote below), \*\*indicative future yield as previously masterplanned)**

**Source:** Reg. Ref. SDZ20A/0017 and Reg. Ref. SDZ21A/0014 Planning Application packs, Quintain Developments Ireland Ltd and Thornton O'Connor Town Planning, 2022

### 7.1.4 Precedent to Exceed the Density Range in a Single Planning Application

With respect to the final phase of development in a Development Area exceeding the density range of the Planning Scheme, the Council's attention is directed to their assessment of Reg. Ref. SDZ21A/0003. This Planning Application is noted as 'Shackleton Phase 4', the final phase

<sup>22</sup> A little more than 1 Ha of the Planning's Scheme 17.8 Ha Net Development Area for Aderrig has been deducted on the basis that it cannot be realised for physical residential development. This includes: (1) the large open space area, identified for same, in the north-eastern site beside the school; and (2) Adamstown Way as it traverses through the site.



in the Tobermaclugg Village Development Area, immediately to the north of the Aderrig Phase 3 site.

This scheme proposed 128 No. residential units at a site of 1.74 Ha, equating to a density of approximately 73.6 uph. For context, the density range for the Tobermaclugg Village Development Area is 40–50 uph (although 32–60 uph, when the +/-20% flexibility is factored in). Consequently, the proposal was deemed by the Council to exceed the range and resulted in a query in relation to same as Additional Information (AI) Item 1:

*"The density of 73.6 units per hectare as proposed in this application is significantly above the Planning Scheme, as outlined in Section 2.3.17, which provides for a density of 32-60 dwelling units per hectare having regard to the +/-20% variation. It is noted that net density has not been provided.*

*The applicant is requested to address this matter and, if necessary, reduce density across the scheme to comply with the Planning Scheme."*

The Applicant provided a detailed response in relation to the Item, with the following relevant points summarised for reference:

- The 20% flexibility is based on "individual development sites" rather than on "application sites", and that Tobermaclugg Village Development Area is a single site in the ownership of that Applicant. Therefore, the priority should be securing the overall density of the Development Area.
- The Applicant's exclusion of additional lands (i.e. their proposed local centre) from the red line boundary, drove up the density.
- The proposed location of the higher density element was considered appropriate given its adjacency to the local centre.

The response and approach were accepted by the Council, with the Case Planner concluding in their Report:

*"Due to there being single ownership of the Tobermaclugg Village Development Area, the Planning Authority accept that it may be considered a single development area. It is noted that this is the final parcel for which planning is sought within the area and that requirements regarding open space and ancillary uses have been met / exceeded in quantitative terms. The location closer to the local centre also lends itself to an increased density. Whilst the application itself is not within the required +/- 20% of prescribed density, the individual development site, as referenced within the scheme, is.*

*The proposal is considered acceptable in this regard."*

As is illustrated in the above example, there was a practical and pragmatic approach to that development's density and its assessment and justification. The same principles that applied to the final phase of development in Tobermaclugg Village will also apply to the final phase in Aderrig.

#### **7.1.5 Phase 4 as an Appropriate Location for Higher Density**

There are significant merits in proposing and supporting a higher residential density scheme at the forthcoming Phase 4 site in terms of proper, sustainable and sequential planning and development. Therefore, seeking a greater density thereat is appropriate and should be facilitated in due course.

Practical considerations to facilitate the greater Phase 4 density include:

1. The site is proximate to the District Centre that will feature in the Adamstown Station Development Area. The Planning Scheme recognises this as a notable aspect of the SDZ that will deliver retail, commercial and community services in addition to housing. Therefore, it maximises the potential of this area and supports the creation of a more concentrated critical mass to sustain businesses and services thereat.
2. By comparison with the rest of the Aderrig Development Area, Phase 4 will be: (1) the closest phase to the Adamstown Train Station, which acts as a principal transport node and justifies higher densities; and (2) best served by pedestrian and cycle infrastructure.
3. The amendments to the Planning Scheme made in 2020 implied that a greater residential density could and should be concentrated at the Phase 4 site, increasing permissible min-max height ranges "*close to Central Boulevard Park*" from 2-3 No. storeys with up to 4 No. storeys at corner/feature buildings to 3-5 No. storeys for courtyard buildings and from 3-5 No. storeys to 3+1 setback – 5+1 setback at perimeter buildings.
4. Increased heights and built-form, which increase density, will provide an appropriate design counterbalance to the open and expansive Central Boulevard Amenity Area to the east.

#### 7.1.6 Phases 1 and 4 as a Single Development Site

Whilst it has been contended above that the entire Aderrig Development Area should be considered as an "*individual development site*" and that the priority remains its **overall** delivery in accordance with the principal parameters of the Planning Scheme, it is worth noting the relationship between Phases 1 and 4 of development at Aderrig.

As Figure 7.1 below illustrates, the Planning Scheme indicates that the portion of the Aderrig Development Area upon which Phases 1 and 4 were/are proposed is a **single** holding – or "*site*" – as determined by the Net Development Area. The exact extents of the sites for the Phases and their resulting residential yields and densities could have been defined in multiple different locations. Therefore, there is merit in considering their combined site areas as an "*individual development site*", with variation in density throughout.

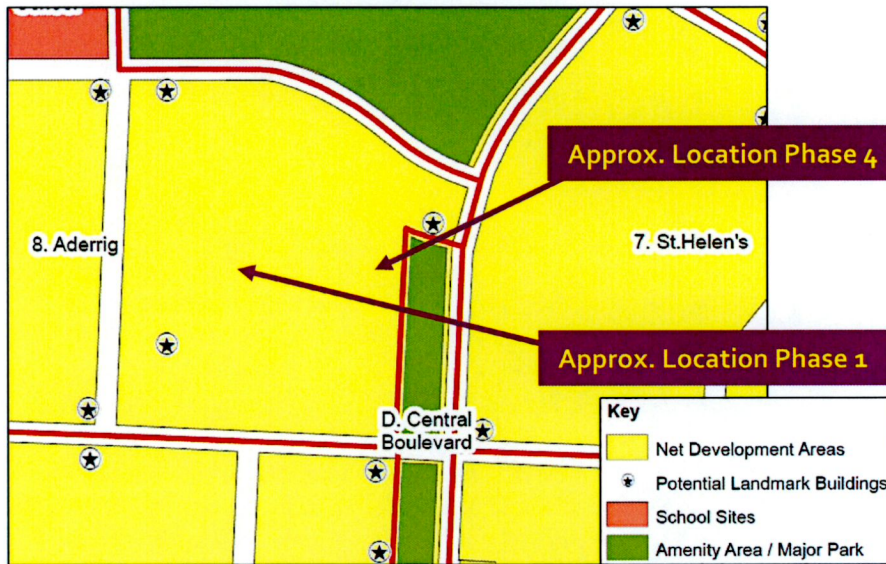


Figure 5.3: Aderrig Phases 1 and 4 as an "individual development site" based on the defined Net Development Area holding of the Planning Scheme

Source: Adamstown Strategic Development Zone Planning Scheme 2014, as amended, annotated by Thornton O'Connor Town Planning, 2022

Utilising this approach, Table 7.4 highlights that the combined Phase 1 and 4 site area (7.66 Ha) and residential yield (546 No. units) would result in an overall density of 71.3 uph. Notwithstanding the justifications provided above, this density is in accordance with the +/- 20% flexibility provided by the Planning Scheme for an "individual development site", which broadens the density range to 41.6–84 uph.

Phase – Parent Reg. Ref.	Net Dev. Area (Ha)	Yield (Units)	Density (uph)
1 – SDZ20A/0017	5.56	235	42.3
4 – Current Proposal	2.1	311	148.1
<b>Total</b>	<b>7.66</b>	<b>546</b>	<b>71.3</b>

Table 7.4: Residential yield and density if Phases 1 and 4 are considered as an "individual development site"

Source: Reg. Ref. SDZ20A/0017 and Reg. Ref. SDZ21A/0014 Planning Application packs, Quintain Developments Ireland Ltd and Thornton O'Connor Town Planning, 2022

## 7.2 Height

Height is used in the SDZ as an integral part of the urban design and placemaking process, creating visual and aesthetic interest and accommodating a range of different residential unit types and sizes, commercial properties and social/community facilities. In conjunction with carefully considered materials, it defines the physical elements of the SDZ. In terms of how and where height is proposed, Section 2.3.25 of the Planning Scheme states that:

*"...for the purposes of this Planning Scheme, buildings in Adamstown are generally characterised as one of two basic building types – 'perimeter' or 'courtyard' buildings."*

Perimeter buildings are defined as:

"...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 set back in the higher density areas, but shall generally be three-four storeys in height."

By contrast, courtyard buildings are:

"...smaller buildings laid out in a variety of configurations inside the perimeter of the blocks within each development area. They may range in height from one storey in the low density areas to five storeys at corner/feature buildings in the high density areas, but shall generally be two-three storeys in height."

There is also provision within the SDZ for landmark buildings, and one such building is identified within the subject Phase 3 application site. Such buildings may be up to 7 No. storeys (21m) in height and are generally located at key junctions and interfaces, usually at perimeter buildings. At the application site, the landmark building is indicated at the north-west corner of the junction between Celbridge Link Road and Adamstown Way.

The distribution of the application site's building types, as discussed above, is set out in Figure 7.2.

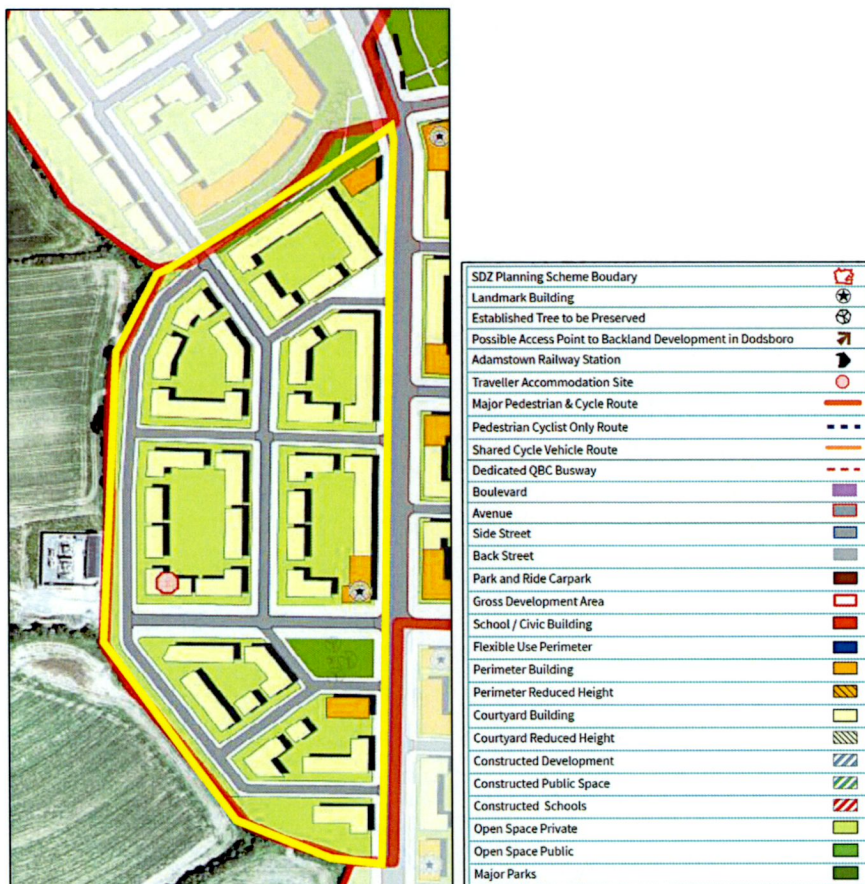


Figure 7.2: Indicative Layout of the site (main residential area, indicatively outlined in yellow) in the Planning Scheme illustrating building types and other key features

Source: Adamstown Strategic Development Zone Planning Scheme, 2014

The proposed development includes a combination of 2-, 3- and 4-storey buildings throughout the application site within Aderrig Phase 3 (Figure 7.3). In the central and western area, a height of 2 No. storeys is dominant, with 3-storey duplex units principally proposed fronting the main road networks of Adamstown Way and Celbridge Link Road. This approach accords with the principles espoused in the Planning Scheme, with the taller elements creating strong interfaces with the transport corridors and defining the urban realm in these locations. As discussed elsewhere in this Report, and demonstrated in the Landscape Architecture materials, these areas will be complemented and supported by a carefully considered and attractive tree planting regimen.



Figure 7.3: Proposed heights, illustrating compliance with the Planning Scheme

Source: BKD Architects, 2022

At the location of the identified landmark building on the Planning Scheme layout for this part of Aderrig, a 4-storey building comprised of 2 No. 2-bed and 2 No. 3-bed units is proposed. This structure, at the junction of Adamstown Way and Celbridge Link Road, has been designed to define this key corner site given its prominence as one heads in a westerly direction along Adamstown Way or a northerly direction along Celbridge Link Road. Its additional height also acts as an appropriate counterbalance to the open space area proposed

to its immediate south across Adamstown Way and is complemented by distinctive materiality, offset massing and carefully considered and framed fenestration.

Based on the foregoing, it is contended that the heights within the proposed development are compliant with the parameters set out in the Planning Scheme.

### 7.3 Layout and Integration

The layout of this third phase of development was the subject of multi-disciplinary collaboration and has sought to create a series of block plans and a road hierarchy that, although immaterially deviating from the Indicative Layout in places, respects the principles of the Planning Scheme (Figures 7.4 and 7.5).

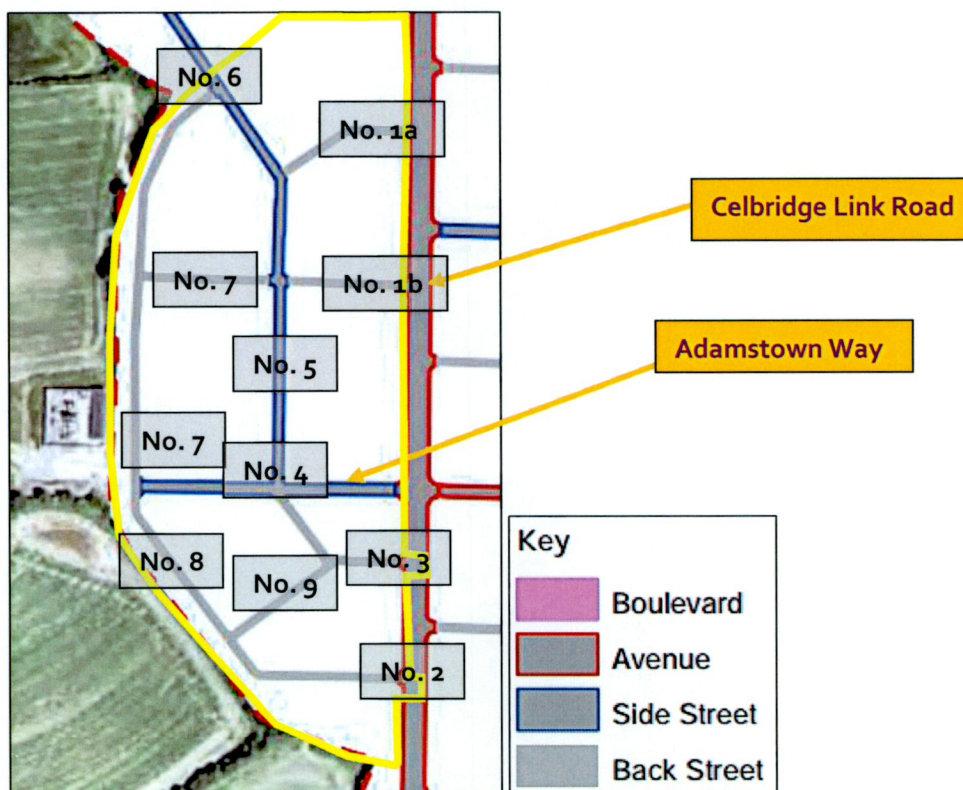


Figure 7.4: Proposed site layout and road hierarchy of Aderrig Phase 3 development, with the main residential area of the proposed development indicatively outlined in yellow

Source: *Adamstown Strategic Development Zone Planning Scheme, 2014*, annotated by Thornton O'Connor Town Planning, 2022

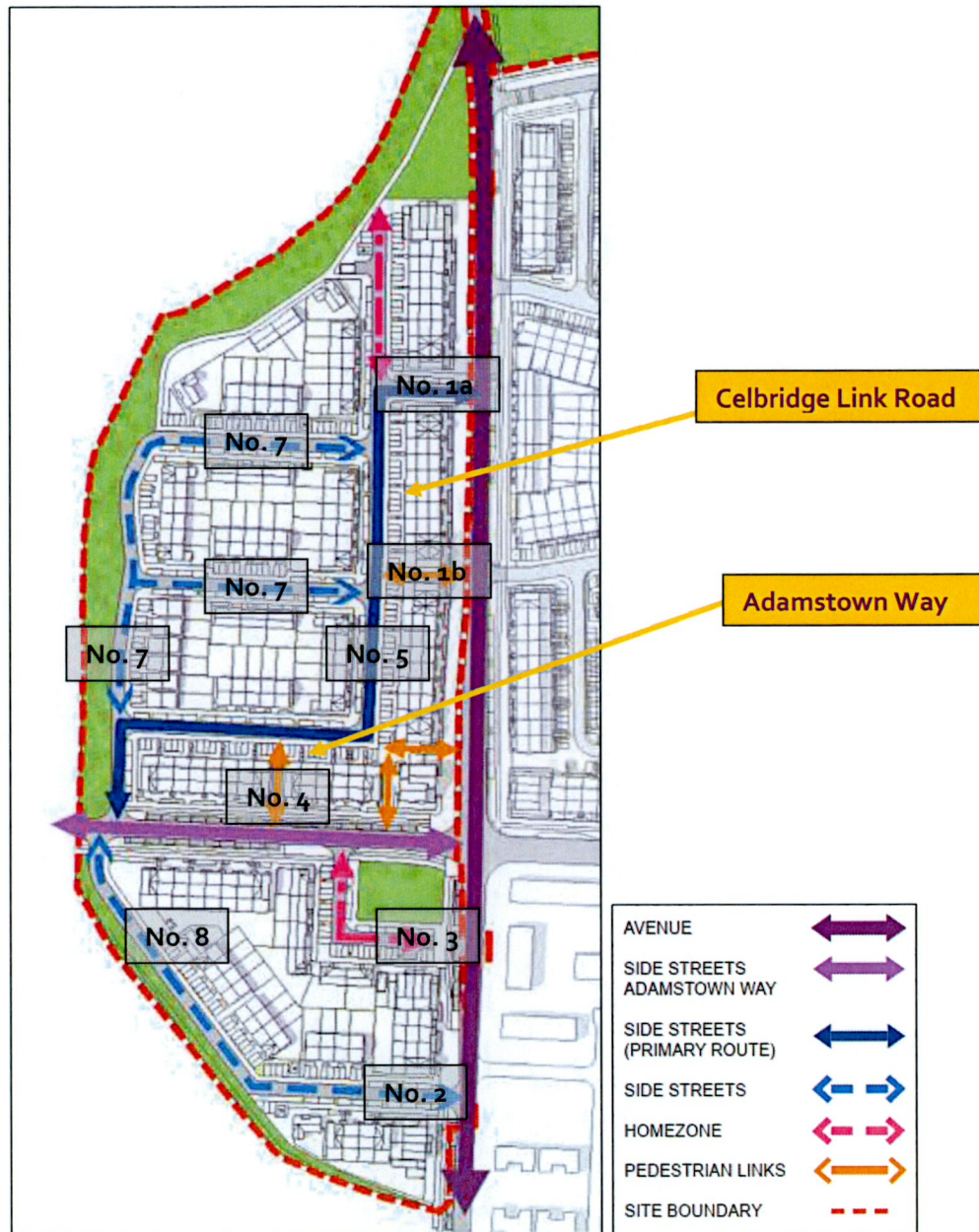


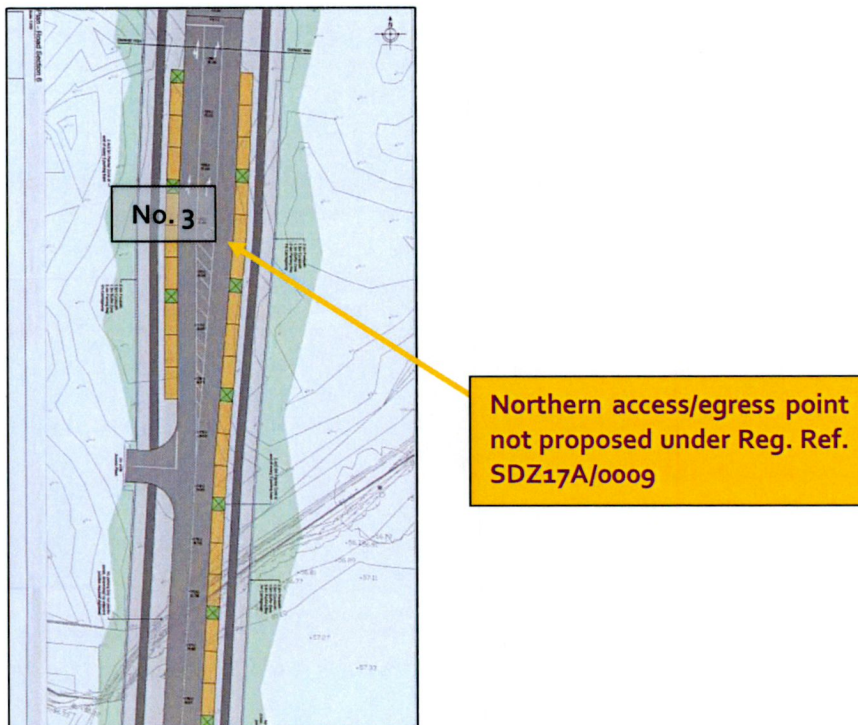
Figure 7.5: Proposed site layout and road hierarchy of Aderrig Phase 3 development

Source: BKD Architects, 2022

The main multi-modal thoroughfare of the Celbridge Link Road (north-south along the eastern boundary of the site, permitted under Reg. Ref. SDZ17A/0009), which is defined by the Planning Scheme as an 'Avenue', has been respected. To the north of the junction with Adamstown Way, although 2 No. access points are shown on the Planning Scheme, only 1 No. (the northern of these) has been proposed herein (see Ref. No. 1a on Figures 7.4 and 7.5), as this is what reflects the road that was permitted under Reg. Ref. SDZ17A/0009. A pedestrian link is proposed in lieu of the second vehicular connection to ensure that permeability and fluidity of movement is supported, whilst also breaking down the massing of the duplex units along this eastern edge (see Ref. 1b on Figures 7.4 and 7.5).

To the south of Adamstown Way, the 2 No. access points from the Celbridge Link Road have been reduced to 1 No., specifically the southern of these (see Ref. No. 2 on Figures 7.4 and

7.5). The omission of the northern access point (see Ref. No. 3 on Figures 7.4, 7.5 and 7.6) is to reflect the Reg. Ref. SDZ17A/0009 application, which did not include a junction at this location (see Ref. No. 3 on Figure 7.6). Furthermore, it was considered to be a practical design change as it has allowed the creation of a homezone shared surface in this area, thereby making the open space proposed to its north to be far more usable, accessible and safer.



**Figure 7.6:** A southern section of Celbridge Link Road abutting the south-east corner of the site and only 1 No. access/egress point shown

**Source:** Pat O’Gorman & Associates Consulting Structural and Civil Engineers, 2017 (Drawing titled ‘ROAD LAYOUT & LONG SECTION (SHEET 6 OF 7)’ and submitted with Reg. Ref. SDZ17A/0009)

Adamstown Way (east-west through the lower half of the site), defined as a ‘Side Street’ in this portion of the SDZ (although designed to a higher grade), has also been respected. Minimal intervention is proposed, although the eastern of the 2 No. northbound junctions identified in the Planning Scheme has been omitted replaced by a simple pedestrian connection (see Ref. No. 4 on Figures 7.4 and 7.5). The intention of the change is to reduce the number of junctions at Adamstown Way and to channel traffic along more defined carriageways and routes.

Within the development itself, the area north of Adamstown Way is comprised of a main ‘Side Street’ that enters from the Celbridge Link Road in the north-east and travels south through the centre of the residential area to connect to Adamstown Way to the south (see Ref. No. 5 on Figures 7.4 and 7.5). This represents an immaterial deviation from the Planning Scheme in that the side street shown on the Indicative Layout was to come from lands to the north-west in Tubber Lane. However, making this particular connection would have resulted in the removal of a significant portion of the hedgerow and trees at this location, which is noted as containing a series of notable specimens. Furthermore, the Design Team was cognisant of the recent planning application for development to the north-west of the subject site (SDZ21A/0023) which did not propose the connection from their lands (see Ref. No. 6 on Figure 7.4) and would have made any such provision at the subject site redundant. It also



allows for the northern perimeter building to be directly served away from the Celbridge Link Road, rather than remain isolated as shown in the Planning Scheme's Indicative Layout. 'Back Streets' are proposed to provide east-west links through the site and north-south along the western edge of the site parallel to the hedgerow (but outwith its buffer/protection area), in accordance with the Planning Scheme (see Ref. No. 7 on Figures 7.4 and 7.5).

South of Adamstown Way, 2 No. principal routes are proposed, albeit 1 No. is now a shared surface and not a through-route (discussed above as Ref. 3). The side street shown in the Planning Scheme that runs south along the western edge of the site before turning eastward has been proposed (see Ref. No. 8 on Figures 7.4 and 7.5), although its connection to the north-east has been omitted (see Ref. No. 9 on Figure 7.4), as (1) this would have been contrary to the purpose of the shared surface home zone, (2) this part of the site is not very large and would not have negatively impacted permeability and (3) it would have served only a small number of residential units.

**Informed by the detail above, it is firmly asserted that the proposed site layout, road hierarchy and overall development integration are substantially in compliance with the Indicative Layout for this portion of Aderrig Development Area.** Where deviations are proposed, they are immaterial in nature and are deemed to be a design improvement or a response to the changing planning and development context within which the development is proposed, for example:

- Reduced entrances along the constructed Celbridge Link Road;
- No northern access to Tubber Lane to protect the hedgerow and as none is proposed in the development thereat; and
- Homezone at the pocket park, with no vehicular through-route, to calm and reduce traffic volumes and to make the space safer and more accessible.

#### 7.4 Dwelling Design

The Planning Scheme states that dwelling sizes should be in accordance with *Quality Housing for Sustainable Communities Best Practice Guidelines for Delivering Homes (2007)* for the houses and the *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2007* for the apartments (although the latter has since been superseded by updated Guidelines in 2020).

The *Quality Housing for Sustainable Communities Best Practice Guidelines for Delivering Homes 2007* sets the following relevant minimum house floor areas:

- Three-Bed/Five-Person/Two-Storey House – 92 sq m.
- Four-Bed/Seven-Person/Two-Storey House – 110 sq m.
- No standard is set for a Four-Bed/Six-Person/Two-Storey House. Therefore, 100 sq m as applies to a Four-Bed/Seven-Person/One-Storey House or a Three-Bed/Six-Person/Two-Storey House has been used.

*Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2020* prescribes the following minimum apartment floor areas, which will be applied to the duplex units:

- Two-Bed (Four-Person) Apartment/Duplex – 73 sq m.
- Three-Bed Apartment/Duplex – 90 sq m.

The *Housing Quality Assessment* prepared by BKD Architects demonstrates that in all cases, the proposed residential units exceed the minimum standards set out above.

## 7.5 Open Space

The Planning Scheme proposes to provide approximately 23.3 Ha (10%) of the SDZ site area as public open space within 4 No. major parks:

- Tandy's Lane Park,
- Tobermaclugg Park,
- Airlie Park, and
- Central Boulevard.

In addition, a series of smaller public open space areas of a combined 6.75 Ha in 11 No. locations throughout the SDZ are proposed by the Planning Scheme. The details of these are set out in Section 2.6 of the Scheme:

*"The balance of required public open space, at least 6.75 ha or approximately 4% of the total Planning Scheme area, is to be provided as smaller local public spaces within each of the eleven development areas. These range from hard landscaped civic spaces and green boulevards to less formal kickabout greens and play areas..."*

*"It is an important feature of the Adamstown SDZ that all public open spaces are linked by a network of 'green' walking and cycling routes."*

The Planning Scheme prescribes that minimum "local public open space" areas of 0.78 Ha are to be provided in the Aderrig Development Area. The Phase 1 application for Aderrig included a notable public open space of 0.89 Ha and this was supplemented in the Phase 2 application by a further 0.12 Ha of public open space. Thus, the first two phases at Aderrig will deliver 1.01 Ha of public open space, exceeding the minimum requirement by approximately 0.23 Ha.

Notwithstanding the generous provision of public open space in Aderrig to-date, the Indicative Layout of the Development Area illustrates the provision of a series of public open space areas within the subject site, including: (1) a pocket/local park at the junction of Celbridge Link Road and Adamstown Way and (2) open space at the northernmost portion of the application site and adjacent to the proposed primary school site. An additional open space hedgerow buffer along the western boundary is also evident. These areas have been incorporated into the proposed site layout, noting the importance of preserving and protecting the western hedgerow in particular.

The proposed open space areas are thoroughly detailed in Doyle + O'Troithigh Landscape Architecture's submitted materials and summarised in Section 5.2 above. **In quantitative terms, the development proposes a total of a further 1.436 Ha of public open space; thereby bringing the total provision in Aderrig up to 2.446 Ha and exceeding the minimum requirement by 1.666 Ha or 214%.** The benefit of this is considerable:

- Playing a major role in biodiversity protection and enhancement;
- Acting as SuDS;
- Enhancing the aesthetic appearance of the built-form;
- Sequestering carbon; and

- Supporting positive physical and mental well-being.

**Therefore, it is asserted that the proposed development complies with the principles of the Planning Scheme: (1) the minimum public open space requirement for Aderrig is significantly exceeded and (2) the areas identified for open space and hedgerow protection in the Planning Scheme’s Indicative Layout are delivered as such.**

## 7.6 Private and Communal Open Space

Private open space is an important aspect of the design of individual residential units, providing residents with external spaces in which to relax and socialise. Section 2.3 of the Planning Scheme outlines the following guidance in relation to the minimum provision of private amenity space:

*"All dwellings shall be provided with a private amenity space in the form of a garden, patio or balcony. Private amenity space shall be designed to have a functional relationship with the daytime rooms of the dwelling and shall be designed to optimise solar orientation and avoid both overshadowing and overlooking."*

The private open spaces of the proposed residential units are principally provided as rear (and some partially side gardens), balconies and terraces. As detailed in the *Proposed Site Layout Plan, Housing Quality Assessment* and individual unit drawings, the private amenity space for all units exceeds minimum standards, which are summarised in Table 7.5 below for clarity and reference.

Unit Size	Houses	Apartments
2-bed	N/A	7 sq m
3-bed	60 sq m	8 sq m
4-bed	70 sq m	N/A

**Table 7.5: Private amenity space standards for houses and apartments in the Adamstown SDZ**

**Source:** *Adamstown Strategic Development Zone Planning Scheme (2014) (as amended) and Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2020)*

With respect to communal open space for the duplex units, please refer to the details and summaries in BKD’s *Design Rationale, Proposed Site Layout Plan* and unit drawings. Due to the layout and parameters of the Planning Scheme and the Applicant’s intended design solution, it was not deemed practicable or appropriate to provide communal open space as dedicated, shared areas for all of the duplex units. Therefore, the design of the individual duplex units incorporates larger private open spaces than are required by the Planning Scheme or the Apartment Design Guidelines. This is facilitated by the Planning Scheme, with Section 2.3.51 stating: *"Private amenity space may be provided in lieu of semi-private amenity space requirements."*

In all instances where this is proposed, the private amenity space area matches or exceeds the combined private open space and communal open space requirements for that unit. For example, for Unit No. 5 (a 2-bed duplex), the 7 sq m of private open space and 7 sq m of communal open space result in a combined requirement for 14 sq m. However, for this unit, the private open space is proposed as an area of 16 sq m.

Positively, in addition to the large private open spaces, Duplex Types F and J are provided with communal areas at ground floor, which can be facilitated due to the site layout in these specific locations. These areas supplement the enlarged private spaces and will encourage greater levels of socialising and community integration. They are ideally suited for children's play, barbecues and passive relaxation, especially given their western and southern aspects.

For full details of the proposed private and communal open spaces areas – and an illustration of their compliance with the Planning Scheme and the Apartment Design Guidelines – please refer to BKD's *Housing Quality Assessment, Proposed Site Layout Plan* and individual unit drawings.

## 7.7 Car and Cycle Parking

Car and cycle parking are important considerations in the design process and play a major role in facilitating the mobility of the resident population. The requirements and provision as part of the proposed development are detailed below.

For full details of the car and cycle parking provision, please also refer to the *Parking Strategy* drawing prepared by BKD Architects.

### 7.7.1 Car Parking

Section 2.4 (vii) of the Planning Scheme sets out the standards for car parking within the area of the SDZ. The Planning Scheme has a design objective to ensure that proposed planning applications accommodate car parking without it becoming an overly dominant feature. The guidance states that:

*"Car-parking provision shall be carefully integrated in terms of layout, surface treatment and screen planting. Shared on street and communal car parking shall be optimised."*

The Planning Scheme continues, stating that:

*"Properly marked car parking spaces shall be provided on all roads and streets throughout Adamstown, with the exception of main access and busway distributor roads, certain sections of residential distributor roads, and in close proximity to junctions. In addition, no more than 60% of residential car parking spaces shall be provided as private in-curtilage parking spaces in any development area."*

The car parking standards detailed in Table 7.6 below are set by the Planning Scheme and apply to residential developments. **However, the Scheme also explicitly remarks that "The minimum residential car parking standard is an average of 1 space per dwelling." [emphasis added] Therefore, the standards set are considered to be indicative.** Informed by the above and the standards in Table 7.6, the development would be required to provide somewhere in the range of 207–382 No. car parking spaces.

Unit Size	No. of Spaces
1-bed	1
2-bed	1.5
3-bed+	2

**Table 7.6:** Car parking standards for residential development set by the *Adamstown Strategic Development Zone Planning Scheme, 2014*

**Source:** Extract from the *Adamstown Strategic Development Zone Planning Scheme, 2014*

Noting the above, instruction is also taken from Section 28 Guidelines (such as *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2020*) which actively encourages a modal shift (wherever possible) away from the private car in favour of active and public modes of transport. This is supported by policy that emphasises the need to reduce car parking provision. Furthermore, guidance is also taken from SDCC’s assessment of other recently permitted applications in the locale, which proposed reduced car parking ratios. Consequently, a marginal and reasonable deviation from the standards of the Planning Scheme is deemed to be both appropriate and required.

A total of 314 No. car parking spaces are proposed as part of the development. Based on the proposal of 207 No. units, this equates to an overall car parking ratio of 1.52 No. spaces per unit. In accordance with the Planning Scheme, this falls below the maximum residential car parking standards shown in Table 7.6 and is in line with precedent set elsewhere in the SDZ. Of the spaces, 51 No. (16%) are in-curtilage, with the balance of 263 No. (84%) in off-curtilage locations.

Of the 263 No. off-curtilage spaces:

- 199 No. are identified for residents;
- 51 No. are identified for visitors; and
- 13 No. are unallocated, but identified for mobility impaired person (5%, thereby complying with the Development Plan standard).

A total of 52 No. of the off-curtilage spaces (20%) are proposed as electric vehicle (EV) charging spaces, thereby complying with the Development Plan standard. These have been generally split between visitor (20 No.) and resident (32 No.) parking in order to meet the needs of both users. Suitable ducting infrastructure has been provided to allow all in-curtilage and remaining off-curtilage spaces to be fitted with EV charging points in the future

### 7.7.2 Cycle Parking

The cycle parking standards set by the Planning Scheme include a minimum requirement for 1 No. space per dwelling for apartments (including duplexes). No standard is set for houses, although these are generally designed with ample private open space to allow for cycle storage. However, the Apartment Design Guidelines – which supplant the Planning Scheme on this matter – prescribe a minimum standard of 1 No. space per bedroom for residents and 1 No. space per 2 No units for visitors in apartment/duplex units.

Based on the foregoing, the duplex units generate a requirement for a total of 398 No. cycle parking spaces (332 No. for residents and 66 No. for visitors), as shown in Table 7.7.

Unit Type	No. Units	Resident Standard	Resident Requirement	Visitor Standard	Visitor Requirement	Total Requirement
2-bed	64	2	128	0.5	32	160
3-bed	68	3	204	0.5	34	238
Total	132		332		66	398

**Table 7.7:** Cycle parking requirement for the proposed duplex units

**Source:** *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2020)* and *Thornton O’Connor Town Planning (2022)*

The cycle parking for the duplexes is principally provided in 2 No. ways. For Duplex Types G and H, the resident cycle parking is provided in-curtilage, in bike stores beneath stairs and in enclosures at first floor level for upper-level units. For Duplex Types F and J, the resident cycle parking is proposed as 110 No. spaces in a series of standalone bike stores, thereby exceeding the requirement of 109 No. spaces for these units. The foregoing is complemented by the provision of 18 No. cargo bike spaces, dispersed between the bike stores.

The visitor parking generated by the duplex units (66 No. spaces) is provided as Sheffield stands under sheltered canopies that are located throughout the site.

The cycle parking for the proposed houses will be facilitated in their rear gardens.

## 7.8 Phasing Requirements

In a letter to SDCC, Goodrock Project Management recently prepared a status update of the phasing requirements of the Adamstown SDZ. Goodrock advised the following in their update titled ‘Adamstown SDZ Planning Scheme Phasing Status’:

*“As of the 08<sup>th</sup> March 2022 we have been granted planning permission for 5,118 residential units. **Up to the 31<sup>st</sup> December 2021 we have closed and occupied a total of 3,155 units which places the scheme in Phase 4.** Further to SDCC correspondence on 25<sup>th</sup> October 2019 the Phase 3 infrastructure requirements have been satisfactorily addressed. If we occupy the number of granted planning applications as noted above (5,118 units) it would put the scheme into Phase 6 and require the completion of all Phase 5 infrastructure requirements. We would note that we are currently in preplanning discussions or have live applications relating to a further 455 units in 2021/2... Should all of these units be occupied (Total occupations 5,573) this would place the scheme in Phase 7 and require the completion of all Phase 6 infrastructure requirements.*

*It should be noted that the above applications are our best estimate and subject to suitable market conditions, economically viable planning permissions, funding availability, construction costs, Covid 19 and subcontractor/labour markets.*

*Based on the above estimated figures and subject to the conditions above we set out below the closing allocation between the landowners and the current infrastructural status of Phases 4, 5 & 6 and estimated proposed timelines for the completion of same.”*  
**[emphasis added]**

To supplement the observations of Goodrock set out above in relation to phasing and the delivery of residential development, a review of identified live and granted applications since

8<sup>th</sup> March 2022 has been undertaken by Thornton O'Connor Town Planning. The details are summarised in Table 7.8 below and indicate that an additional 1,661 No. units (net) have since been granted planning permission or are currently being assessed by the Council.

Reg. Ref.	Applicant	Lodged	Decision	Location	Status	No. Units
SDZ21A/0020 <sup>13</sup>	Quintain Developments Ireland Limited	21 <sup>st</sup> October 2021	7 <sup>th</sup> March 2022	Adamstown Station	Permission Granted	-1
SDZ21A/0023	Hugh McGreevy & Sons Ltd.	20 <sup>th</sup> December 2021	Due: 27 <sup>th</sup> October 2022	Tubber Lane	Clarification of Additional Information Under Assessment	455
SDZ22A/0005	Quintain Developments Ireland Limited	14 <sup>th</sup> April 2022	6 <sup>th</sup> October 2022	Adamstown Station	SDZ22A/0005	436
SDZ22A/0006	Quintain Developments Ireland Limited	13 <sup>th</sup> April 2022	28 <sup>th</sup> September 2022	Tandy's Lane	Permission Granted	348
SDZ22A/0007	Adamstown Station & Boulevard Ltd.	6 <sup>th</sup> May 2022	3 <sup>rd</sup> October 2022	Boulevard	Permission Granted	423*
Total						1,661

**Table 7.8: Under assessment planning applications and those applications that have been granted planning permission since 8<sup>th</sup> March 2022 (\*166 No. of these units have Outline Permission and will be subject to a future Planning Application)**

**Source: South Dublin County Council Online Planning Register, 2022**

Combining the 5,118 No. units that had been previously granted permission with the 1,661 No. units detailed in Table 7.8 increases the total number of permitted units to 6,779 No. units. Adding the 207 No. units proposed herein would increase the total to 6,986 No. units.

It is not believed that a significant number of occupations has taken place since Goodrock's update.

An in-depth review of the status of the phasing and implementation plan for Phase 4, 5 and 6 of the Adamstown SDZ has been prepared in tandem with Goodrock Project Management and is set out below and demonstrates that the implementation of required infrastructure, services, facilities and amenities are principally either complete or in progress:

<sup>13</sup> The decision on Reg. Ref. SDZ21A/0020 was made on 7<sup>th</sup> March 2022 (the day prior to the issuance of the status update letter prepared by Goodrock Project Management), although it is possible that it was not included in Goodrock's estimates and has consequently been listed here as a prudent measure. Also, it is noted that this application was for permission to amend an earlier permission and resulted in a net loss of 1 No. unit.

Phase	Extent of Development	Infrastructure, Facilities and Amenities	Services, Status
Phase 4 allows development to extend to the centre and northwest of the SDZ lands and requires completion of:-			
Phase 4	2,601–3,400 dwellings	Construction of a Secondary School with a minimum of 12 No. classrooms of permanent construction if not constructed as part of Phase 2, or, construction of Primary School #1 and #2 with a minimum of 8 No. classrooms, of permanent construction. (Primary School #1 and #2 and Secondary School.	Complete
		Completion of Park commenced (Airlie or Tandy's Lane) in Phase 3 including pitches/courts, play facilities, landscaping and footpaths.	Tandy's Lane Park is complete and open to the public – SDCC advised that Airlie Park was earmarked to be open in December 2022.
		The Link Road to the rear of the existing Lucan District Centre with pedestrian/cycle or vehicular access to the centre.	This pedestrian link is detailed in the granted Somerton II planning permission Reg. Ref. SDZ19A/0004 and has not been completed. It is understood that SDCC have had direct discussions with the Lucan Shopping Centre Landlord on the opening up of the boundary and have included it as a condition for a recent planning grant to extend the shopping centre.
		The northernmost, central and southernmost sections of the central spine of Loop Road #2 (Adamstown Boulevard) and provision of a dedicated QBC Busway.	This road (J22 to J17) is granted under SDCC Reg. Refs. SDZ18A/0002 and SDZ18A/0009. Its construction is substantially complete and will be opened in summer 2022 in tandem with the completion of residential sites, Airlie Park site and footpaths/verges immediately adjacent to it to allow those sites to be completed efficiently and safely.
		Part of the northern section of Loop Road #3.	Complete.



		Two cross links between Loop Roads #1 and #2, one of which comprises the north-eastern section of the Loop Road around Adamstown District Centre.	The northern Cross link (J39 to J21) was granted under planning reference SDCC Reg. Ref. SDZ18A/0009. It has been completed. The Southern Cross Link (J12 to J18) was granted under SDCC Reg. Ref. SDZo6A/0005. It is complete and open to the public.
		The provision of surface water drainage on a pro-rata basis.	Complete

Phase	Extent of Development	Infrastructure, Services, Facilities and Amenities	Status
Phase 5 ensures further links between the north and south of the SDZ lands and requires the completion of:			
Phase 5	3,401-4,200 dwellings	Health Centre	It is understood that detailed discussions to finalise terms with an operator for No. 1 Adamstown Boulevard are being negotiated.
		Commencement of Tandy's Lane Park OR Commencement of Airlie Park (whichever has not been provided in phases 3-4).	Tandy's Lane Park is completed as per the Phase 4 requirement. Planning permission for Airlie Park is granted. The construction is being undertaken by SDCC through the Local Infrastructure Housing Activation Fund scheme (LIHAF). Airlie Park was due for completion in Q4 2022.
		Provision of minimum floor space of Tandy's Lane Village OR Tobermaclugg Local Centre (1,620 sq m or 1,800 sq m)  OR  Minimum 3,600 sq m floorspace provision in the District Centre.	Planning application has been granted for the District Centre under SDCC Reg. Ref. SDZ20A/0008. It is currently under construction and due to be completed in Q1 2023.
		The north western section of the Loop Road around Adamstown District Centre.	This road (J18 to J35) was granted under permission Reg. Ref. SDZo6/0005 and is constructed. A contractor has been appointed to complete finishing works in conjunction with Aderrig Phase 1

			residential tile. It is intended that these finishing works will commence in Q4 2022 and be completed in Q1 2023.
		A District Centre busway loop road adjoining Adamstown Station (if not yet provided).	Complete. This is open to the public with public lighting and signals operational and Dublin Bus operating a regular bus service that connects with the Adamstown Train Station. Works are currently ongoing here to upgrade certain active travel elements of Station Road are ongoing and will be completed in 2022.
		Provision of a minimum of 65 full-time childcare spaces.	Complete
		Site made available for primary school No. 3 (min 16 classrooms)	Complete
		The doubling of the Dublin-Kildare suburban railway.	Complete
		Adamstown Railway Station.	Complete
		Further assessment of sewerage works and the works to upgrade the gB sewer if required at this phase or a later one specified by the Development Agency arising from the assessment.	Complete
		The provision of surface water drainage on a pro-rata basis.	Complete
		New Junction on the R403 Celbridge Road.	Planning permission is granted. This requirement is being met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction for completion in 2022.
		Celbridge Road Link and Remaining Section of Northern Part of Loop Road #3 as haul roads where 400 No. units or more are provided in the four development areas shown on Figure 4.7a.	Planning permission is granted. This haul road requirement has been met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction for completion in 2022.

Phase	Extent of Development	Infrastructure, Services, Facilities and Amenities	Status
Phase 6 supports further consolidation of development on the east and centre of the SDZ lands and requires completion of :			
Phase 6	4,201—5,000 dwellings	A further cross link road between Loop Roads #1 and #2.	Planning permission has been granted and this road is currently under construction.
		Opening of primary school No. 3 (min 16 classrooms).	Tandy's Lane Village school site planning (SDCC Reg. Ref. SDZ21A/0001) is granted and the site has been transferred to the Department of Education and Skills.
		Provision of Civic Centre/Library Building.	Design has been included in the Adamstown Station tile masterplan. This item is to be delivered under the Urban Regeneration and Development Fund (URDF) in accordance with the submitted Preliminary Business Case.
		Completion of Park commenced (Airlie or Tandy's Lane) in Phase 5 including pitches/courts, play facilities, landscaping and footpaths.	Tandy's Lane Park is completed as per the Phase 4 requirement. Planning permission for Airlie Park is granted. The construction is being undertaken by SDCC through the LIHAF scheme. Airlie Park is currently under construction and is due for completion in 2022.
		The provision of surface water drainage on a pro-rata basis.	Complete
		Celbridge Road Link and Remaining Section of Northern Part of Loop Road #3 as haul roads (if not already provided) where 400 units or more are provided in the four development areas shown on Figure 4.7a.	Planning permission is granted. This haul road requirement has been met by SDCC through the LIHAF scheme. Celbridge Link Road is currently under construction for completion in 2022.

## 8.0 COMPLIANCE WITH SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2022–2028

The following Section provides an overview of the proposed development’s compliance with several of the key development management standards, objectives and policies contained in the *South Dublin County Development Plan 2022–2028* (Development Plan).

The Development Plan includes the following policy and objective, which seek to deliver the Adamstown SDZ:

**Policy QDP15** – *“Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs.”*

**QDP15 Objective 1** – *“To support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin’s Strategic Development Zones.”*

The proposed development has been designed having regard to the planning parameters and provisions of the *Adamstown Strategic Development Zone Planning Scheme*, which are discussed in Section 7.0.

### 8.1 Core Strategy

The Development Plan supports the realisation of the Adamstown SDZ and includes CS7 Objective 4, which is:

*“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.”*

In the context of the above objective, the proposed development has been designed to provide high-quality residential units in accordance with the parameters of the Planning Scheme. Its delivery will play an active role in realising the vision and intention of the SDZ and its Planning Scheme to create an attractive and self-sustaining new urban area.

### 8.2 Density

The Development Plan includes a detailed *Building Height and Density Guide* that is intended to provide the context and basis for increases in height and density throughout the County and to illustrate how this might be achieved. The Guide explicitly identifies Adamstown as a location *“for increased development densities and building heights”* given its proximity to existing high-quality public transport.

However, as detailed in this Report the proposed residential density has been designed in accordance with the requirements of the Planning Scheme, which takes precedence over the extant Development Plan. As previously established, the subject site located within the Adamstown SDZ is eminently suitable for densification and is well located within a strong masterplan led urban context, supported by walking and cycling facilities, and nearby community services and amenities. The proposed density of the subject proposal, at 42.8 uph, has been designed in accordance with the guidance of the objectives set out above and is fully in accordance with the more prescriptive guidance of the Planning Scheme which seeks a density of 52–70 uph, albeit with flexibility of +/-20% of this range (i.e. 41.6–84.0 uph).

### 8.3 Height

As discussed above, the Development Plan includes a detailed *Building Height and Density Guide* that is intended to provide the context and basis for increases in height and density throughout the County and to illustrate how this might be achieved. The Guide explicitly identifies Adamstown as a location “for increased development densities and building heights” given its proximity to existing high-quality public transport.

The proposed building heights have been designed in accordance with the requirements of the Planning Scheme, which takes precedence over the Development Plan. The building heights of the proposed units range from 2 No. to 4 No. storeys. The variation in heights proposed has contributed to the creation of an attractive and varied architectural style and a high-quality urban environment, with height as a role in landmarking, wayfinding and placemaking. Complete details are included in Section 7.2 (above) and the Architectural materials prepared by BKD.

### 8.4 Dwelling Mix

The Development Plan includes the following policy and objective in support of securing the development of an appropriate mix of dwelling types and sizes:

**Policy QDP10 ‘Mix of Dwelling Types’** – *“Ensure that a wide variety of housing types, sizes and tenures are provided in the County in accordance with the provisions of the South Dublin County Council Housing Strategy 2022-2028.”*

**QDP10 Objective 1** – *“To ensure that new residential developments provide for a wide variety of housing types, sizes and tenures in line with the South Dublin County Housing Strategy 2022-2028.”*

More specifically, the *Housing Strategy and Interim HNDA* (Housing Needs Demand Assessment) of the Plan prescribes that residential developments must comprise 30% of the unit mix as 3-bed dwellings (HS1 Objective 15):

*“To ensure that proposals for residential development provide a minimum of 30% 3-bedroom units unless it can be demonstrated that:*

- *there are unique site constraints that would mitigate against such provision or*
- *that the proposed housing mix meets the specific demand required in an area, having regard to the prevailing housing type within a ten-minute walk of the site and to the socio-economic, population and housing data set out in the Housing Strategy and Interim HNDA.”*

This is also asserted by H1 Objective 12:

*“Proposals for residential development shall provide a minimum of 30% 3-bedroom units, a lesser provision may be acceptable where it can be demonstrated that:*

- *there are unique site constraints that would prevent such provision; or*
- *that the proposed housing mix meets the specific demand required in an area, having regard to the prevailing housing type within a 10-minute walk of the site and to the socioeconomic, population and housing data set out in the Housing Strategy and Interim HNDA; or*
- *the scheme is a social and / or affordable housing scheme.”*

The above is complemented by HS1 Objective 3, which supports the provision of a mix of unit types and sizes to meet the needs of a variety of different households, thus supporting more diverse, integrated and socially inclusive communities:

*"To ensure that housing is available to meet the needs of people of all incomes and needs including older persons, people with disabilities, and the homeless, through an appropriate mix of unit types and tenures provided in appropriate locations."*

The proposed development includes a mix of 2-bed, 3-bed and 4-bed units in a range of house and duplex (apartment) types. As shown in Table 7.9, this includes 127 No. 3-bed units, equivalent to 61% of the proposal, thereby exceeding the requirements stipulated by the Development Plan. The proposed dwelling mix and types will accommodate a range of different households, based on their size, income, socio-economic backgrounds, personal preference, lifecycle stage, etc.

Unit Type	House	Duplexes	Total	Mix
2-bed	0	64	64	31%
3-bed	59	68	127	61%
4-bed	16	0	16	8%
Total	75	132	207	100%

**Table 7.9: Dwelling mix of the proposed development**

Source: BKD, 2022 and Thornton O'Connor Town Planning, 2022

### 8.5 Separation Distances, Residential Amenity and Privacy

The attainment and protection of residential amenity is vital to the creation of a high-quality development and an enjoyable and attractive living environment. In this context, the Development Plan includes the following policies and objectives in support of protecting privacy and security, and thus residential amenity:

**Policy H11 (Policy and Security)** – *"Promote a high standard of privacy and security for existing and proposed dwellings through the design and layout of housing."*

**H11 Objective 1** – *"To ensure there is a clear definition and delineation between private, semiprivate (communal) and the public open spaces that serve residential development."*

**H11 Objective 2** – *"To ensure that all developments are designed to provide street frontage and to maximise surveillance of streets and the public realm."*

**H11 Objective 3** – *"To ensure that private open spaces, where it consists of gardens, are enclosed within perimeter blocks behind the building line and that they are subdivided by suitably robust boundary treatments of a sufficient height and composition to provide adequate privacy and security. In limited circumstances, some discretion may be provided for where the configuration of the space can provide for private and secure space, to a high quality, elsewhere on the site than behind the building line."*

**H11 Objective 4** – *"To ensure that opposing balconies and windows at above ground floor level have an adequate separation distance, design or positioning to safeguard privacy without compromising internal residential amenity."*

With respect to the attainment of 22 m separation distances, Chapter 12 (Implementation and Monitoring) of the Development Plan states:

*"...a minimum clearance distance of circa 22 metres, in general, is required between opposing windows, including in the case of apartments up to three storeys in height. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size, and design.*

*Reduced distances will be considered in respect of higher density schemes or compact infill sites where innovative design solutions are used to maintain a high standard of privacy in line with the provisions of the Urban Design Manual as detailed above."*

Therefore, SDCC have scope to accept a reduced separation distance between opposing windows, subject to the attainment of a high-quality design.

The architectural design and layout pursued by BKD has sought to maximise – where possible and practicable whilst seeking to achieve compliance with the Planning Scheme’s Indicative Layout – separation distances between opposing windows and balconies at above ground levels, with the target being greater than 22 m.

Per the Site Plans prepared by BKD Architects, there are instances where the separation distances between opposing elevations of 22 m are not achieved. However, as a review of the of the Site Plans and individual unit drawings demonstrates, active design efforts have sought to ensure that above ground floor windows do not oppose each other in instances where they are less than 22 m apart, but that where they do, they are offset or face secondary and glazing.

For example, Unit No. 162 (House Type A1) backs onto the side of Unit No. 161 (House Type C2), approximately 13.7 m distant. The first-floor windows in Unit No. 162 are directed towards the side of Unit No. 161, which at first-floor level contains only 1 No. narrow secondary bathroom window.

Another example includes the rears of Unit No. 161 (House Type C2) and Unit No. 188 (House Type B2) directly opposite each other with a separation distance of approximately 20.8 m. However, although Unit B2 includes bedroom fenestration in the elevation at first-floor level, C2 has been designed to only have 2 No. narrow secondary windows in its rear elevation at this level, which serve an en suite bathroom and stairs.

The above examples are repeated in other locations throughout the development, where BKD have carefully and conscientiously sought to avoid opposing window conflicts where they serve primary habitable rooms.

## **8.6 Green Infrastructure and Hedgerow Protection**

### **8.6.1 Green Infrastructure Plan**

Green infrastructure has been put to the fore of the new Development Plan. In the first instance, Section 12.4.2 requires the preparation of a *Green Infrastructure Plan*. This drawing has been prepared by DOT and is included as an important element of their landscape architecture materials. It demonstrates the various ‘layers’ that build up and connect to define the green infrastructure network of the subject site.

### 8.6.2 Green Space Factor

In addition, GI5 Objective 5 requires the preparation and implementation of a Green Space Factor "...for all qualifying development comprising 2 or more residential units and any development with a floor area in excess of 500 sq m." The Green Space Factor is effectively a measure of 'green space' relative to 'grey space', with various scores applied to different types of planting, SuDS features, surface treatments, etc. Based on the supporting *South Dublin Green Space Factor Guidance Note*, the Green Space Factor score a development on SDZ lands must reach is at least 0.5.

A full Green Space Factor scoring has been undertaken for the proposed development by DOT, with a resulting score of 0.38 achieved. This is despite significant stretches of the existing western hedgerow being retained and a substantial planting regimen being proposed.

It is firmly asserted that there are a series of valid reasons for the Council to accept this lower score, which generally focus on the strict scoring mechanism of the Green Space Factor methodology and the limitations associated with the subject site and development within the SDZ:

1. The proposed development is working within the previously designed parameters of the Planning Scheme. The subsequent application of the Green Space Factor in the SDZ is an onerous requirement that does not wholly take account of the Planning Scheme's open space allocations, waterbodies, block locations and massing, road hierarchies, heights and densities. Therefore, it may be considered to prejudice sites in SDZs.
2. As a housing and duplex development, the type and design of the proposed dwellings is not conducive to the provision of green roofs.
3. Specifically at the subject site, the significant root protection area which has been implemented to protect the western hedgerow (and welcome by SDCC) inhibits the provision of higher scoring green interventions, such as deeper swales, water courses, etc.
4. Miyawaki planting and bio-retention tree pits have been assigned the same score in the *South Dublin Green Space Factor Guidance Note* as 'new trees', despite being of markedly greater ecological and SuDS value, as is heavily emphasised in the Development Plan.
5. Many green infrastructure and SuDS options are not appropriate at the subject site or elsewhere in the SDZ. For example, permeable paving is not deemed appropriate due to poor soil infiltration rates, but also because the Council generally prefers to not take such surfaces in charge and Management Companies are reluctant to take them into their control.
6. There is an established precedent to pragmatically recognise and accept lower scoring developments within the SDZ. SDCC previously permitted a proposed development with a low Green Space Factor score. Although based on a (less onerous) scoring system that pre-dated the publication of the *South Dublin Green Space Factor Guidance Note*, the Tandy's Lane Phase 2 development (Reg. Ref. SDZ22A/0006) secured a relatively low score of 0.24.
7. As compensatory factors, the Council's attention is drawn to the additional efforts made by the Applicant and Design Team to support green infrastructure and ecology as part of the development, including:
  - a. The considerable protection afforded to the western hedgerow.
  - b. The provision of bird and bat boxes.
  - c. Substantial areas of Miyawaki planting (nearly 5,200 sq m).



- d. Stretches of new hedgerow (net increase of 117 m of length).
- e. A focus on native trees species and pollinator species.
- f. A strong Green Infrastructure management and maintenance plan.
- g. The inclusion of 'grey' SuDS, such as water butts, which the Green Space Factor does not consider.

### 8.6.3 Hedgerow Protection and Expansion

The protection and expansion of hedgerows are given a priority in the Development Plan, with GI2 Objective 5 stating:

*"To protect and enhance the County's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries recognising their historic and cultural importance in addition to their ecological importance and increase hedgerow coverage using locally native species including a commitment for no net loss of hedgerows on any development site and to take a proactive approach to protection and enforcement."*

The western hedgerow is proposed for protection and retention given its ecological value and townland boundary status. However, it is necessary to remove the hedgerow that runs east-west through the subject site in order to facilitate the proposed development in accordance with the Planning Scheme. Yet, the loss of this 130 m long hedgerow will be compensated for by the provision of 247 m of new hedgerow, representing an increase of 117 m. Therefore, there will be no net loss of hedgerows at the subject site, with additional Miyawaki planting and street trees also proposed throughout the development site.

## 8.7 Ecology and the Environment

### 8.7.1 Appropriate Assessment Screening and Natura 2000 Sites

As a key element of the design and assessment of the proposed development BSM has prepared an *Appropriate Assessment Screening Report* to consider the possibility of significant effects of designated European / Natura 2000 Sites. Upon review and assessment of the proposal, the Report concludes that

*"...the proposed development at Aderrig (Phase 3), individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites."*

*It is considered that this report provides sufficient relevant information to allow the Competent Authority (South Dublin County Council) to carry out an Appropriate Assessment Screening, and reach a determination that the proposed development will not have any likely significant effects on European sites under Article 6 of the Habitats Directive in light of their conservation objectives."*

### 8.7.2 Ecology

The ecological potential of the subject site proved to be an important consideration in the evolution of the design of the proposed development, with particular cognisance had for the present of the mature hedgerow along the western boundary. Consequently, and in line with NCBH5 Objective 2 (stated below) and the application of the precautionary principle, an

*Ecological Impact Assessment* has been undertaken by BSM in respect of the proposed development.

**NCBH5 Objective 2** – *"To ensure that an Ecological Impact Assessment is undertaken for developments proposed in areas that support, or have the potential to support, protected species or features of biodiversity importance, and that appropriate avoidance and mitigation measures are incorporated into all development proposals."*

The Assessment comprised detailed desktop studies and site visits over the course of several years, with the most recent of site visits undertaken on 21<sup>st</sup> September 2022. The Assessment recognised the loss of the east-west hedgerow, but acknowledged the benefit associated with protection of the western hedgerow, along with suggested mitigation measures, amongst other design interventions. Consequently, the Assessment was able to conclude:

*"In line with the requirements of the Adamstown SDZ planning scheme, a new residential development will be delivered. Associated with the development will be new public open space and landscaped areas, including significant areas of ecologically sensitive planting and bat boxes and the retention and enhancement of the western boundary hedgerow. With the implementation of the required mitigation, including the significant additional hedgerow planting and the Miyawaki woodland, there will be no long-term residual impact on any ecological receptors, either within or in the vicinity of the site, or associated with any site designated for nature conservation as a result of the proposed development."*

## 9.0 PLANNING APPLICATION ADMINISTRATION

### 9.1 Planning Fee

- The Planning Fee has been paid by way of Electronic Fund Transfer in accordance with Schedule 9 of the *Planning and Development Regulations 2001* (as amended). A copy of the receipt is included as Appendix C in the Planning Application Form

The Planning Fee is calculated as follows:

- Residential – Class 1: €65 x 207 = €13,455
- Other Development – Class 13 (Demolition/Removal of Concrete Area / Hardstanding and Walls): €80
- Total: €13,535

### 9.2 Statutory Notices

- An original page of the *Irish Daily Star* dated 20<sup>th</sup> October 2022 in which notice of the application has been published pursuant to Article 17(1)(a) of the *Planning and Development Regulations 2001* (as amended).
- One copy of the Site Notice dated 24<sup>th</sup> October 2022 and erected or fixed on the land or structure pursuant to Article 17(1)(b) of the *Planning and Development Regulations 2001* (as amended). This notice is yellow, as the subject site overlaps with a portion of the site of the development proposed under Reg. Ref. SDZ22A/0007, which was lodged on 6<sup>th</sup> May 2022

### 9.3 Planning Application Form

- A completed SDCC Planning Application Form signed and dated 24<sup>th</sup> October 2022.

### 9.4 Documents Prepared by Thornton O'Connor Town Planning

- Six copies of this *Planning Report* prepared by Thornton O'Connor Town Planning.

### 9.5 Documents Prepared by BKD Architects

- Six copies of the *Architectural Design Rationale* prepared by BKD Architects.
- Six copies of the *Overall Schedule of Areas* prepared by BKD Architects.
- Six copies of the *Housing Quality Assessment* prepared by BKD Architects.
- Six copies of the following drawings prepared by BKD Architects:

Drawing No.	Drawing Title	Scale	Size
6259A-P-000	Site Location Map - OS Map 1:1000	1:1000	A0
6259A-P-001	Site Location Map - OS Map 1:2500	1:2500	A0

Drawing No.	Drawing Title	Scale	Size
6259A-P-002	Existing Site Layout Plan	1:500	A0
6259A-P-003	Proposed Site Layout Plan	1:500	A0
6259A-P-004	Taking In Charge Drawing	1:500	A0
6259A-P-005	Proposed Part V Drawing	1:500	A0
6259A-P-006	Parking Strategy	1:500	A0
6259A-P-008	Site Sections Sheet 1 of 2	1:200	A1
6259A-P-009	Site Sections Sheet 2 of 2	1:200	A1
6259A-P-010	Site Block Plan Sheet 1 of 2	1:200	A0
6259A-P-011	Site Block Plan Sheet 2 of 2	1:200	A0
6259A-P-020	Contiguous Street Elevation Sheet 1 of 9	1:200	A1
6259A-P-021	Contiguous Street Elevation Sheet 2 of 9	1:200	A1
6259A-P-022	Contiguous Street Elevation Sheet 3 of 9	1:200	A1
6259A-P-023	Contiguous Street Elevation Sheet 4 of 9	1:200	A1
6259A-P-024	Contiguous Street Elevation Sheet 5 of 9	1:200	A1
6259A-P-025	Contiguous Street Elevation Sheet 6 of 9	1:200	A1
6259A-P-026	Contiguous Street Elevation Sheet 7 of 9	1:200	A1
6259A-P-027	Contiguous Street Elevation Sheet 8 of 9	1:200	A1
6259A-P-028	Contiguous Street Elevation Sheet 9 of 9	1:200	A1
6259A-P-101	House Type A1 (mid terrace) Handed/ Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-102	House Type A2 (end terrace) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-103	House Type A2 (end terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-104	House Type B1 (mid terrace) Handed/Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-105	House Type B2 (end terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-106	House Type B2 (end terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-107	House Type C1 (mid terrace) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-108	House Type C1 (mid terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-109	House Type C2 (end terrace) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-110	House Type C2 (end terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-111	House Type C3 (end terrace) -Plans,Elevation,Section	1:100	A1
6259A-P-112	House Type D (detached) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-113	House Type D (detached) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-114	House Type E1 (mid terrace) Handed/Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-115	House Type E2 (end terrace) Handed/Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-116	House Type K1, K2 (detached) -Plans,Elevation,Section	1:100	A1
6259A-P-201	Duplex Type F1 (mid terrace) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-202	Duplex Type F1 (mid terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-203	Duplex Type F2 (end terrace) -Plans,Elevation,Section	1:100	A1
6259A-P-204	Duplex Type F3 (end terrace) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-205	Duplex Type F3 (end terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-206	Duplex Type G1 (mid terrace) Non-handed-Plans,Section	1:100	A1
6259A-P-207	Duplex Type G1 (mid terrace) Non-handed-Elevations	1:100	A1

Drawing No.	Drawing Title	Scale	Size
6259A-P-208	Duplex Type G1 (mid terrace) Handed-Plans,Section	1:100	A1
6259A-P-209	Duplex Type G1 (mid terrace) Handed-Elevations	1:100	A1
6259A-P-210	Duplex Type G2 (end terrace) -Plans,Elevation,Section	1:100	A1
6259A-P-211	Duplex Type G3 (end terrace) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-212	Duplex Type G3 (end terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-213	Duplex Type H1/H2 (Landmark Building) - Plans, Section	1:100	A1
6259A-P-214	Duplex Type H1/H2 (corner units) - Elevation	1:100	A1
6259A-P-215	Duplex Type J1 (mid terrace) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-216	Duplex Type J1 (mid terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-217	Duplex Type J2 (end terrace) Non-handed-Plans,Elevation,Section	1:100	A1
6259A-P-218	Duplex Type J2 (end terrace) Handed-Plans,Elevation,Section	1:100	A1
6259A-P-303	Bin Store Details Type 1 & 2	1:20	A1
6259A-P-304	Bin Store Details Type 3 & 4	1:20	A1
6259A-P-305	Bin Store Details Type 5 & 6	1:20	A1
6259A-P-306	Bin Store Details Type 7 & 8	1:20	A1
6259A-P-310	Bike Store Details Type 1	1:50	A1
6259A-P-311	Bike Store Details Type 2	1:50	A1
6259A-P-312	Bike Store Details Type 3	1:50	A1
6259A-P-313	Bike Store Details Type 4	1:50	A1
6259A-P-314	Bike Store Details Type 5	1:50	A1
6259A-P-315	Bike Store Details Type 6, 7 & 8	1:50	A1
6259A-P-316	Typical Bike Shelter Parking	1:50	A1
6259A-P-320	Proposed Substation	1:20	A1
6259A-P-330	Existing Site Structures for Demolition	1:200	A3

#### 9.6 Documents Prepared by Waterman Moylan Consulting Engineers

- Six copies of the *Surface Water Drainage Engineering Assessment Report – Consolidated Review of the Strategic Surface Water Drainage via the Tobermaclugg Stream and Backstown Stream*.
- Six copies of the *Engineering Assessment Report*.
- Six copies of the *Flood Risk Assessment*.
- Six copies of the *Construction and Environmental Management Plan*.
- Six copies of the *Traffic & Transport Assessment*.
- Six copies of the *Energy Efficiency and Climate Actions Adaptation Design Statement*.
- Six copies of the *Resource Waste Management Plan*
- Six copies of the following drawings:

Drawing No.	Drawing Title	Scale	Size
P010	Site Location Map	1:1000	A1
P100	Proposed General Arrangement	1:500	A1
P111	Proposed Road Markings & Signage	1:500	A1
P112	Proposed Fire Tender Autotrack Analysis	1:500	A1
P113	Proposed Refuse Truck Autotrack Analysis	1:500	A1
P120	Proposed Visibility Splay	1:500	A1
P120	Typical Road Construction Details Sheet 1 of 2	As Shown	A1
P121	Sheet 2 of 2 Typical Road Construction Details	As Shown	A1
P200	Proposed Drainage Layout	1:500	A1
P205	Proposed SuDS Layout	1:500	A1
P206	Proposed SuDS Details	A Shown	A1
P210	Proposed Drainage Construction Details	1:25	A1
P211	Proposed Overland Flood Route	1:500	A1
P300	Proposed Watermain Layout	1:500	A1

#### 9.7 Documents Prepared by Doyle & O'Troithigh Landscape Architecture

- Six copies of the *Landscape Design Report*.
- Six copies of the *Landscape Specification Report + General Maintenance*.
- Six copies of the following drawings:

Drawing No.	Drawing Title	Scale	Size
LP-01-PP	Overall Landscape Plan	1:1000	A1
LP-02-PP	Landscape Plan	1:200	A1
LP-03-PP	Landscape Plan	1:500	A1
GIP-01-PP	Green Infrastructure Plan	1:1500	A1
GSF-01-PP	Green Space Factor Plan	1:1000	A1
BD-01-PP	Boundary Details 1 of 4	1:20	A1
BD-02-PP	Boundary Details 2 of 4	1:20	A1
BD-03-PP	Boundary Details 3 of 4	1:20	A1
BD-04-PP	Boundary Details 4 of 4	1:20	A1
LD-01-PP	Suds details 1 of 2	1:20	A1
LD-02-PP	Suds details 2 of 2	1:20	A1
LD-03-PP	Softworks Planting Details 1 of 2	1:20	A1
LD-04-PP	Softworks Planting Details 2 of 2	1:20	A1
LD-05-PP	Site Furniture and Fittings	1:20	A1
LD-06-PP	Pathway and Patio Surface Finishes	1:20	A1
LD-07-PP	Miyawaki Planting Details	NTS	A1

#### 9.8 Documents Prepared by Brady Shipman Martin

- Six copies of the *Appropriate Assessment Screening Report*.
- Six copies of the *Ecological Appraisal*.

### 9.9 Documents Prepared by Independent Tree Surveys

- Six copies of the *Tree Survey & Planning Report*.
- Six copies of the following drawings:

Drawing No.	Drawing Title	Scale	Size
22028_TS_Overview	Tree Survey/Constraints Plan	NTS	A1
22028_TS_sheet 1	Tree Survey/Constraints Plan	1:500	A1
22028_TS_sheet 2	Tree Survey/Constraints Plan	1:500	A1
22028_TS_sheet 3	Tree Survey/Constraints Plan	1:500	A1
22028_TPP_Overview	Tree Protection Plan	1:500	A1
22028_TPP_sheet 1	Tree Protection Plan	1:500	A1
22028_TPP_sheet 2	Tree Protection Plan	1:500	A1
22028_TPP_sheet 3	Tree Protection Plan	1:500	A1

### 9.10 Documents Prepared by Sabre

- Six copies of the *Outdoor Lighting Report*.
- Six copies of the following drawing:

Drawing No.	Drawing Title	Scale	Size
SES 14322	Public Lighting ISOLUX	1:1000	A1

### 9.11 Documents Prepared by AWN Consulting

- Six copies of the *Operational Waste Management Plan*.

### 9.12 Documents Prepared by Traffico

- Six copies of the *Stage 1 Road Safety Audit*.

### 9.13 Documents Prepared by SCD Consulting

- Six copies of the *Building Lifecycle Report*.

### 9.14 Documents Prepared by iAcoustic

- Six copies of the *Noise Impact Assessment*.

## 10.0 CONCLUSION

The principal goals of the subject development, which seeks to provide 207 No. high-quality residential units within the Adamstown SDZ's Aderrig Development Area are (1) to increase housing supply and contribute towards ameliorating the current housing crisis and (2) to realise the vision of the Planning Scheme and the completion of the SDZ.

The development has been designed to accord with the *Adamstown Strategic Development Zone Planning Scheme, 2014* to provide a carefully considered living environment, whilst protecting and augmenting the natural environment through hedgerow protection and significant planting interventions. As such, it is considered that the proposed development represents the proper planning and sustainable development of the area.

We trust that the submitted planning application pack provides sufficient detail to allow the Council to grant planning permission for the proposed development. However, should you require any further details, please do not hesitate to contact the undersigned.

Yours faithfully,



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Sadhbh O'Connor  
Director  
Thornton O'Connor Town Planning