

Comhairle Chontae Atha Cliath Theas

PR/1610/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0014

Application Date: 26-Oct-2022

Submission Type: New Application

Registration Date: 26-Oct-2022

Correspondence Name and Address:

Thornton O'connor Town Planning 1, Kilmacud Road
Upper, Dundrum, Dublin 14

Proposed Development:

Development on 2 sites separated by the permitted Celbridge Link Road with a total area of 6.36 Ha; 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 residential units (64 two bed, 127 three bed and 16 four bed), ranging in height from 2 storeys to 4 storeys, comprising 75 houses (59 three bed and 16 four bed) and 132 duplexes (64 town bed and 68 three bed); The development will also include: vehicular junctions to access the development from Celbridge Link Road (2 No.) and Adamstown Way (3No.); internal road, cycle and footpath network; 314 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 sub-stations; and all associated site and development works above and below ground.

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

Applicant Name: Quintain Developments Ireland Limited

Application Type: SDZ Application

(SW)

Description of Site and Surroundings

Site Area: stated as 6.36 Hectares on the application form.

Site Description

The subject site is situated in the central western area of Adamstown SDZ, within Development Area 8- 'Aderrig' under the Adamstown SDZ Planning Scheme Area. The site is bounded by agricultural lands to the west which are not included as part of the SDZ Planning Scheme. The subject site forms Phase 3 and is bound to the north by a proposed school site (within Aderrig), to the south by vacant lands within Development Area 10- Adamstown Boulevard. Phases 1 and 2 are situated to the east, beyond the Celbridge Link Road. The site comprises disturbed land, which was formally in agricultural use and is now covered with a mix of scrub and bare ground.

Proposal

Development on 2 sites separated by the permitted Celbridge Link Road with a total area of 6.36 Ha;

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;

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The proposed development will principally consist of the demolition and removal of derelict hardstanding and walls; and the

- Construction of **207 residential units (64 two bed, 127 three bed and 16 four bed)**, ranging in height from 2 storeys to 4 storeys,
 - comprising 75 houses (59 three bed and 16 four bed) and 132 duplexes (64 town bed and 68 three bed);
- The development will also include vehicular junctions to access the development from Celbridge Link Road (2 No.) and Adamstown Way (3No.); internal road, cycle and footpath network; 314 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 sub-stations; and all associated site and development works above and below ground.

Zoning

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

The subject site is located within **Development Area 8- 'Aderrig'** within the Adamstown SDZ Planning Scheme 2003 (as amended).

Development Plan Maps – indicate an overlap with Bird Hazards, Inner Horizontal Surface (Casement and Weston), Conical Surface (Casement)

Consultations

Inland Fisheries – No objection, subject to conditions

Department of Housing, Local Government & Heritage – Additional information requested

NTA - Additional information requested

TII – No report received at time of writing.

EHO - No objection, subject to conditions.

Parks - Additional information requested

Housing - No objection, subject to conditions

Roads – Additional information requested

Water Services – No objections, subject to conditions.

Irish Water – No objection, subject to conditions

SEA Sensitivity Screening – indicates overlap with SFRA A and B (North East site only)

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Submissions/Observations/Representations

None received.

Relevant Planning History

Application Site:

SDZ06A/5 Development of approx. 2,780 metres of roadway within the boundaries of the Adamstown Strategic Development Zone, as defined by SI 272 of 2001. The proposed development seeks permission only for that portion of the roadways that lie between the roadside kerbs. The provisions of landscaping, footpaths and cycle paths etc, will be the subject of future planning applications as the design of the surrounding areas progresses. Specifically the proposed roads development includes for: (A) the construction of c.310m of road known as the 'Adamstown Station Access Road' to connect the site of the two Primary Schools (Ref SDZ06A/2) in the east with Adamstown Station in the West (Ref. SDZ04A/2); (B) the construction of c.1,342m of road known as Loop Road #1 (as defined in the Adamstown Planning Scheme), which generally connects the Adamstown Station and Adamstown Square Development Areas in the south with the development permitted under Reg. Ref. SDZ05A/2 in the north; (C) the construction of c.1,028m of road known as 'Loop Road Around Adamstown District Centre', (as defined in the Adamstown Planning Scheme) and designated in Roads A21A - D within the current planning application, connecting the development permitted under Reg. Ref. SDZ04A/1 in the east with the boundary of Adamstown SDZ in the west. The roads being included here are intended to meet some of the strategic infrastructural requirements for the development of Adamstown SDZ and will provide access for an ESB 110kV substation, subject to a separate application, located immediately outside the western boundary of the SDZ. It is also proposed to construct c.765m of twin foul drainage rising mains (500m and 350mm diameter). These are to be located within Road A21A (part of the 'Loop Road Around Adamstown District Centre') and within a portion of Loop Road #1. The proposed rising mains will connect to the rising main infrastructure permitted under planning Reg. Refs. SDZ04A/1, SD04A/0964 (PL06S.211506) and SDZ06A/2. Site development works including the provision of surface water drainage, and water supply pipework to serve future surrounding development, are also proposed as part of this application. This application is being made in accordance with the provisions of Adamstown Planning Scheme 2003. The lands fall entirely within the boundaries of Adamstown Strategic Development Zone as defined by Statutory Instrument no. 272 of 200 all on lands of c.5.58 hectares at lands bounded generally to the north by the development permitted under Planning Reg. Ref. SDZ05A/2 to the west by the boundaries of Adamstown SDZ, to the east by the R120 Newcastle Road / Lock Road and Finnstown House Golf Course and to the south by the Dublin - Kildare Rail Line. **Grant Permission**

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Adjacent Sites:

SDZ21A/0023 455 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, associated with the provision of access to the development, parallel parking bays, and public lighting; 58 two bed, two storey, terraced houses (Type E1, E2, E3, J1 & J2); 6 three bed, two storey, semi-detached houses (Type 11); 190 three bed, two storey, terraced houses (Type A 1, A2, A3, B1, 82, C1, C2, C3, D1, D2, F1, F2, 11 & 12); 5 three bed, three storey, terraced houses (Type H); 6 four bed, two storey, terraced houses (Type K1, K2); 7 apartment Blocks (Blocks B, D, E, G, H, I & K) containing 111 apartments/duplexes including 32 one bed apartments, 22 two bed and 57 three bed duplex apartments over 3 storeys; 4 apartment Blocks (Blocks A, C, J & L) containing 37 apartments/duplexes including 8 no. one bed apartments, 29 three bed duplex apartments over 4 storeys; 1 apartment Block (Block F) containing 42 apartments including 2 one bed apartments and 40 two bed apartments over 4 storeys on a site located to the south of Tubber Lane, in the north-west of the Adamstown SDZ lands and to the west and south-west of the permitted/under construction Tubber Lane Phase 2 development (Reg. Ref: SDZ19A/0008, as amended under Reg. Ref: SDZ20A/0014). **Permission Granted**

SDZ21A/0021 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. **Permission Granted**

SDZ21A/0014 Development of 227 dwellings (24,513.8sq.m gross floor area); 95 3-bed, 2 storey terraced houses and associated gardens; 28 4-bed, 3 storey terraced houses and associated gardens; 48 3-bed, 2 storey duplex apartments over 48 2-bed apartments (3 storey buildings with 2 storey duplex over single level ground floor unit) and associated communal and private open space; 4 3-bed, 2 storey duplex apartments over 4 3-bed, 2 storey duplex apartments (4 storey buildings with 2 storey duplex over 2 storey duplex) and associated communal and private open space; all associated site and development works including roads, central public open space (0.12ha), car parking (361 spaces), bicycle parking (168 spaces), bin storage areas, 2 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;

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development is accessed from roads already approved or under construction. The road to the south (referred to as Adamstown Way) was permitted under SDZ06A/0005 and bounds the site to the south and 1 access point is proposed to this road. 4 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 spaces were permitted under SDZ17A/0009 providing a total of 378 spaces for this development. **Permission Granted**

SDZ20A/0017 235 dwellings (up to a maximum of c.23,858.7sq.m GFA) in a mixture of terraced houses and apartments as follows: 159 houses shall consist of 109 2 storey, 3-bedroom houses; 7 3 storey, 3-bedroom houses and 43 3 storey, 4 bedroom houses; 76 apartment units shall be accommodated in 2 4 storey blocks; to consist of 38 1-bed apartments and 38 2-bed apartments; approximately 0.89ha 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 6.50sqm; provision of 322 car parking spaces, including visitor spaces, provided as a mix of on-curtilage and on-street spaces; 2 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. **Permission Granted**

SDZ18A/0014 Provision of new public park, called Airlie Park of approximately 10.95Ha, comprising of a full size all-weather playing pitch (c.135 x 90m), together with 6 18m high columns, each with 4 flood light fittings and 3m high double wire ball-stop sports fencing surrounding the proposed all-weather playing pitch, together with 16m high ball-catch fencing behind the two goal areas; a full size cricket ground (c.140 x 158m); 2 cricket practice areas, including 3.6m high netting enclosing the cricket practice areas; 2 basketball courts, together with 6 10m high columns with between 2 and 4 flood light fittings on each column and 3m high double wire ball-stop sports fencing surrounding the proposed basketball courts; a half basketball court; 2 tennis courts, together with 6 10m high columns with between 2 and 4 flood light fittings on each column and 3m high double wire ball-stop sports fencing surrounding the proposed tennis courts; 1 storey building with changing facilities, equipment storage and a coffee dock (c.322sq.m.); 2 natural play / neighbourhood play areas (NEAPs); 2 natural play / local play areas (LEAPs); an

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exercising area; teenager's social area; car park with 56 car parking spaces served by two new vehicular entry / egress points off Adamstown Boulevard (permitted under ref. SDZ18A/0009; 70 bicycle parking spaces; redistribution and re-profiling of c.179,000 cubic metres of soil spoil from drainage, services and foundations from within the Adamstown Strategic Development Zone; demolition of existing single storey house called Airlie Lodge (c.110sq.m.) and a detached single storey house at the former Airlie Farm (c.125sq.m.) and collection of ancillary farm buildings at the former Airlie Farm (3,210sq.m.); all ancillary site development and landscaping works, including public lighting, seating, pathways, planting, surface water drainage and boundaries and location for park maintenance facility including a 2m high feature park entrance detail to the eastern site boundary inside planned car park; part of the subject site is within the curtilage of Airlie House (Protected Structure) at Airlie Lodge and former Airlie Farm, both at Tandy's Lane, Lucan and including other lands east and west of Tandy's Lane, in the townlands of Finnstown, Aderrig and Doddsborough at Adamstown which are bounded generally to the north by Tobermaclugg Village development area and the Shackleton Phase 2 residential development (ref. SDZ18A/0002), to the east by the alignment of the permitted Adamstown Boulevard (ref. SDZ18A/0009), to the south by the undeveloped lands in the Aderrig Development Area; no works are proposed to the Protected Structure. **Permission Granted**

SDZ17A/0009 Development of a section of the Celbridge Link Road (forming part of Loop Road 3) comprising the following: (i) 1220m of 7m carriageway with parallel parking bays, planting/grass verges, buffer/lighting strips, off-road cycle tracks and footpaths, linking a section of the proposed Celbridge Link Road (subject to a Part 8 application) to the proposed Adamstown Drive and Adamstown Way; (ii) new signalised junction at the intersections with Adamstown Drive and Adamstown Way and 13 uncontrolled junctions for future access to the Adamstown SDZ development areas; (iii) new public lighting for the length of the road alignment and (iv) all ancillary and associated site development and infrastructural works including surface and foul water drainage, a total of 178 car parking spaces, temporary security fencing, public lighting, junction layouts and signals, footpaths, cyclepaths, trees and planting and minor adjustments of existing drainage and services to serve road and future surrounding development all at a site located within the western section of Adamstown SDZ, on lands generally located along the proposed alignment of the Celbridge Link Road and Loop Road 3 within the Tubber Lane, Aderrig and Adamstown Boulevard development areas of the Adamstown SDZ Planning Scheme 2014. The development has a total site area of 3.06ha and is located entirely within the boundary of the Adamstown SDX as defined by S.I. 272 of 2001. **Permission Granted**

Relevant Enforcement History

None identified in APAS.

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Pre-Planning Consultation

PPSDZ04/22 Construction of 204 units (76 houses and 128 duplexes) ranging in height from 2 to 4 storeys. The provision of open space of 1.43Ha; internal road network and connections to existing network at Celbridge Link Road and Adamstown Way; 324 car parking spaces and all ancillary works to facilitate the development.

Relevant National Policy

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

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

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

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

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

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

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

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

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

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

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

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Additional National Policy Documents of Relevance

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

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

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

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

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

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

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

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

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

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

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

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

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

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Relevant Policy in South Dublin County Development Plan 2022-2028

Policy CS1: Strategic Development Areas

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

CS7 Objective 4:

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

5 Quality Design and Healthy Placemaking

Policy QDP13: Plans / Frameworks – General

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

5.4.2 Strategic Development Zones

Policy QDP15: Strategic Development Zones (SDZS)

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

QDP15 Objective 1:

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

7 Sustainable Movement

8 Community Infrastructure and Open Space

Policy COS2: Social / Community Infrastructure

COS6 Objective 5:

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

10 Energy

Policy E5: Low Carbon District Heating Networks

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12 Implementation and Monitoring

12.5.7 Signage – Advertising, Corporate and Public Information

12.7.1 Bicycle Parking / Storage Standards

12.7.4 Car Parking Standards

Adamstown SDZ Planning Scheme 2014

2.5 (ii) Surface Water Drainage

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

Tobermaclugg

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

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

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

2.6 (ii) Green Infrastructure

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

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

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

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

2.6 (iii) Historic Buildings and Landscape Features

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2.6 (iv) Education/Schools

2.6.12 *There are three sites identified for the provision of five schools in Adamstown - two 1.2 hectare primary school sites and one large 4 hectare combined school site, capable of accommodating both a secondary school and a primary school/schools.*

2.6.13 *Each of the primary school sites can accommodate a school with up to 32 classrooms. The sites are each situated adjoining one of the two proposed local centres as well as a major park and are therefore at the focus of local walking and cycling networks.*

2020 Amendment to the Adamstown SDZ Planning Scheme 2014

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

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

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

An Bord Pleanála issued a Decision dated 21-October-2020, approving the proposed amendment to the Planning Scheme and considered the amendment to be non-material.

The non-material Amendment, as determined by An Bord Pleanála contains the following changes to the SDZ Planning Scheme:

- An increase in unit numbers, density, and residential floor area within the Adamstown Station Development Area. The proposed upper level of the density range is 150dph giving a new range of 75-150dph.
- **An increase in unit numbers, density and residential floor area and a location-specific increase in building height within the Aderrig Development Area.**
- Relocation of a proposed enterprise centre from the Tobermaclugg Village/Tandy's Lane Village local centre to the Adamstown Station district centre.

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- Other minor amendments including updated references to and summaries of national and regional policy and guidance and updating of other references within the planning scheme document including text, tables, and maps.

The amendment to the Adamstown SDZ Planning Scheme applies forthwith and will be incorporated by South Dublin County Council into the Planning Scheme in due course.

Assessment

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

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

Zoning and Council Policy

The site is situated in an area which is zoned 'SDZ' *'To provide for Strategic Development in accordance with the approved Adamstown Planning Scheme'* under the South Dublin County Council Development Plan 2016-2022.

The principle of the construction of residential units on this portion of the SDZ lands is consistent with the Adamstown SDZ Planning Scheme.

Adamstown SDZ Planning Scheme

The subject site comprising 6.36ha gross (approximately 4.84ha net) is located within Development Area 8: Aderrig. The overall Aderrig Development Area extends to 21.7ha and is one of the larger development areas within Adamstown. This scheme represents phase 3 and, taken together, phases 1, 2 and 3 measure 18.03ha. The Aderrig Development Area bounds two designated parks; Airlie Park to the north, which is under construction and Central Boulevard Park to the east. The Celbridge Link Road is located along the eastern boundary of the application site.

This application comprises Phase 3 (of 4) of development and provides for 207 residential units comprising 75 houses and 132 duplex apartments. Open space, ancillary works, sections of road and access points and traveller accommodation are also included in this application.

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Adamstown Planning Scheme- Key Parameters

The Adamstown SDZ Planning Scheme (page 71-73) details key parameters governing development in the Development Area No. 8 Aderrig and outlines the following requirements:

Aderrig

Area character type	Medium development density
Gross area	21.7 hectares
Net development area	17.8 hectares
Min-max total residential development	97,125-121,275 sq.m.
Min-max dwellings per Ha.	52 - 65
Min-max total dwelling units	925-1155
Min affordable/social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy to include 1 x traveller accommodation facility

Min non-residential development	
Max non-residential development	4% of total development up to 4,750 sq. m.
Max retail development	10% of total non-residential up to 475 sq. m.
Min-max courtyard building height	2 - 3 storeys with up to 4 storeys at corner/feature buildings
Min-max perimeter building height	3 - 5 storeys
Max landmark building height	21 metres (up to 7 storeys approx.)
Min local public open space	0.78 hectares

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Urban Design Characteristics

- > The western boulevard shifts at Aderrig road, closing vistas and generating the local park
- > Landmark buildings edge the Local Park and water feature. These afford opportunities for crèche and flexible use
- > The school buildings are located on a route generated by the stream.
- > On this route the water takes the form of urban canal, park watercourse and stream
- > Permeable pedestrian and cyclist network

As referred to previously in this report, earlier this year SDCC carried out a review of the Adamstown SDZ Planning Scheme 2014 following publication of national and regional planning policy guidance. This review has led to a non-material amendment to the SDZ Planning Scheme, as notified by an Bord Pleanála in its Decision dated 21st October 2020 to provide inter alia an increase in the upper levels of the ranges for density, unit numbers and residential floor area and heights within the Aderrig Development Area. The amendment is applied forthwith.

Table 1 below provides a summary as to whether the proposed development in this application is in compliance with the **revised key parameters** of the SDZ Planning Scheme.

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Development Area 8: Aderrig				
Criteria	SDZ criteria relevant to Aderrig	SDZ criteria relevant to Aderrig As amended October 2020	Proposed Development	Comments on whether proposal is in compliance with the Planning Scheme
Min-max total development	97,125-121,275sqm	97,125 - 130,830 sqm	<p><i>Proposed Development (phase 3) – 21,133.4sq.m, i.e., 16%-22% of max and min.</i></p> <p>Phase 1 - 23,858.7m2 GFA</p> <p>Phase 2 – 24,346.8sq.m GFA</p> <p>Total provided in 3 phases is 69,338.9sq.m, i.e., 53%-71%</p>	Current application in accordance with criteria.
Min-max dwellings per hectare	52-65	52 - 70	<p><i>Proposed Development (phase 3) – 42.8dph (within +/- 20% variation)</i></p> <p>Phase 1 - 42 dph (within +/- 20% variation)</p> <p>Phase 2 – 53.5dph</p>	<p>Noted that density for Phase 1 was low and it was stated that it would be revised upwards as part of future phases in accordance with amended parameters. Current density is at the lower end of acceptable parameter. Subsequent application for Phase 4 should ensure compliance with overall density requirement.</p> <p>Applicant states that overall proposed density for the Aderrig area will be 52.4dph. This is discussed further below.</p>

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Min-max total dwelling units	925-1155	925 - 1,246	<i>Proposed Development (phase 3) – 207 units</i> Phase 1 - 235 units Phase 2 – 227 units Total in 3 phases is 669 units, i.e., 54%-72% of total dwellings.	Current application in accordance with criteria.
Min affordable / social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy 1x Traveller Accommodation Facility	No change	<i>Proposed Development (phase 3) – 20 units (including 6 traveller units)</i> Phase 1 - 25 units are proposed for Part V. Phase 2 – 23 units are proposed for Part V.	In accordance with Planning Scheme criteria
Max non-residential development	4% of total development up to 4,750sqm	No change	<i>Proposed Development (phase 3) – none proposed</i> Phase 1 - None proposed. Phase 2 - None proposed. No minimum requirement	In accordance with criteria
Max retail development	10% of total non-residential up to 475sqm	No change	<i>Proposed Development (phase 3) – none proposed</i> Phase 1 - None proposed. Phase 2 - None proposed. No minimum requirement	In accordance with criteria

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Min-max courtyard building height	2-3 storeys with up to 4 storeys at the corner/feature buildings	3 to 5 storeys (i.e., 1 storey increase) (<u>adjoining Central Boulevard Park only</u>) <u>not relevant to current scheme</u>	<i>Proposed Development (phase 3) – stated as 2-3 storey buildings proposed</i>	In accordance with criteria
Min-max perimeter building height	3- 5 storeys	3 + 1 setback – 5 + 1 setback (i.e., 1 storey increase) adjoining <u>Central Boulevard Park only</u>) <u>not relevant to current scheme</u>	<i>Proposed Development (phase 3) – stated as 3 storey</i>	In accordance with criteria
Max landmark building height	21 metres (up to 7 storeys approx.)	No change	<i>Proposed Development (phase 3) – stated as 4 storey</i>	In accordance with criteria
Min local public open space	0.78 hectares	No change	<i>Proposed Development (phase 3) – 1.436ha</i> Phase 1 - 0.89ha Phase 2 - 0.12ha	In accordance with criteria Total of 2.446ha provided to date.

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Urban Design Manual – A Best Practice Guide 2009

Urban Design Criteria	Assessment
<i>1. Context: How does the development respond to its surroundings?</i>	There is adequate massing to Cellbridge Road and an appropriate separation distance. There are some concerns regarding the interface with the open space to the north west and the adjacent development. Open space is provided adjacent to the school site and development to the north.
<i>2. Connections: How well is the new neighbourhood / site connected?</i>	Proposed internal route network would link with the surrounding road network. Provision of pedestrian links & permeable routes. Network of roads, paths and cycle routes ensure full permeability throughout the scheme.
<i>3. Inclusivity: How easily can people use and access the development?</i>	High quality road, rail, cycle and bus network provided across over SDZ area.
<i>4. Variety: How does the development promote a good mix of activities?</i>	Residential development comprising a mix of houses, and duplex. Variety of uses within overall SDZ area.
<i>5. Efficiency: How does the development make appropriate use of resources, including land?</i>	Residential development with public realm space and car and bicycle parking. Density is at minimum required.
<i>6. Distinctiveness: How do the proposals create a sense of place?</i>	Good quality urban design:
<i>7. Layout: How does the proposal create people-friendly streets and spaces?</i>	Homezones and side streets with traffic calming measures proposed. Concerns regarding the design of some homezones.
<i>8. Public realm: How safe, secure, and enjoyable are the public areas?</i>	Significant car parking is provided adjacent to local park to south east. Passive surveillance of public open space areas and side streets.
<i>9. Adaptability: How will the buildings cope with change?</i>	Internal layouts can be easily adapted in the future.
<i>10. Privacy / amenity: How do the buildings provide a decent standard of amenity?</i>	Obscure glazing, internal layouts and private amenity space meet the relevant standards. Adequate separation distances provided.

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Urban Design Criteria	Assessment
11. <i>Parking: How will the parking be secure and attractive?</i>	On-street surface and on-curtilage car parking provided. Not all houses have direct access to car parking, i.e., dwellings fronting the open space to the north west.
12. <i>Detailed design: How well thought through is the building and landscape design?</i>	Individual buildings are acceptable in terms of design, however, there are concerns regarding some aspects of the layout.

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

Phasing

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

'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 phases 5 infrastructure requirements. We would note that we are currently in preplanning discussions of have live applications relating to a further 455 units in 2021/22... 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''.

(Goodrock Project Management).

The applicant outlines the progress of infrastructure throughout Adamstown associated with Phases 4 (2,601-3,400 dwellings) to Phase 6 (4,201-5,000 dwellings) and provides a status update on each item of infrastructure. In order to ensure that development occurs at a pace whereby it is supported by the necessary infrastructure in accordance with the requirements of the Adamstown SDZ Planning Scheme, the applicant should be requested to provide, by way of **condition** prior to commencement of development a detailed phasing schedule for the lands in their ownership, in the context of the overall SDZ development. In particular having regard to the revised development parameters under the approved non-material amendment to the SDZ Planning Scheme.

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Supporting letters from the remaining landowners within the SDZ lands should also be provided where necessary, regarding the agreed delivery of units across the plan lands. This matter can be addressed by **condition** in the event of a grant of permission.

Density

The subject site is located in a **medium-density character area** as identified in the Planning Scheme. As referred to previously in this report, SDCC carried out a review of the Adamstown SDZ Planning Scheme 2014 following publication of national and regional planning policy guidance. This review led to a non-material amendment to the SDZ Planning Scheme, as notified by an Bord Pleanála in its Decision dated 21st October 2020 to provide *inter alia* an **increase in the upper levels of the ranges for density, unit numbers and residential floor area and heights within the Aderrig Development Area.**

The revised required density within Aderrig Development Area is **52 – 70** dwelling per hectare (formerly 52-65dph). The proposed development would be the third housing development, the first being below the required density, but within the +/- 20% and the second being on the minimum density for the Development Area.

The applicant has provided the following information:

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)

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The applicant states that the 20% flexibility on density applies to individual development sites and not application sites. Therefore, Phases 1 and 4 are considered to be a single development site, providing a density of 71.3dph, which is within the range set by the amended scheme, as allowed by the +/- 20%.

The above may be acceptable, however, it is noted that there are other parameters that must be satisfied within the scheme, most notably height restrictions. The applicant is, therefore, required to provide an indicative layout for Phase 4 that:

- Is in keeping with the height requirements of the scheme,
- Sets out the number of units and density
- Provides details of the density of Phases 1 and 4 as a single development site (if changed)
- Provides details of the overall density for the development area.

The applicant is requested to provide this detail as **additional information**.

House Types, Mix and Floor Areas

Section 2.3.49 of the Planning Scheme states that individual dwelling units should be capable of adaptation to meet the changing needs of the residents during the course of their lifetime.

The proposed development of houses and duplex has been designed to provide a variety of options for prospective residents.

The proposed development contains **207 dwelling units** (up to a maximum of approximately 21,133.4m² GFA) in a mixture of **houses and duplex** as follows:

Summary of Accommodation:

Unit Type	Duplex	House	Total
1 bedroom	-	-	0
2 bedroom	64	0	64
3 bedroom	68	59	127
4 bedroom	0	16	16
TOTAL	132	75	207

Summary of Dwelling Mix:

Number of Dwellings:	1 Bed	2 Bed	3 Bed	4 Bed
In Units	0	64	127	16
By Percentage	0	30.9	61.4	7.7

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There are a range of house types provided within the proposed development. The proposed development has been designed to provide a variety of options for prospective residents.

Section 2.3.47 of the Planning Scheme as amended, specifies the required residential unit size in Adamstown in accordance with the Department of the Environment, Heritage and Local Government guidance documents, Quality Housing for Sustainable Communities Guidelines, 2007 and The Sustainable Urban Housing: Design Standards for New Apartments, as amended.

It is noted from the submitted schedule that the applicant indicates the relevant standards have generally been met. However, for storage, it is noted that the applicant has included attic space, which is not considered to be generally accessible. Section 5.9.2 of Quality Housing for Sustainable Communities states:

“All dwellings should be provided with a basic level of general storage. Table 5.1 gives guidance on the desirable minimum level of storage provision. Storage areas should be shaped so as to allow for storage of relatively large items. General storage space should be provided on each floor, preferably accessible from circulation areas but not so placed as to encroach on circulation space or to impede free movement.”

Section 3.30 of The Sustainable Urban Housing: Design Standards for New Apartments states *“As part of required minimum apartment floor areas, provision should be made for general storage and utility. Minimum requirements for storage areas are set out in Appendix 1 and are intended to accommodate household utility functions such as clothes washing and the storage of bulky personal or household items”*.

There is no indication in the guidelines that the attic space is considered ‘storage’, in terms of dwelling design.

The applicant is requested to reconsider the storage for impacted units and provide details as **additional information**.

Dual Aspect

All units are at least dual aspect.

Amenity, Design and Layout

Section 2.3.1 of the Planning Scheme outlines the Design Statement for the lands and details the guiding principles to which all development within Adamstown should adhere. A masterplan was submitted as part of Phase 1 and a phasing plan has been submitted as part of this application indicating later phases, demonstrating how the SDZ Planning Scheme parameters would be achieved for the overall Aderrig Development Area, including the previously approved Phases 1 and 2 and the currently proposed Phase 3 and future phase(s) of development. A Design Statement

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prepared has also been submitted with the application which provides a detailed site analysis and urban design rationale for the proposed development and details the proposed materials finishes.

As set out above, additional information is requested to ensure overall density can be achieved.

Layout

The proposed layout indicates a mix of courtyard and perimeter buildings of 2-3 storeys in height, with a 4-storey landmark building.

Courtyard buildings should be 2-3 storeys and perimeter buildings should be 3-5 storeys. Landmark buildings can be up to 7 storeys. The proposed height is considered acceptable and in accordance with the scheme.

Two storey houses are arranged internally within the site with rear gardens backing onto each other and on-curtilage parking to the front. The 3-storey dwellings are generally arranged along the street edge fronting Celbridge Link Road and Adamstown Way.

The blocks are generally closed. However, passive surveillance could be increased by making properties dual frontage. It is noted that doors have been provided to the side of some properties. Dual frontage / passive surveillance should be increased on the following house types:

- A2
- E2
- K1

It should be ensured that additional first floor windows are only provided where the separation distance is 22m minimum. **Additional information** is requested.

The proposed landmark building is on the southeast corner of Adamstown Way and Celbridge Link Road, in accordance with the scheme. This has been designed to incorporate increased ground floor floor-to-ceiling heights to allow for future flexibility subject to a future planning application. This is acceptable. The main entrance to the building will be from Celbridge Link Road, however, it is noted that all elevations have a high level of passive surveillance and activity.

There are concerns regarding the interface with the linear park on the western boundary, particularly the area to the north of Road 2 and dwelling type C2. There is no parking adjacent to these units, and access can only be gained via the park. It is noted that there is a desire to provide active frontage to the park, however, the current design approach is not acceptable. The applicant is requested to re-consider the block layout at this location. Where possible, a road should be provided through the block and duplex properties should be provided towards the park. This would allow for appropriate parking and passive surveillance of the area. **Additional information** is therefore requested.

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ESB

The location and design of the substations are considered acceptable.

Bikes

The proposed locations are considered acceptable.

Design of bike stores are brick and timber with painted fascia, which are considered acceptable. Visitor spaces are polycarbonate shelters.

Bins

Bin Stores are constructed from brick. These are located adjacent to the duplex and are considered acceptable.

Internal Street Layout

There are concerns regarding the layout of Homezone 1 and Homezone 2. These are taken to correspond to the 'Back Street' typology. The applicant is requested to redesign these areas in accordance with the Adamstown Street Design Guide. Car Parking should be parallel. **Additional information** is therefore requested.

The access and layout are assessed in detail in the Roads Section of this report.

Materials and Finishes

A Design Statement been submitted with the application which provides details on the proposed materials and finishes.

The proposed choice of materials consists of light grey brick with white and grey render for the duplex and houses with and dark slates / tiles. Metal windows are also proposed with feature framing. Dark brick will be used for the landmark buildings.

The materials and finishes proposed are considered acceptable. Notwithstanding, in the event of a grant of permission, a **condition** should pertain for the agreement of external finishes for prior to the construction of the proposed development.

Public and Communal Open Space

It is noted that car parking is provided around the open space to the south east. The applicant is requested to remove the car parking to the south and west of this park. **Additional information** is therefore requested.

In terms of communal open space, it is noted that 3 areas are provided. The applicant states in their Planning Statement that it was not possible to provide dedicated communal open spaces in all instances. In these cases, larger private open spaces are provided. There are concerns regarding the functionality of some of these spaces, particularly those at Unit Type J and F. These areas are linear with areas of planting and hardstanding. The applicant is requested to provide a clear plan

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indicating which properties benefit from the additional private amenity areas and also which properties are intended to avail of the communal open spaces. **Additional information** is therefore requested.

Roads, Access, and Parking Provision

Comments have been received from the NTA. This state:

- In the event of a grant of permission a condition should be attached requiring that the applicant liaise with the NTA to agree the exact location and design of bus stops required along the Celbridge Link Road
- The quantum of bicycle parking provided for the proposed development should be in line with the standards set out in the 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' (Section 4.17)

The Roads Department has stated:

"Access & Roads Layout:

Figure 1: Proposed site layout and road hierarchy of Aderrig Phase 3.

Figure 2: Adamstown SDZ for Aderrig Phase 3

Figure 3: Comparison of Road Hierarchy and Layout – SDZ vs. Proposed

Road Hierarchy

The overall layout of the development does not conform to the SDZ layout as set out in the Adamstown Masterplan. The proposed road layout deviates from the Road Hierarchy set out in the SDZ in the following locations;

- *Homezone 2: Does not exist in SDZ plan. Perpendicular parking on both sides of the street is discouraged.*
- *Road 2: Does not exist in SDZ plan. Has been designed as a Side Street.*
- *Road 3: Designated a Back Street in SDZ plan. Has been designed as a Side Street.*
- *Road 4: Does not exist in SDZ plan. Has been designed as a Side Street.*
- *Road 5: Designated a Back Street in SDZ plan. Has been designed as a Side Street.*
- *Road 6: Designated a Back Street in SDZ plan. Has been designed as a Side Street.*
- *Road 8: Designated a Back Street in SDZ plan. Has been designed as a Side Street.*
- *Road 9: Designated a Back Street in SDZ plan. Has been designed as a Side Street.*

The applicant should submit details of the vehicle routes within the development that agree with the SDZ planning scheme.

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Perpendicular Parking

There are a number of locations where perpendicular parking has been assigned to both sides of the street – Homezone 2, Road 4, Road 8, Road 9. This is specifically discouraged in the SDZ and should be redesigned in order eliminate these occurrences.

Furthermore, there are a number of locations where there is less than 6m reversing distance behind perpendicular parking spaces. The applicant must demonstrate a minimum distance of 6m behind each perpendicular parking space.

Figure 4: Perpendicular parking on Street 2

Celbridge Link Road

The Council has delivered the Celbridge Link Road up to Shackelton and the remainder of the road through these lands has been delivered as a haul road. The applicant should provide a phasing plan showing when the different sections of the unbuilt Celbridge Link Road will be built out to allow and to provide confirmation as to who will carry out and fund the works needed to complete these.

Celbridge Link Road as constructed has only allowed for 2 no. vehicular connections into Aderrig Phase 3, one north (Street No.1a – Fig.1) and one south (Street No 2. – Fig.1) of Adamstown Way.

The road alignment and connection locations form part of the works contract for the Celbridge Link Road (SDZ17A/0009) which has been built and cannot be adjusted.

A pedestrian link (No. 1b – Fig.1) and a Homezone access (No.3 – Fig.1) are proposed in lieu of the removed vehicular connections to ensure permeability is maintained. Roads Dept. concurs with this alternative.

Tubber Lane connection

There is no connection provided into Tubber Lane in North West as per the SDZ. The applicant explains that this is because making that connection would have resulted in the removal of a significant portion of hedgerow in a sensitive area. More significantly, Roads Dept. has no objection to this deviation from the SDZ because no corresponding connection (see Fig.3) has been provided from the previously permitted Tubber Lane development (SDZ21A/0023).

Figure 5: Tubber Lane Development – Permitted site layout

Northern connection from Adamstown Way

Only one of the two northbound vehicular junctions from Adamstown Way identified in the SDZ have been included. The more central junction has been replaced by a pedestrian connection (No. 4 – Fig.1). The planning report states that, “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.”

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SDCC Roads Dept. is concerned that the removed junction was in fact identified in the SDZ as the more major of the two northbound junctions (a designated Side Street) and its removal would impact the north-south traffic flow in the development. The applicant is required to provide a complete vehicle and pedestrian link at this location.

Local Park

There is no diagonal link street provided from the South West corner of development to the Local Park as per SDZ. The applicant has argued that this street has been omitted because;

- 1. It would have been contrary to the purpose of the shared surface Homezone.*
- 2. It would not have negatively impacted permeability.*
- 3. It would have only served a small number of houses.*

Roads Dept. is concerned that the omission of this street will have a negative impact on permeability and access to the park. The applicant is required to provide a complete vehicle and pedestrian link to the park.

Figure 6: SDZ showing Back Street running south-west from local park

Autotrack analysis showing fire tender and refuse truck access to the development has been provided and is satisfactory.

Sightlines for the developments junctions have been provided and are adequate.

A Stage 1 Road Safety Audit has been provided. The designers have responded to any of the auditors' concerns by way of re-designing the elements in question.

Permeability:

The applicant has included pedestrian and cyclist connections to the allocated future school site in the north east. However, there is no details on pedestrian/cyclist crossings over the Celbridge Link Road. The applicant should provide clarification on how pedestrians and cyclists will cross the Celbridge Link Road, particularly along the desire lines to the north between the two subject sites.

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Car Parking:

Table 2.12 Car Parking Standards	
Development Type	Car Parking Standard
Residential	
Dwelling with 1 bedroom	1 space per dwelling
Dwelling with 2 bedrooms	1.5 spaces per dwelling
Dwelling with 3 or more bedrooms	2 spaces per dwelling
Commercial	
Convenience retail	1 space per 15 square metres gross
Comparison retail/retail services	1 space per 30 square metres gross
Office/high tech industry (employment)	1 space per 45 square metres gross
Community/Leisure*	
Schools	1 space per 1.25 classrooms
Major Parks	1 space per 0.2 hectares
Creches/Community Centres	1 space per 30 square metres gross

* Minimum Car Parking Standard

Figure 7: Adamstown SDZ Maximum Parking Rates

Maximum allowable Car Parking

2 Bed Dwellings: 64 no. = 64 x 1.5 = 96 spaces allowed

3+ Bed Dwellings: 143 no. = 143 x 2 = 286 spaces allowed

Total allowable spaces = 382 no.

Total proposed spaces = 314 no.

Based on the proposal of 207 no. units, this equates to an overall car parking ratio of 1.52 no. spaces per unit. This is considered a satisfactory rate by Roads Dept.

16% of parking spaces are in-curtilage. This is below the maximum allowable level of 60% set in the SDZ (section 2.4.22)

5% of parking spaces are identified for mobility impaired users.

20% of parking spaces are proposed as EV charging spaces.

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Bicycle Parking:

Type-G & Type-H duplex units will have in-curtilage bike storage that is deemed satisfactory by SDCC Roads Dept. (see plans below); therefore, off-curtilage bicycle parking requirement calculations need only include Type-F & Type-J duplexes. The quantum of bicycle parking provided for the proposed development should be in line with the standards set out in the ‘Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities’ (Section 4.17), i.e. A minimum standard of 1 no. space per bedroom for residents and 1 no. space per 2 no. units for visitors.

Figure 8: In-curtilage Bike Storage: Type-G & Type-H Duplexes.

<i>Duplex Type</i>	<i>No. of Units</i>	<i>Resident Standard</i>	<i>Resident Requirement</i>	<i>Visitor Standard</i>	<i>Visitor Requirement</i>	<i>Total Requirement</i>
<i>Type-F 2-Bed</i>	9	2	18	0.5	4.5	22.5
<i>Type-F 3-Bed</i>	9	3	27	0.5	4.5	31.5
<i>Type-J 2-Bed</i>	12	2	24	0.5	6	30
<i>Type-J 3-Bed</i>	12	3	36	0.5	6	42
<i>Total</i>	42		105		21	126

Figure 9: Off-curtilage Bicycle Parking Requirement

It is proposed to provide 110 no. bike and 18 no. cargo bike spaces for residents and 66 no. bike spaces for visitors. This is considered a satisfactory rate by Roads Dept. as it is above the rates set out in the ‘Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities.’

Public Transport:

An NTA submission has noted that the new Bus Connects C2 route will eventually run along the Celbridge Link Road and will require stops along it. While stops on the southern end of the site have been indicated, the NTA recommends that an additional pair of stops should be included at the northern end of the site.

The applicant should supply the additional bus stops as requested by the NTA.

Taking in Charge:

Figure 10: Taking In Charge - Parallel parking on Celbridge Link Road

A taking in charge map has been provided. The layout shows the parallel parking along the Celbridge Link Road being offered for taking in charge by SDCC. Details of the construction of these spaces is required. The spaces must conform to SDCC specifications for road construction.

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Public Lighting

An outdoor lighting report and layout has been submitted; this plan requires agreement from SDCC Public Lighting Department prior to commencement.

Road Construction Details:

An outline construction and Environmental management plan has been submitted but may require updating subject to any planning conditions. If planning is permitted, then a detailed construction management plan shall be submitted as per a condition. That will include any additional conditions imposed by the planning process. A more detailed completed plan must be submitted prior to commencement along with a Construction & Demolition Waste Management Plan (C&DWMP)."

Roads has requested the following **additional information:**

- *The applicant is requested to submit a revised layout showing vehicle routes within the development that match the street hierarchy set out in the SDZ planning scheme.*
- *The applicant is requested to submit a revised layout showing perpendicular parking only being provided on one side of the street at any point. The applicant should also demonstrate a minimum distance of 6m behind each perpendicular parking space.*
- *The applicant is requested to submit a revised layout not less than 1:200 scale showing the cross sections of the roads confirming the layouts as described in the SDZ planning scheme.*
- *The applicant is requested to submit a revised layout showing the 2nd northbound vehicular connection from Adamstown Way reinstated along with a link street provided from the South West corner of development to the Local Park as per the SDZ plans.*
- *The applicant should provide a phasing plan showing when the different sections of the unbuilt Celbridge Link Road will be built out to allow landowners to access their and to provide further detail on who will carry out and fund these works*
- *The applicant should provide clarification on how and where pedestrians and cyclists will cross the Celbridge Link Road.*
- *The applicant shall submit a revised Stage 1 Road Safety Audit.*
- *The applicant should supply the additional bus stops on the Celbridge Link Road as requested by the NTA.*

The Planning Authority acknowledges the concerns raised by the Roads Section. It is noted however that the introduction of that a second Northern link from Adamstown Way would effectively result in an isolated block of units, surrounded on four sides by roads. This would not be an acceptable design outcome. Accordingly, it is recommended to seek further information to demonstrate that the omission of a 2nd northbound vehicular connection from Adamstown Way would not result in the significant traffic queuing at the junction of Road 5 and Adamstown Way.

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Services, Drainage and Flood Risk

Much of the drainage infrastructure has already been installed under the SDZ lands in Adamstown. The proposed development is intended to connect to the existing infrastructure and includes a network of foul, surface water and SuDS measures as well as road and watermains infrastructure. Water Services and Irish Water have no objections, subject to conditions.

Landscaping and Public Realm

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

“MAIN CONCERNS

1. Insufficient Street Trees

There are several sections of roads without street trees. The applicant was advised in detail at preplanning stage that this was an issue. Trees that are integral to the street need to be in public ownership and comply with the requirements of Adamstown SDZ (2014), Adamstown Street Design Guide (2014) and DMURS (2019). On the Celbridge link road Trees should be provided after every two parallel spaces rather than every 3 spaces as proposed.

2. Green Infrastructure Provision

The Green Infrastructure Plan does not show connection to the wider Green infrastructure. The context of the western boundary hedgerow needs to be shown so its importance can be understood. Applications on neighbouring sites have indicated the presence of three badger setts in the vicinity therefore habitat connectivity should be demonstrated. The Green infrastructure links in the adjoining site do not seem to have been picked up and continued through the site. There is already a road through the western boundary hedgerow. Proposals are required that recreate that connection with planting.

3. Impact on trees, hedgerows, and biodiversity

a) Bats (maintain, enhance, create foraging routes - dark zones) Threats to bats, protected species under the Wildlife Act 1976 and Wildlife Amendment Act 2000 and the Bern (1982) and Bonn (1979) conventions, identified in the Ecological Impact Assessment Report (ECIAR) (BSM, Oct 2022) and (Faith Wilson, 15th December 2021) include light pollution (inappropriate lighting) and loss of foraging areas – removal of hedges and scrub.

b) Badgers (protect setts; maintain, enhance, create habitat connectivity). The badger is an internationally protected species under the Wildlife Act 1976 (Amended 2000) and the Bern (1982) convention. A badger sett was identified the northern part of the western boundary hedgerow (BSM EclAR Oct 2022) and Faith Wilson EclAR, Dec 21 for the adjoining development at Tobermaclugg (SDZ21A/0023).; and there are known badger setts in the

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wider area. The badger survey recommended in the BSM EIAR should be undertaken now rather than prior to commencement of construction and measures proposed to ensure connectivity for badgers and protection from people and dogs.

c) Public lighting is shown next to hedgerows (Sabre Electrical Services, Aderrig Phase 3 Public Lighting Layout Dwg No SES 14322) including the area designated for badger protection. The Western Boundary Hedgerow should be retained as a dark corridor and should not be lit. This is a recommendation of the BSM Ecological Impact Assessment (EcIA) Report Oct 2022 (P18 Section 5.3.2) Public lighting must be kept on the opposite side of roads to retained hedgerows. Lighting should be placed to light streets rather than along green corridors.

4. Insufficient SUDS

There is no permeable paving, a standard component of a SuDS treatment train. The additional street trees required to comply with the planning scheme should all have SuDS bioretention tree pits."

Additional information is requested.

Heritage and Biodiversity

An Ecological Impact Assessment Report has been provided by Brady Shipman Martin. This includes a hedgerow survey, Bird survey and Bat survey. It is considered that the mitigation measures set out in the survey should be secured via condition.

Archaeological Heritage

A report has been received by the Department of Housing, Local Government and Heritage. **Additional information** is requested.

Waste Management

A Resource Waste Management Plan prepared by Waterman Moylan Consulting Engineers has been submitted for the proposed development. Conditions recommended in the event of grant.

Environmental Health

The EHO has raised no objections, subject to conditions.

Energy

In accordance with the Planning Scheme, para 2.5.25 "All development proposals shall be accompanied by a sustainability statement to illustrate measures proposed to increase energy efficiency, reduce resource consumption and minimise waste generation." An Energy Efficiency and Climate Adaptation Statement has been submitted. It is recommended the measures set out in these reports be secured via condition.

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Public Lighting

Details of the intended lighting design for the proposal has been submitted by the applicant as prepared by Sabre Electrical Services Limited. A pre-commencement condition to be attached in the event of a grant of permission.

Part V Social Housing

A Part V allocation drawing has been submitted indicating 20 units proposed for social housing on site comprising:

- 6 x 4bed houses
- 7 x 2bed apartment
- 7 x 3 bed duplex

The report from Housing Strategy states:

“I refer to the above application for planning permission Reg Ref SDZ22A/0014 and I wish to advise that a Part V condition should be attached to any grant of permission for this application

The applicant has submitted a Part V proposal to the Housing Department which provides for 6 x 4 bed detached houses and 14 duplex type units. The Housing Department request that one of the ground floor units incorporate key features of universal design to be suitable for candidates on the Councils medical priority housing list. Furthermore, it would be the preference of the Housing Department to see 2 of the duplex units replaced with 2 house type units.

The Part V percentage liability is dependent on the date the applicant purchased the subject site and the applicant is required to provide proof of same to the Housing Department.

Further proposals are subject to review and consideration by the Housing Department, subject to planning approval. South Dublin County Council can only agree Part V in respect of the permitted development subject to costing approval from the Department of Housing, Local Government & Heritage.

Please note that the Council would require a fully completed Part V submission prior to commenting on costs.”

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

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Appropriate Assessment

An Appropriate Assessment screening report has been submitted with this application. This has been prepared by Brady Shipman Martin.

Having regard to documentation submitted as part of the planning application, and to the nature and scale of the proposal and the distance from Natura 2000 sites, the Planning Authority considers that a Stage 2 Appropriate Assessment can be ruled out at this stage.

Environmental Impact Assessment

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

Other considerations

Development Contributions

- Proposal is for 207 dwelling units (up to a maximum of approximately 21,133sq.m GFA) in a mixture of terraced houses and duplex as follows:
 - 59 3bed houses
 - 16 4bed houses
 - 64 2bed duplex
 - 68 3bed duplex

SEA Monitoring Information

- *Building Use Type Proposed*- Residential
- *Floor Area (sq.m)*- 21,133sq.m GFA
- *Land Type*- Adamstown SDZ
- *Site Area (Ha.)*- 6.36ha

Conclusion

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 Additional information, including roads, public realm and general layout out and design.

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Recommendation

I recommend that **ADDITIONAL INFORMATION** be requested from the applicant with regard to the following:

1. The Applicant's proposal regarding density may be acceptable. In order to determine this, the applicant is requested to provide the following information:
 - a. an indicative layout for Phase 4 that:
 - Is in keeping with the height requirements of the scheme,
 - Sets out the number of units and density (% of 1bed apartments should also be set out)
 - Provides details of the density of Phases 1 and 4 as a single development site (if changed)
 - Provides details of the overall density for the development area (if changed)
 - b. The applicant is also requested to provide a plan indicating Net development area for the current proposal and for the wider Aderrig area. This should be annotated with areas in sq.m / ha, as relevant.
2.
 - a. There is no indication in the relevant guidelines that the attic space is considered 'storage', in terms of dwelling design. The applicant is requested to reconsider the storage for impacted units and provide revised floorplans and elevations, where relevant.
 - b. passive surveillance could be increased by making properties dual frontage. It is noted that doors have been provided to the side of some properties. Dual frontage / passive surveillance should be increased on the following house types:
 - A2
 - E2
 - K1

It should be ensured that additional first floor windows are only provided where the separation distance is 22m minimum.

 - c. There are concerns regarding the interface with the linear park on the western boundary, particularly the area to the north of Road 2 and dwelling type C2. There is no parking adjacent to these units, and access can only be gained via the park. It is noted that there is a desire to provide active frontage to the park, however the current design approach is not acceptable. The applicant is requested to re-consider the block layout at this location.
 - d. There are concerns regarding the layout of Homezone 1 and Homezone 2. These are taken to correspond to the 'Back Street' typology. The applicant is requested to redesign these areas in accordance with the Adamstown Street Design Guide.
 - e. It is noted that car parking is provided around the open space to the south east. The applicant is requested to remove the car parking to the south and west of this park.
 - f. In terms of communal open space, it is noted that 3 areas are provided. The applicant states in their Planning Statement that it was not possible to provide dedicated communal open spaces in all instances. In these cases larger private open spaces are provided. There are concerns regarding the functionality of some of the communal spaces spaces,

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particularly those at Unit Type J and F. These areas are linear with areas of planting and hardstanding. The applicant is requested to provide a clear plan indicating which properties benefit from the additional private amenity areas and also which properties are intended to avail of the communal open spaces.

3. a) The applicant is requested to submit a revised layout showing perpendicular parking only being provided on one side of the street at any point. The applicant should also demonstrate a minimum distance of 6m behind each perpendicular parking space.
- b) The applicant is requested to submit a revised layout not less than 1:200 scale showing the cross sections of the roads confirming the layouts as described in the SDZ planning e.
- c) The applicant is requested to demonstrate that the omission of a 2nd northbound vehicular connection from Adamstown Way would not result in the significant traffic queuing at the junction of Road 5 and Adamstown Way.
- d) The applicant I requested to the provide a pedestrian and cycle link from the South West corner of development to the Local Park, in lieu of the liner area of communal open space that runs between Road 9 and Homezone 1.
- e) The applicant should provide clarification on how and where pedestrians and cyclists will cross the Celbridge Link Road and provide a phasing plan showing when the different sections of the unbuilt Celbridge Link Road will be built out to allow landowners to access their and to provide further detail on who will carry out and fund these works
- b) The applicant shall submit a revised Stage 1 Road Safety Audit.
- c) The applicant should supply the additional bus stops on the Celbridge Link Road as requested by the NTA.

The applicant should note that all roads should be designed in accordance with the Adamstown Street Design Guide. The applicant is requested in the additional information submission to set out the road typology and design parameters used that are in accordance with the ASDG.

4. 1. The developer shall engage a suitably qualified archaeologist to carry out an AIA [following consultation with this Department] which should include a Geophysical Survey and Archaeological Test Excavation to respond to this request for Further Information.
2. The AIA and/or Underwater Archaeological Impact Assessment (UAIA), shall involve an examination of all development layout/design drawings, completion of documentary/cartographic/photographic research and fieldwork, the latter to include geophysical survey and archaeological testing (licensed as required under the National Monuments Acts).
3. The archaeologist shall prepare a comprehensive report, including an Archaeological Impact statement and mitigation strategy, to be submitted for the written agreement of the planning authority in advance of any site preparation works, groundworks and/or construction works.
4. Where archaeological remains are shown to be present, preservation in-situ, establishment of 'buffer zones', preservation by record (archaeological excavation)

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or archaeological monitoring may be required and mitigatory measures to ensure the preservation and/or recording of archaeological remains shall be included in the AIA and/or UAIA. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the Department, shall be complied with by the developer.

5. The planning authority and this Department shall be furnished with a final archaeological report describing the results of any subsequent archaeological investigative works and/or monitoring following the completion of all archaeological work on site and the completion of any necessary post-excavation work. All resulting and associated archaeological costs shall be borne by the developer.

5. 1. Street Trees

A redesign of the streets is required to provide street trees on both sides throughout the development. Trees that are integral to the street need to be in public ownership and comply with the requirements of Adamstown SDZ (2014), Adamstown Street Design Guide (2014) and DMURS (2019):

i. Street trees to be provided on all streets in the public realm, integral to the street, outside the footpath on both sides. Street tree provision is deficient along the following streets:

- Road 1 East side
- Road 2 Northside
- Road 3 North side
- Road 4 South side
- Road 5 East Side (retained vegetation to West is noted)
- Road 6 (one)
- Road 8 East side (retained vegetation to West is noted)
- Road 9 North side
- Homezone 2 Eastside
- Pedestrian link (Links Road 3 to Cellbridge Link Road)

ii. 'Not more than five perpendicular or two parallel car parking spaces... between trees.' (2.4.24 Adamstown SDZ 2014)

iii. Include details of SuDs tree trench with engineered soil to run continuously along the Celbridge Link Road.

iv. Remove geotextile layers from compacted stone layers within the SuDS tree pit due to their tendency to clog and cause water logging of the tree pit. Geotextile can be wrapped around services/collector drains.

v. Confirm that the proposed tree species proposed along the Celbridge Link Road match those previously agreed for SDZ17A/0009.

vi. Street trees to be a minimum 18-20cm girth at planting and to be predominantly native

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and/or pollinator friendly species.

6. 2. Green Infrastructure Provision
 - a) Additional information is required to demonstrate how the plans contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements as part of the application submission, having regard to the following:
 - i. In the case of small-scale developments this may consist of a simple landscape plan which includes objectives to protect or restore existing on site GI assets, provides for connection to local or primary GI corridors or includes elements which allow the site to act as a local stepping stone;
 - ii. Where the development site is located within or close to a Core or Corridor the development should, at a minimum, protect any existing GI assets and enhance same (for example, not breaking a GI Corridor but enhancing same with a connecting piece of planting, retaining hedgerows or woodlands);
 - iii. The characteristics and assets of the proximate GI Core, Corridor or SteppingStone should be reflected within proposed development, for example continuation of hedgerows, tree planting, waterways;
 - iv. Development should seek to enhance or restore features that act as ecological corridors, particularly water features, hedgerows, tree lines, areas of un-cultivated land. These, or some element of them, should be incorporated into the proposed development to create pathways for wildlife and / or increase amenity value;
 - v. Development sites which are not located proximate to designated GI Cores or Corridors should identify the nearest designated GI Core, Corridor or Stepping Stone and make provision for GI interventions on the site which could eventually provide a link to local Stepping Stones, Cores or Corridors;
 - vi. Developers should be aware that ecological corridors can also act to quickly spread non-native invasive species. Therefore, identification and control of invasive species site should be included in planning applications and the GI Plan.
 - b) All development proposals shall be accompanied by a Green Infrastructure Plan, which will normally be submitted as part of the suite of Landscape Plans that are required for a development. Plans shall include the following:
 - i. Site location plan showing the development site in the context of the wider GI as shown on the Council's GI Plan for the County;
 - ii. Site survey and analysis, identifying existing GI Infrastructure and key assets within the site;
 - iii. Indicate how the development proposals link to and enhance the wider GI Network of the County; Proposals are required that recreate the green infrastructure connection severed by the road through the western boundary hedgerow.
 - iv. Proposed GI protection, enhancement and restoration proposals as part of the landscape plan, where appropriate, for the site.

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- v. Demonstrate habitat connectivity for badgers
 - vi. Continue GI links from adjoining site.
 - vii. Planting proposals that recreate the severed GI connection caused by the roadway through the western hedgerow.
 - c) Refer to Chapter 4 of SDCC County Development Plan (2022-2028): Chapter 4 Green Infrastructure and Chapter 12 Implementation and Monitoring.
7. Ecological Mitigation measures:
- a) Bats.
An Ecological Impact Assessment (Faith Wilson, 15th December 2021 - page 20) identified potential bat roosts on the northern boundary of the proposed site for which protective measures are required. Revised proposals are required that integrate the recommendations of the ecologist and bat expert into the design proposals.
 - b) Badgers
The badger is an internationally protected species under the Wildlife Act 1976 (Amended 2000) and the Bern (1982) convention. A badger sett was identified the northern part of the western boundary hedgerow (BSM Ecological Impact Assessment Report Oct 2022). The EcIA (Faith Wilson, 15th December 2021) also identified this sett and proposed remedial measures in the form of an ecological corridor and badger protective fencing. The report also identified other badger setts within the wider area (Fig 12 Page 26) and stated that habitat connectivity between these setts must be protected and enhanced. The applicant is requested to undertake a badger survey; review badger protection measures in the context of adjoining approved development and provide an approach to badger protection both during construction and in the long term to ensure habitat connectivity and protection from people and dogs.
 - c) Public Lighting
Revised proposals that incorporate the recommendations regarding reduction of light disturbance. There shall be no light spill from the proposed development into the retained areas of linear vegetation. Public lighting proposals to be clearly shown on the landscape plans to also ensure Street tree proposals can be implemented.
8. Additional SuDS
The applicant is requested to provide additional SuDS proposals that include permeable paving and further bioretention tree pits within the requested additional street trees required to comply with the planning scheme.

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REG. REF. SDZ22A/0014

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




Colm Harte,
Senior Executive Planner



Gormla O'Corrain,
Senior Planner

ORDER: I direct that **ADDITIONAL INFORMATION** be requested from the applicant as set out in the above report and that notice thereof be served on the applicant.

Date: 16 Dec 2022



Mick Mulhern, Director of Land Use,
Planning & Transportation