



REQUEST FOR FURTHER INFORMATION RESPONSE DOCUMENT
FOR ADAMSTOWN SDZ PLANNING APPLICATION:
ADERRIG PHASE 3
MARCH 2022

CONTENTS

Additional Information item:

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- 3.d Pedestrian/cycle Link to Local Park
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- 5.i Street Trees
- 5.ii Frequency of Street Trees at Parking

1.a Phase 4 Indicative Layout - Height Requirements

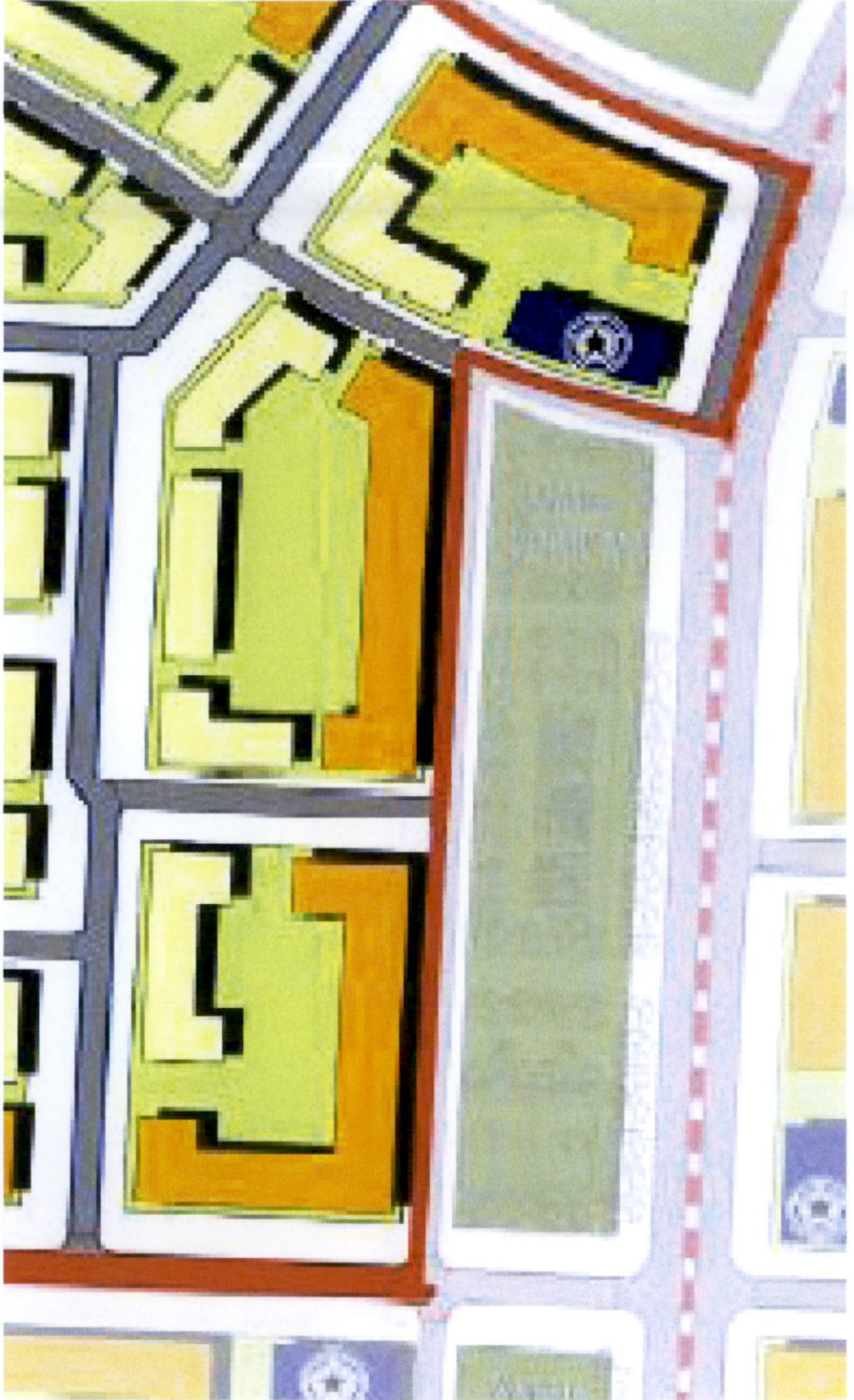
1.a Phase 4 Indicative Layout

Requested AI:
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)

Response:
The additional information package includes an overall Aderrig phasing plan incorporating phases 1 to 4. Phase 4 is proposed to provide 337 units and has been presented to SDCC at pre-application meetings. At the time of this response, phase 4 unit numbers remain at 337 units.
Please refer to Aderrig phasing map (page 6) and table (page 7) which demonstrate the overall density of 60.1/ha which is in line with the SDZ range of 52 - 70 per ha'

This page illustrates the heights of the proposed phase 4 scheme which is in accordance with the SDZ diagram and the density for Phase 4 in the scenarios outlined in the AI request.

| SDZ Legend | |
|--|-------------------|
| LANDMARK BUILDING | ★ up to 7 storeys |
| PERIMETER BUILDING | 3-5 storeys |
| PERIMETER BUILDING WITH POTENTIAL FOR FLEXIBLE USE AT GROUND | 3-5 storeys |
| COURTYARD BUILDING | 2-3 storeys |
| OPEN SPACE PRIVATE | |
| OPEN SPACE PUBLIC | |



Adamstown SDZ for Aderrig Phase 4



Current Proposed Layout for Aderrig Phase 4 (at pre-planning stage)

1.a Phase 4 Indicative Layout - Proposed Unit Numbers



Current Proposed Layout for Aderrig Phase 4
(at pre-planning stage)

Aderrig Phase 4 Current Schedule :

| Unit Size | No. Units | Percentage |
|--------------|------------|-------------|
| Studios | 40 | 12% |
| 1-bed | 127 | 38% |
| 2-bed | 168 | 50% |
| 3-bed | 2 | 1% |
| Total | 337 | 100% |

Aderrig - All Phases Combined:

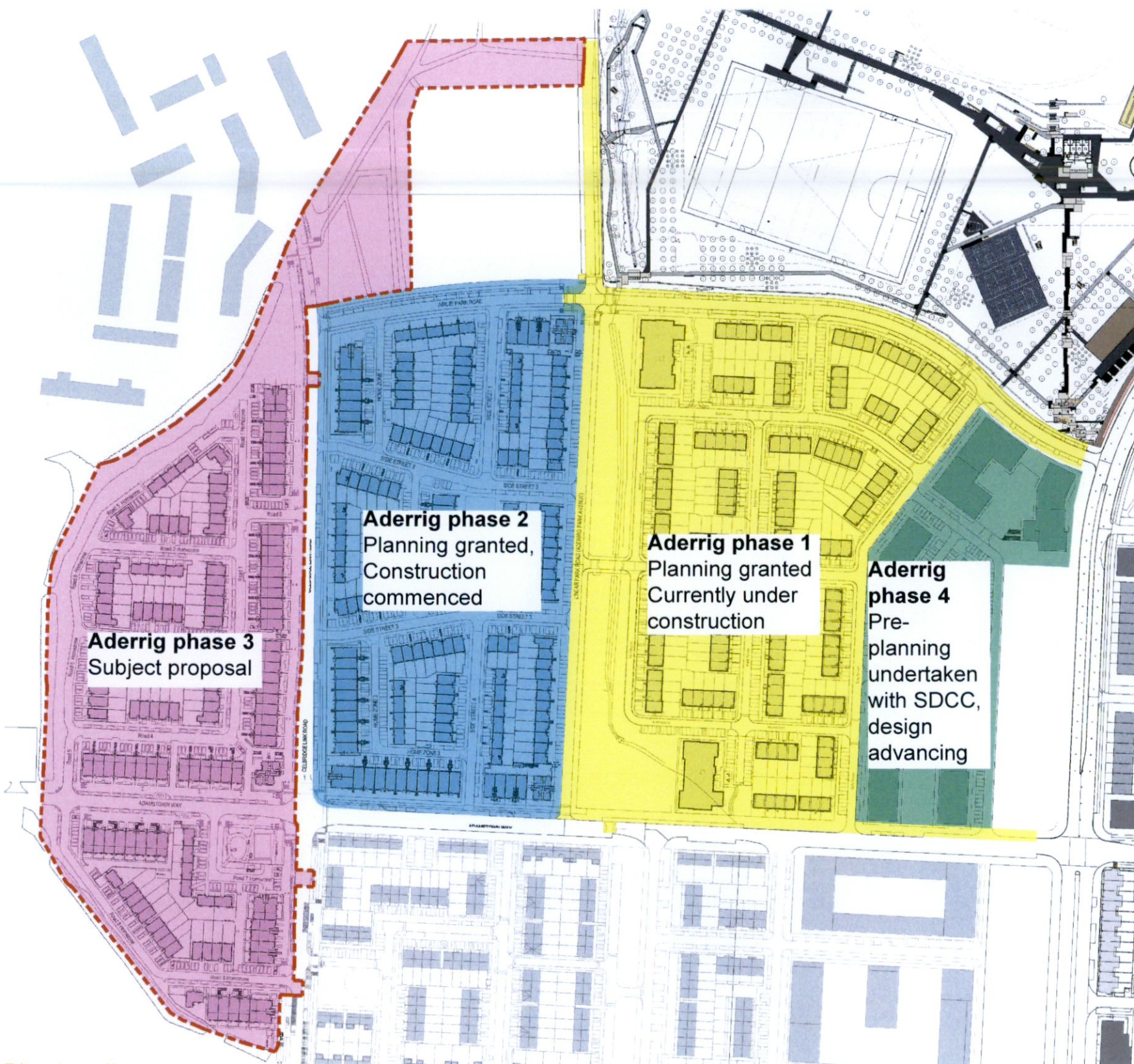
| Phase – Parent Reg. Ref. | Net Dev. Area | Yield | Density |
|--------------------------------------|---------------|-------------|-------------|
| 1 – SDZ20A/0017 | 5.56 | 235 | 42.3 |
| 2 – SDZ21A/0014 | 4.24 | 227 | 53.5 |
| 3 – RAI-Stage | 4.84 | 207 | 42.8 |
| 4 – Current Proposal | 2.1 | 337 | 160.5 |
| Total | 16.74 | 1006 | 60.1 |
| Planning Scheme Net Dev. Area | 17.8 | 1006 | 56.5 |
| Phases 1 & 4 Combined | 7.66 | 572 | 74.7 |

Response:

The proposed density for Phase 4 allows for a density of 160.5 units/ha. The overall density across the 4 sites is within the SDZ minimum and maximum range of 52-70 units/ha for the Aderrig Planning Scheme.

Phase 4 also currently allows for 50% 1 bed units/studios.

1.a Aderrig Overall Densities



LEGEND

- Phase 1
235 units
(Planning granted,
Currently under construction)
- Phase 2
227 units
(Planning granted, Currently
under construction)
- Phase 3
207 units
(Subject proposal)
- Phase 4
337 units (master-planned)

Aderrig- all phases
Net development area 16.74 hectares
Total number of units- 1006
60.1 units per hectare

Aderrig phase 3
Net development area 4.84 hectares
Total number of units- 207
43 units per hectare

The overall density sites are within the minimum and maximum as outlined in the SDZ and therefore are compliant with the SDZ.

Phasing diagram

1.b Phase 4 Indicative Layout

Requested AI:

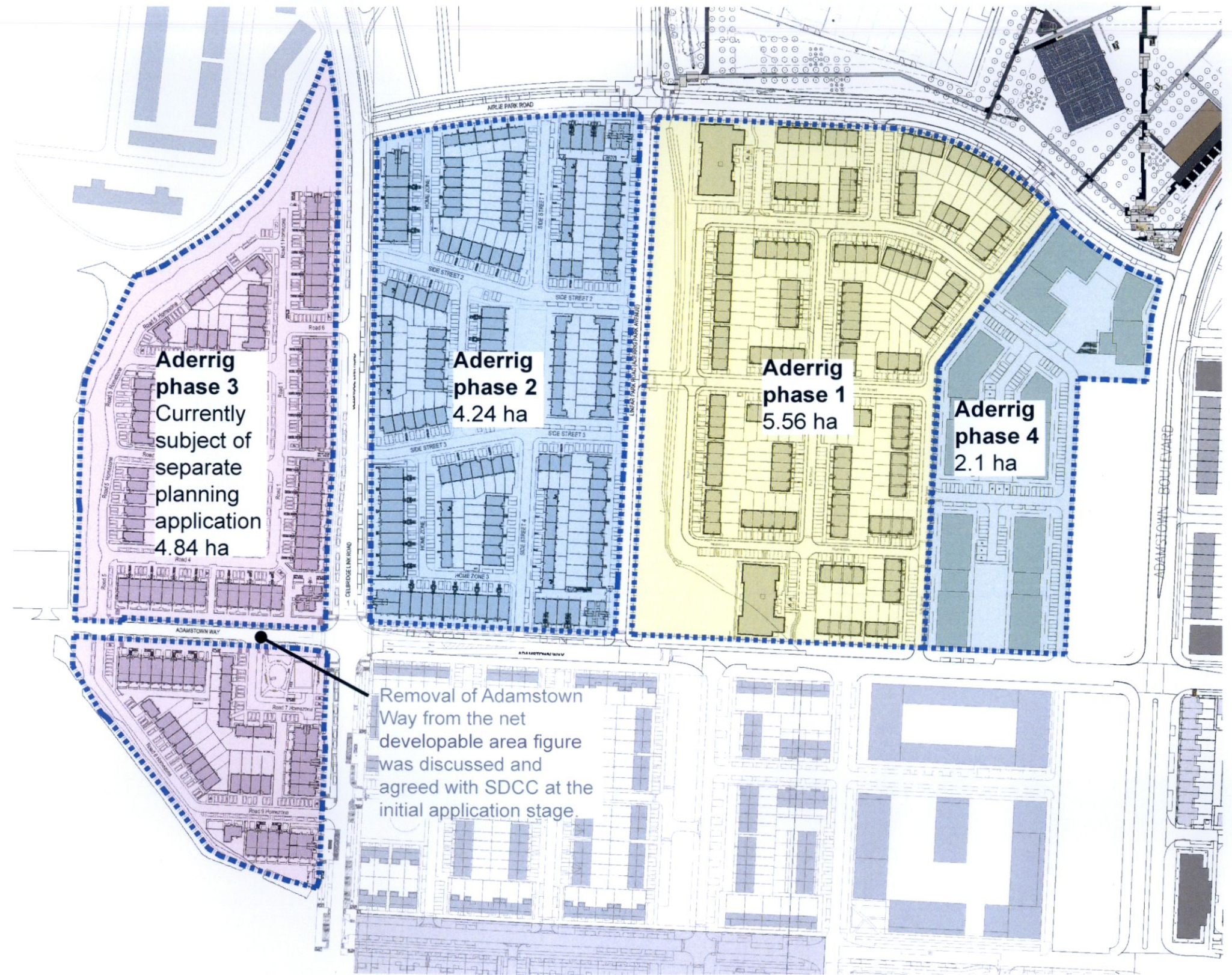
1.b. The applicant is also requested to provide a plan indicating Net development area for the current proposal and for the wider Aderrig area. This should be annotated with areas in sq.m / ha, as relevant.

Response:

The diagram shows the net development area for all phases of Aderrig. See also table below outlining the figures for each phase.

| Phase – Parent Reg. Ref. | Net Dev. Area |
|--------------------------------------|---------------|
| 1 – SDZ20A/0017 | 5.56 |
| 2 – SDZ21A/0014 | 4.24 |
| 3 – RAI-Stage | 4.84 |
| 4 – Current Proposal | 2.1 |
| Total | 16.74 |
| Planning Scheme Net Dev. Area | 17.8 |
| Phases 1 & 4 Combined | 7.66 |

Please note that the difference between the Planning Scheme's NDA and the Total of the 4 No. phases is the omission of Adamstown Way as it cuts through Phase 3 (as it is designed to the same width as an 'Avenue') and the public open space / Primary school lands to the north, as previously agreed with SDCC.



Blue line of net developable areas overlaid onto an extract from SDZ - 'Net Development Areas, Landmark Buildings and School Sites'

2.a Storage

Requested AI:

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.

Response:

Some units already had sufficient storage without having to rely on the extra attic storage. These have been updated in the Housing Quality Assessment document.

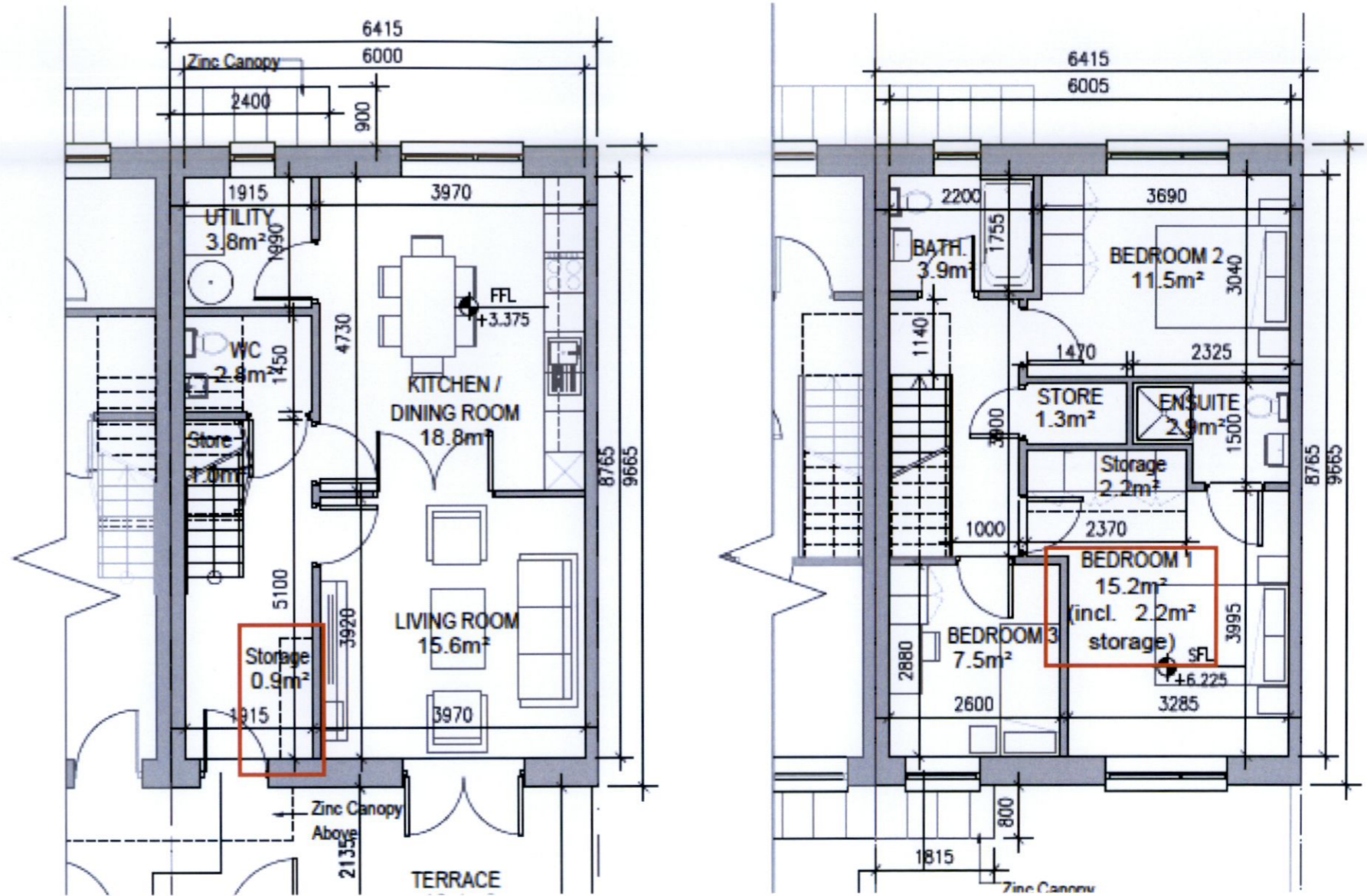
Elsewhere, the storage allocations have been re-measured where necessary, and storage locations labelled on the unit type plan drawings.

The unit type drawings have been updated where changes have occurred to adjust for storage and the HQA has been updated to reflect these revised measurements.

The following unit types were updated to show storage areas labelled in the plans in lieu of the attic storage:

Type F1.B
Type F2.B
Type F3.B
Type G1.B
Type G2.B
Type 3.B
Type H2
Type J1.B/2.B

These have also been updated in the HQA document.



Duplex Type G1 - example of storage areas indicated on the unit type drawings.

2.b Passive Surveillance - Unit A2

Requested AI:

2.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:

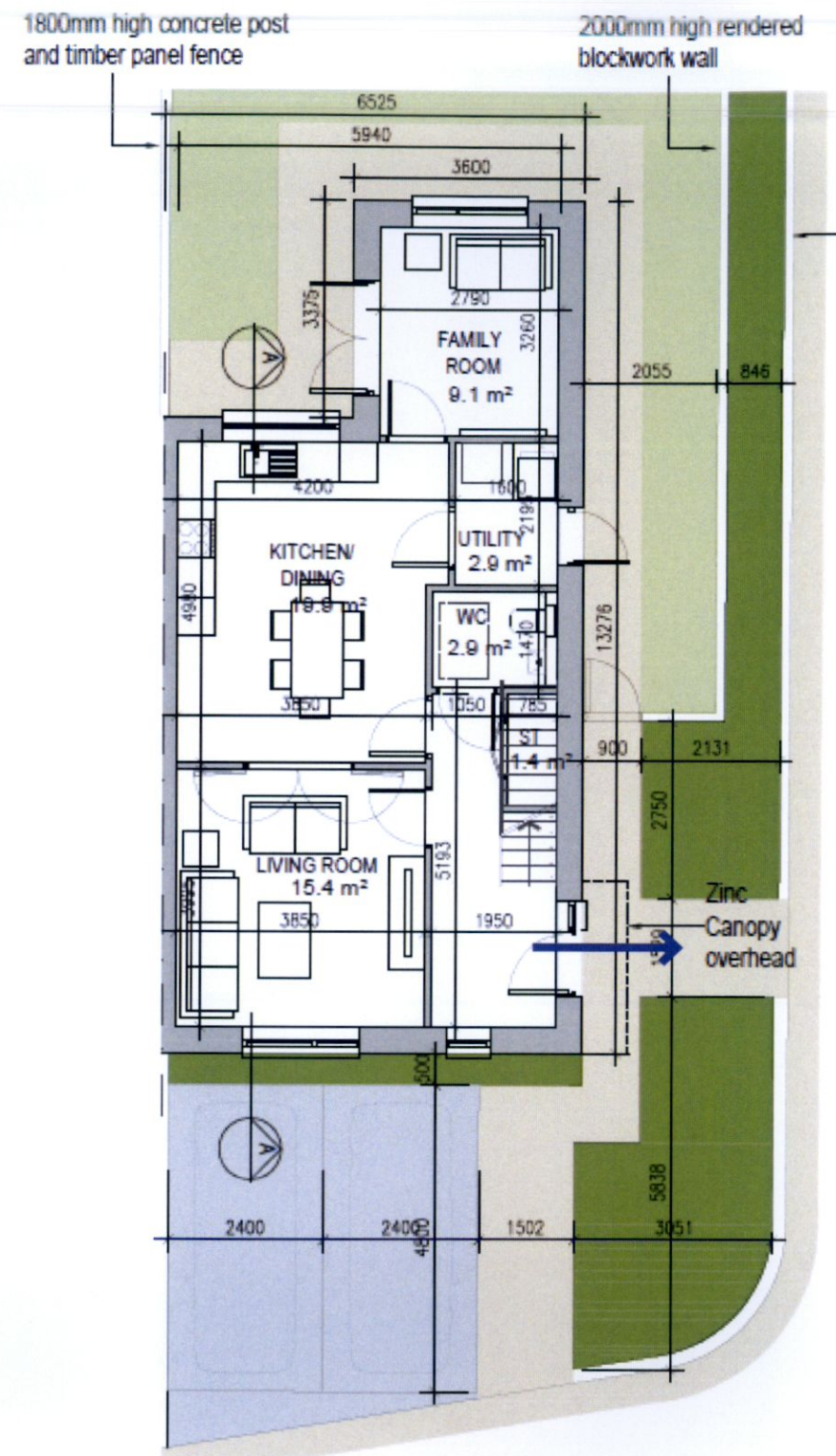
- A2
- E2
- K1

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

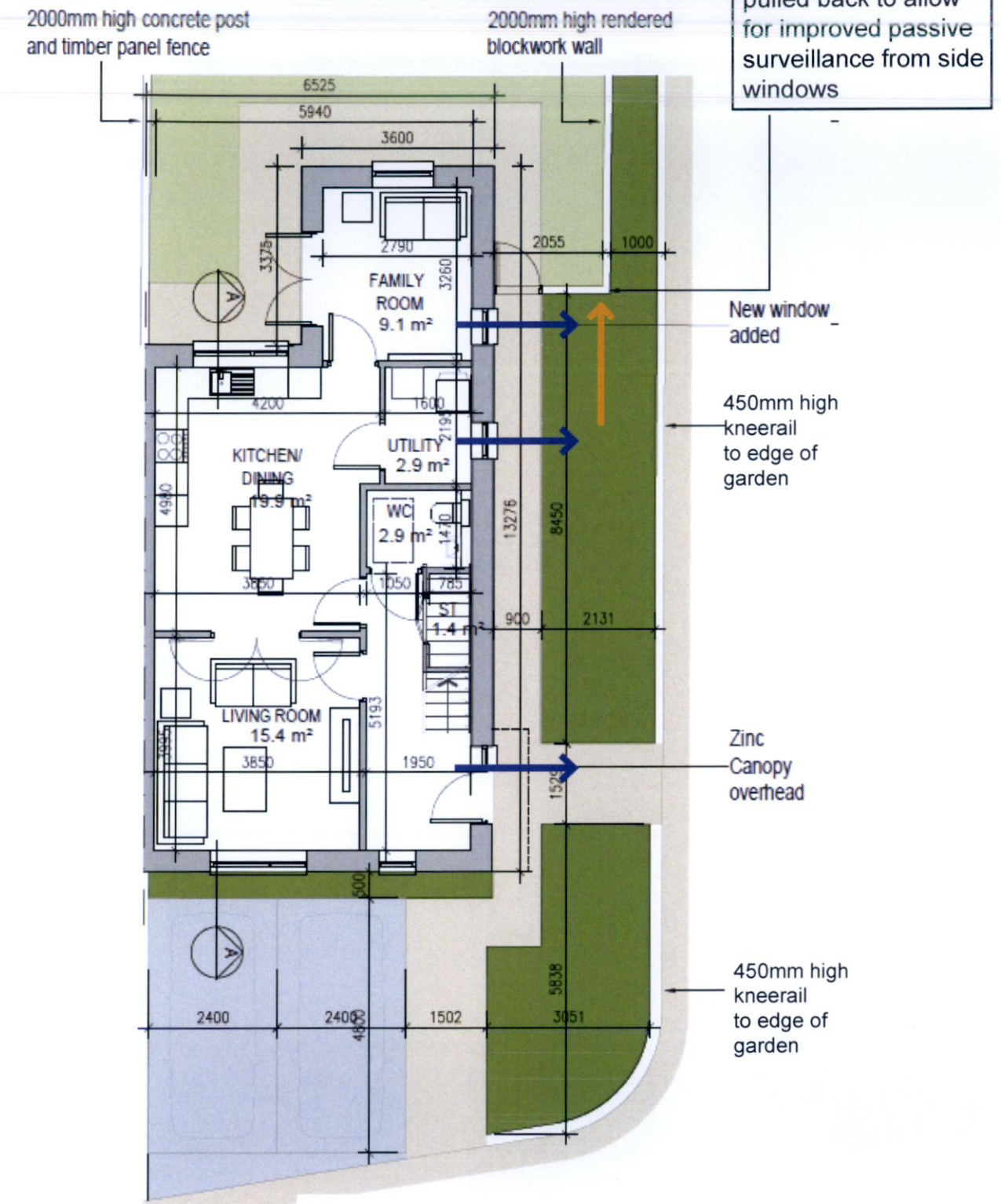
Response:

Passive surveillance has been reviewed on the street side of the proposed units A2, E2 & K1. Windows to the ground floor have been improved and /or side garden walls have been pulled back and a 450mm kneerail or a 900mm railing allowed for instead. This allows windows to view out over the adjacent street. See revised unit type drawings for types A2, E2 & K1.

Unit Type: A2



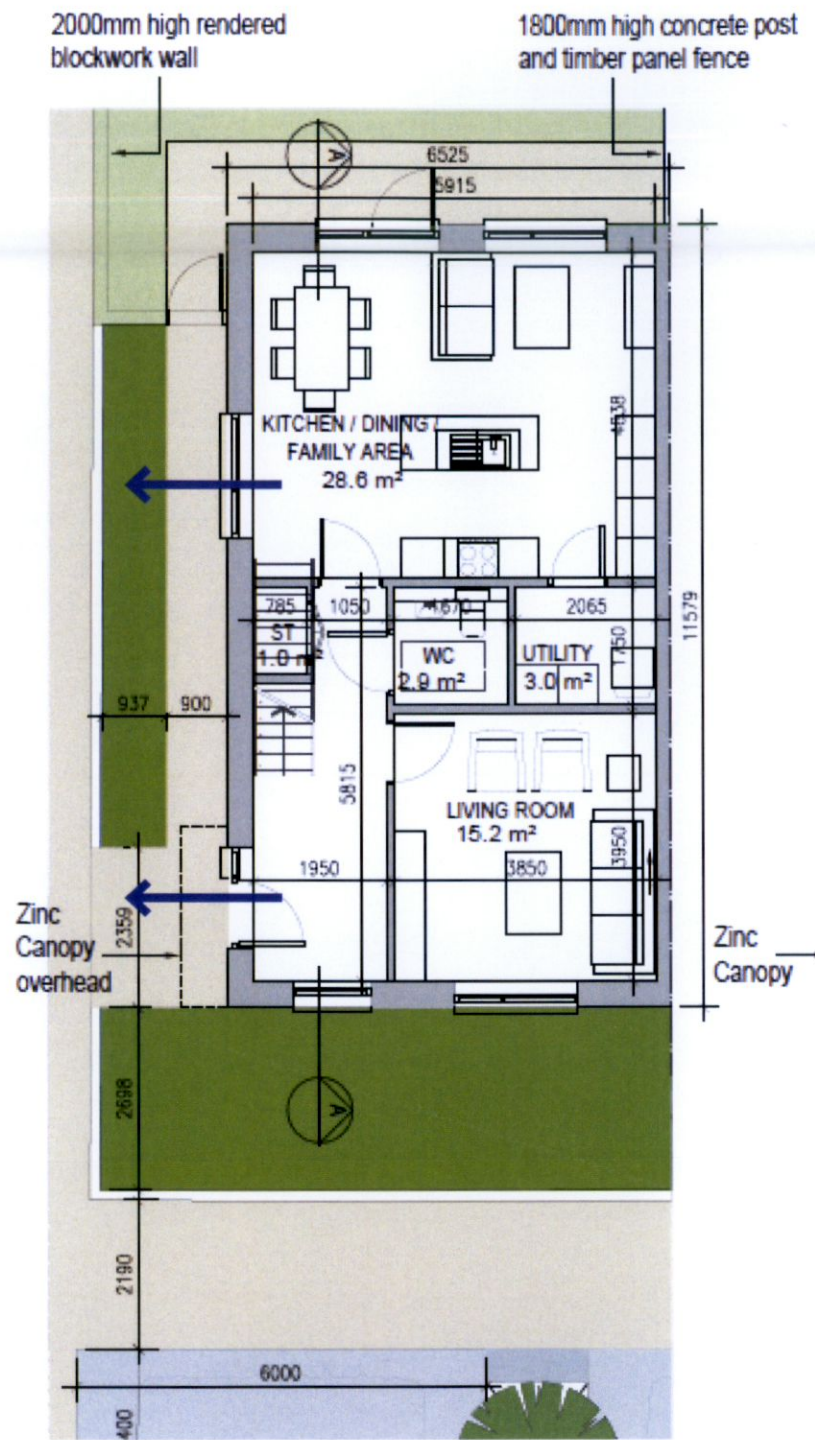
A2 - Original Application Plan



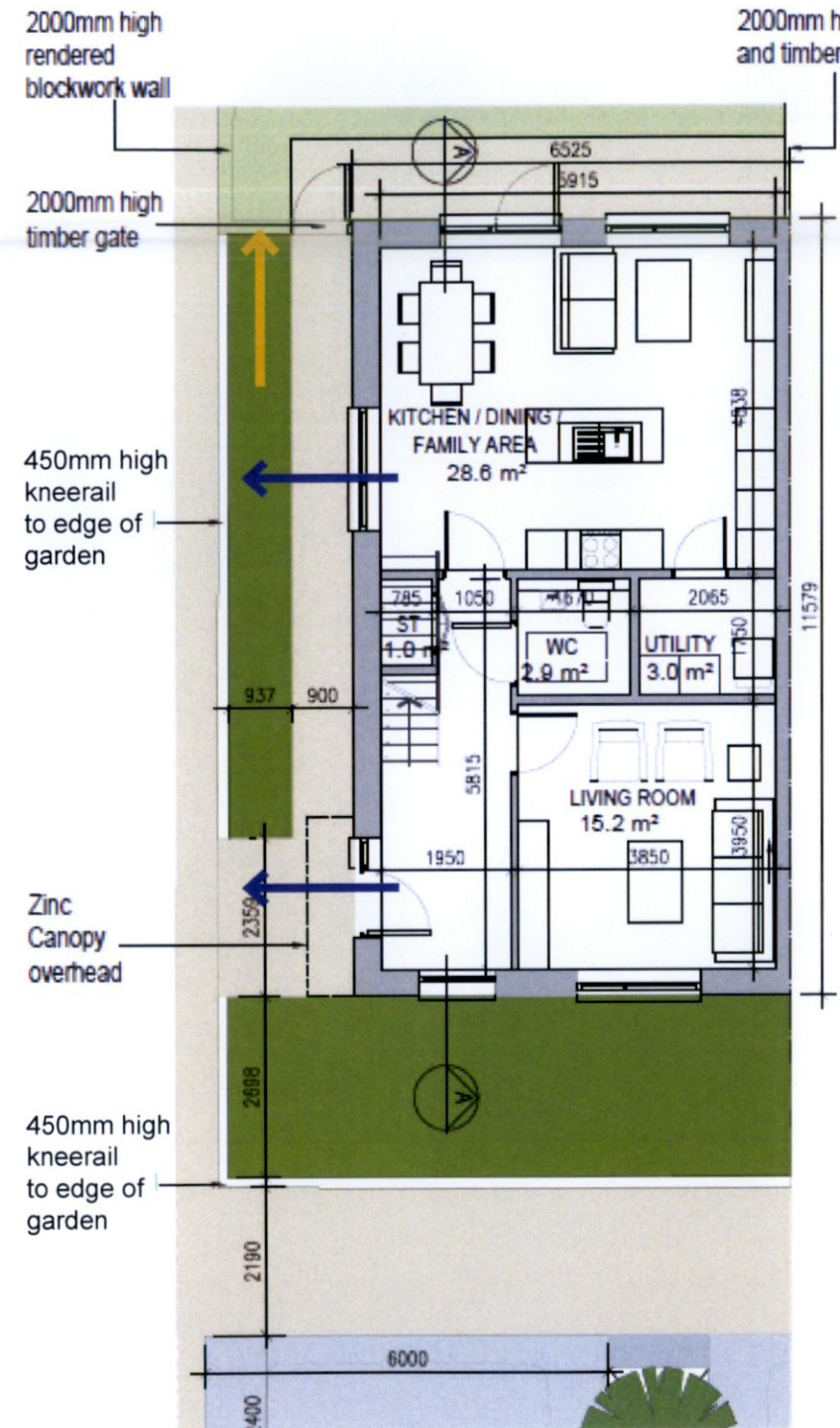
A2 - Proposed Revised Plan

- Passive surveillance
- Garden wall pulled back to improve passive surveillance opportunity

2.b Passive Surveillance - Unit E2



E2 - Original Application Plan



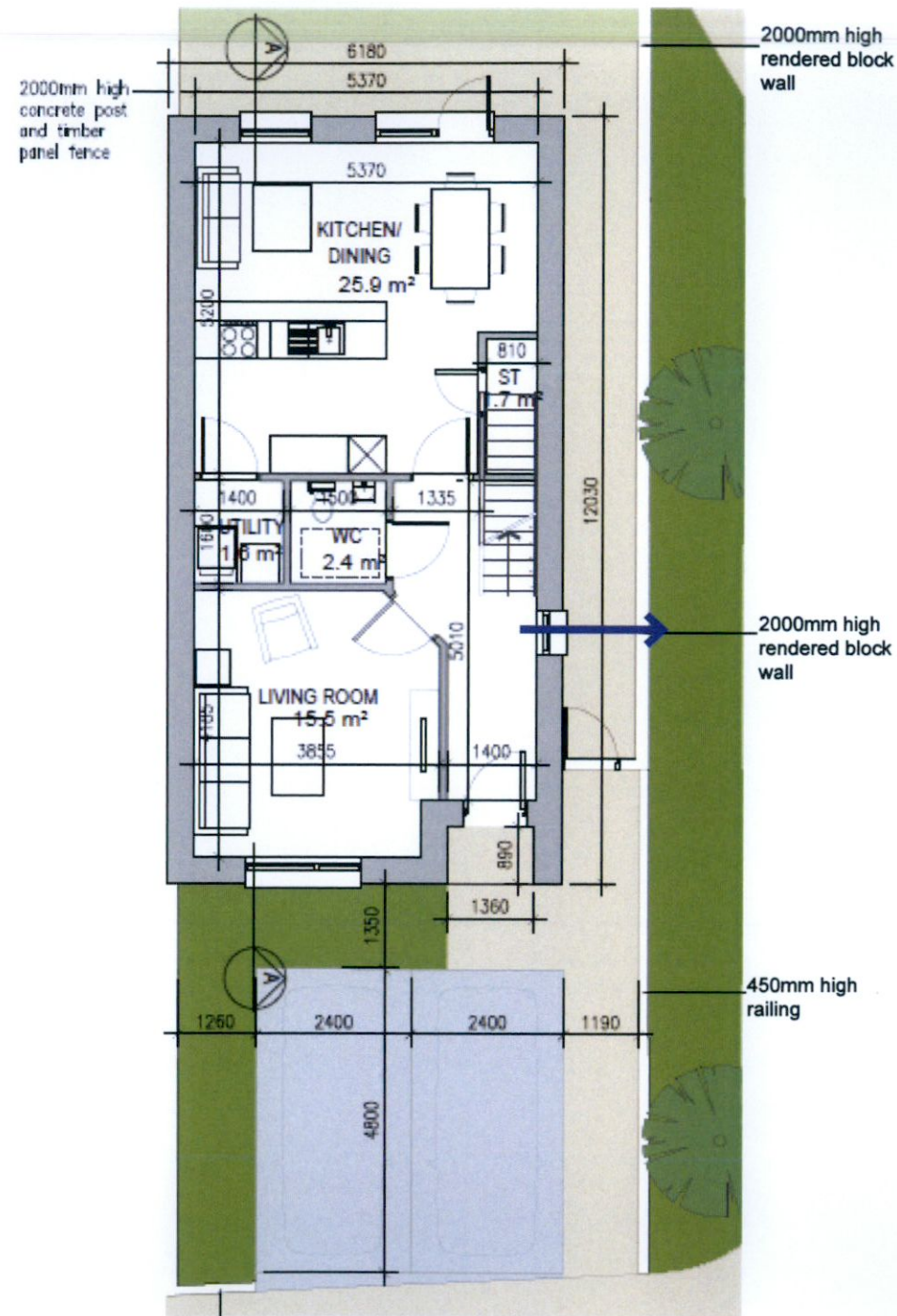
E2 - Proposed Revised Plan

The original application drawing for E2 may have been read as having a garden wall, whereas it's actually only a 900mm high railing which will allow passive surveillance through/over it.

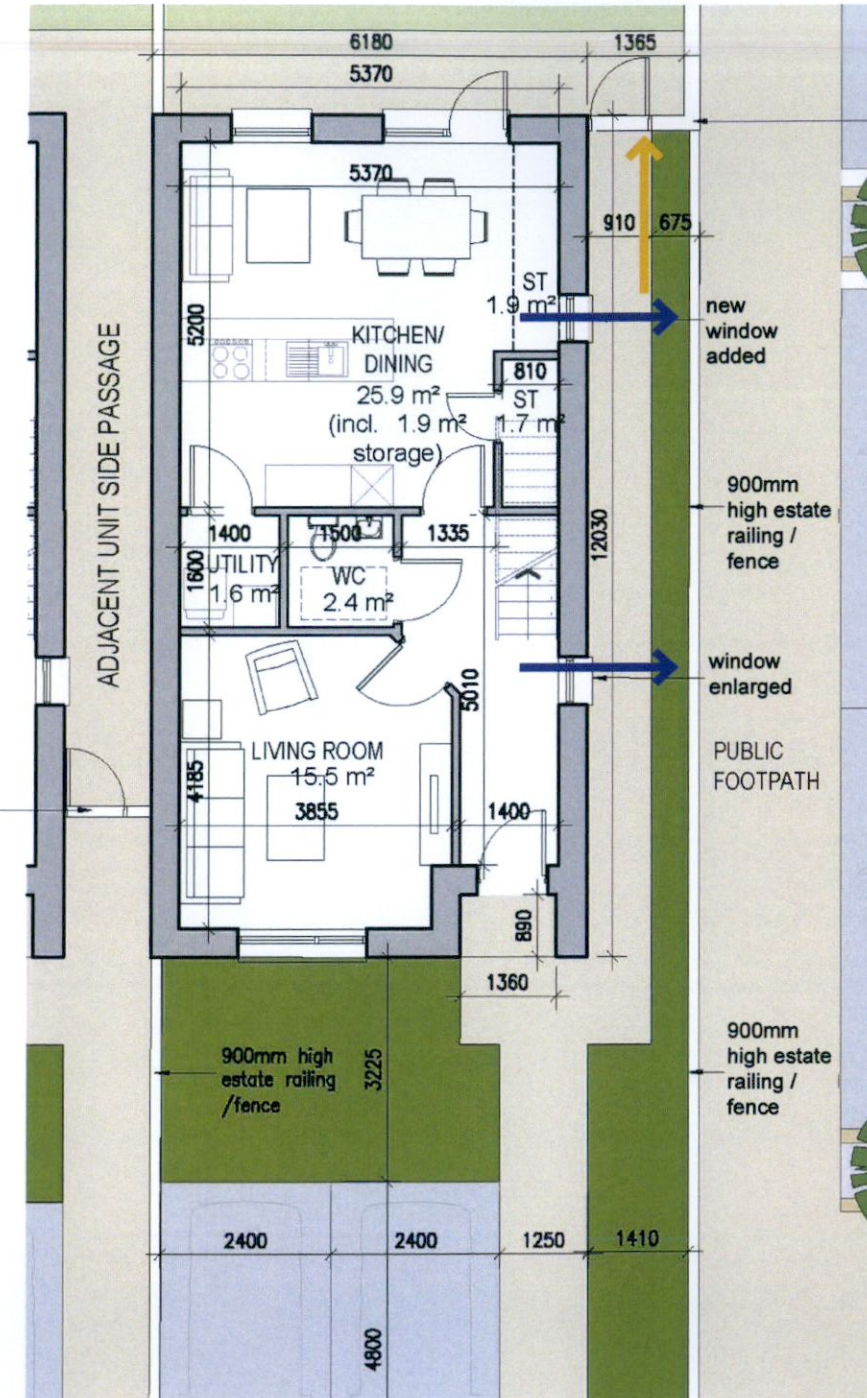
-  Passive surveillance
-  Garden wall pulled back to improve passive surveillance opportunity

Unit Type: E2

2.b Passive Surveillance - Unit K1



K1 - Original Application Plan



K3 - Proposed Revised Plan
[Note this unit is now renamed to K3]

2m high garden wall & gate pulled back to line of rear facade to allow for improved passive surveillance from side

- Passive surveillance
- Garden wall pulled back to improve passive surveillance opportunity

Unit Type: K1
[Note this unit is now renamed to K3]

2.c Northern Block Layout

Requested AI:

2.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.

Response:

The revised layout for this block was reviewed at a meeting with SDCC and the amendments to the plan were welcomed: Along with adjustment to the street layouts, the block has been adjusted to allow for the roads to wrap around the corners of the block, bringing access and parking up to the sides of the wide fronted units. Footpaths are provided separate to that of the open space. Passive surveillance is provided out to the open space and to the new parking/roads.



Previous Layout



Proposed Amendment to Layout

2.d Homezones 1 & 2

Requested AI:

2.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.

Response:

The layout of all Homezones throughout the site have been adjusted to conform with the ASDG section 6.4.3 'Back Street - Homezone'.

Please note, as part of the site revisions some road names have changed:

('Homezone 1' is now labelled as 'Road 7 Homezone')

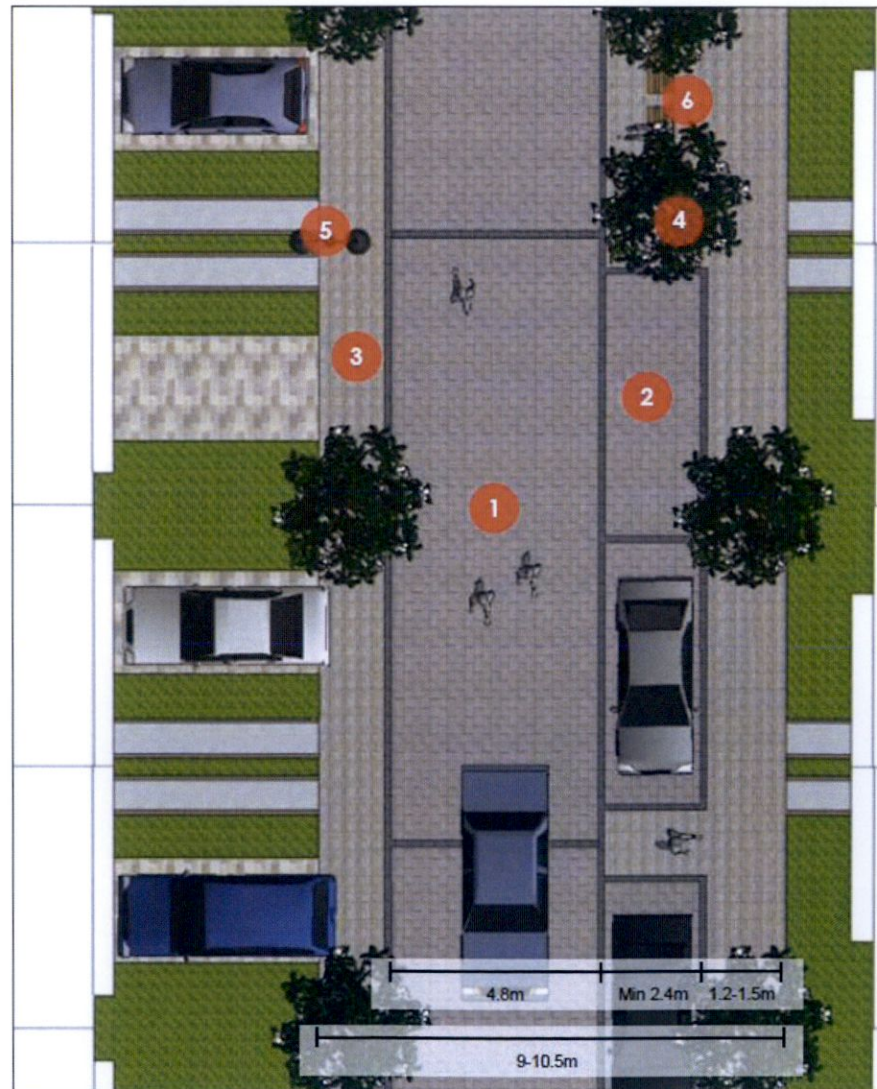
('Homezone 2' is now labelled as 'Road 1 Homezone')



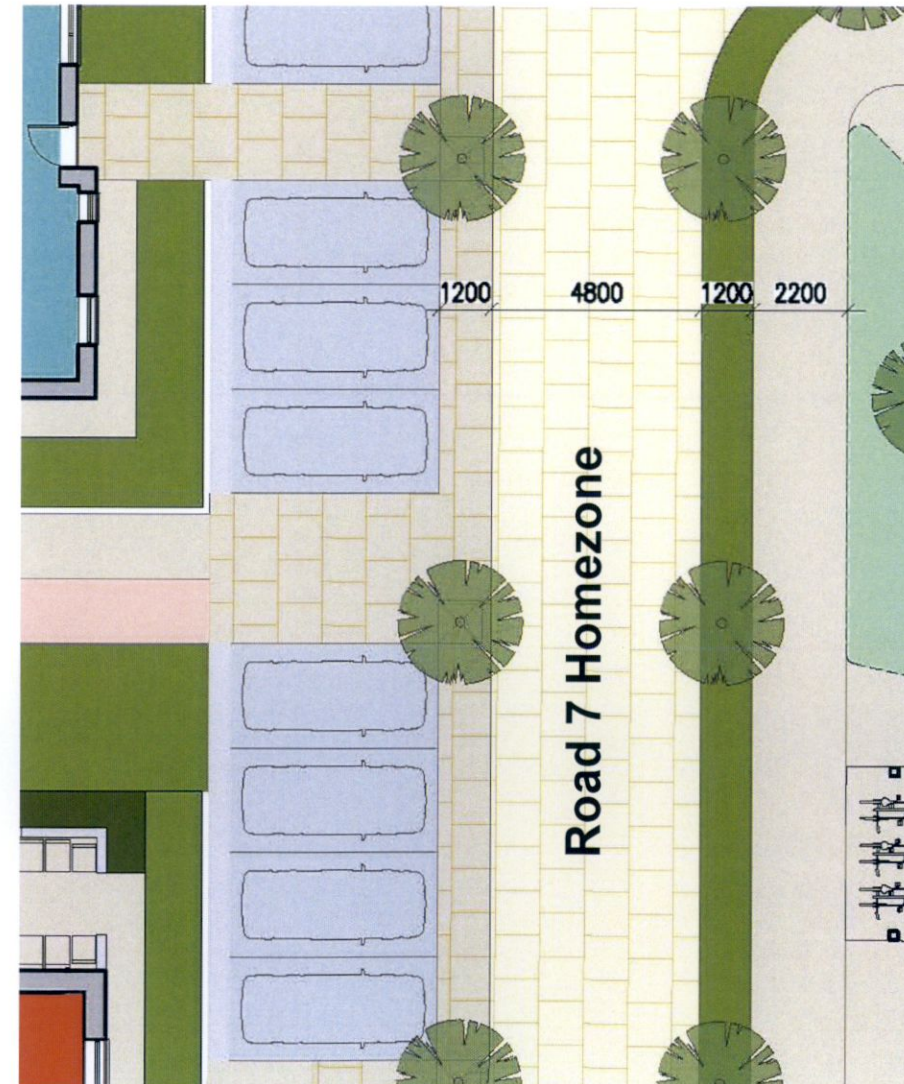
Road 7 Homezone



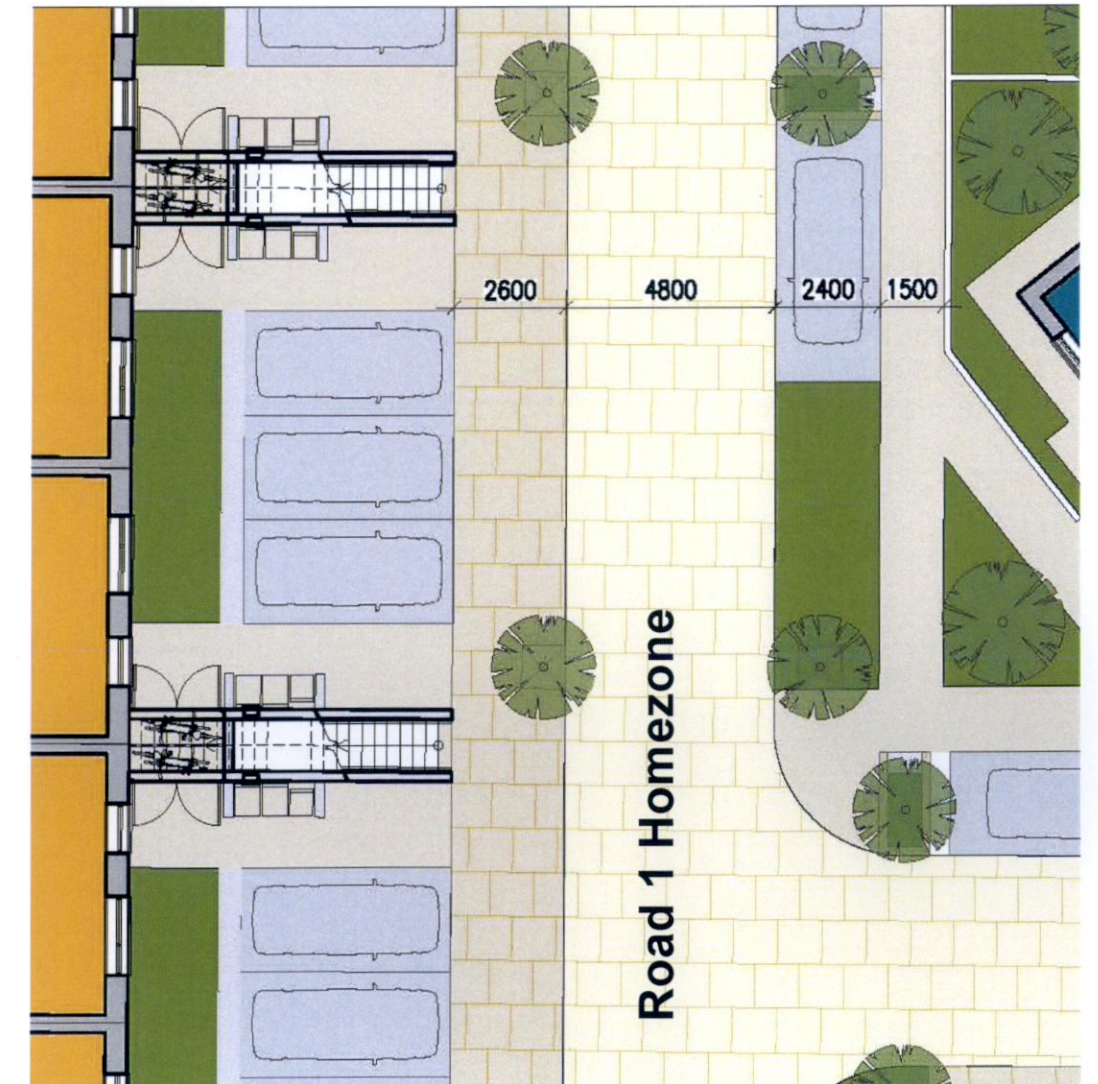
Road 1 Homezone



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



Road 7 Homezone
[Previously labelled as 'Homezone 1']



Road 1 Homezone
[Previously labelled as 'Homezone 1']

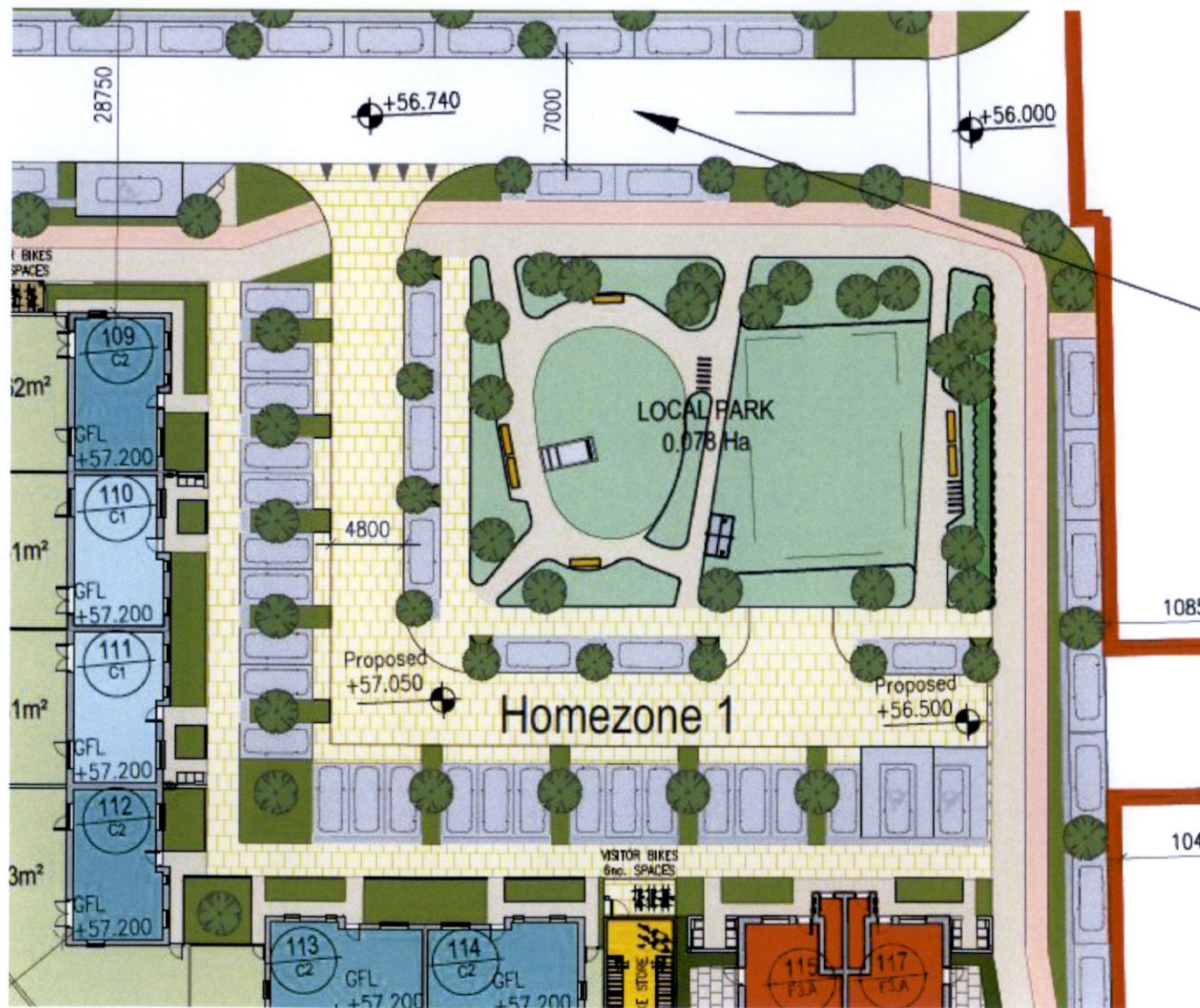
2.e Parking at the Local Park

Requested AI:

2.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.

Response:

The previous parking shown to the south and west of the Local Park has been removed as suggested. The road layout has been adjusted to match the Back Street - Homezone diagram as shown in the ASDG section 6.4.3. and to adjust the turning head to the east. This results in an increase to the area of the park from 0.078ha to 0.087ha.



Previously submitted layout for the Local Park / Homezone 1



Proposed Local Park - Road 7 (Previously labelled as 'Homezone 1')

2.f Communal Open Space

Requested AI:

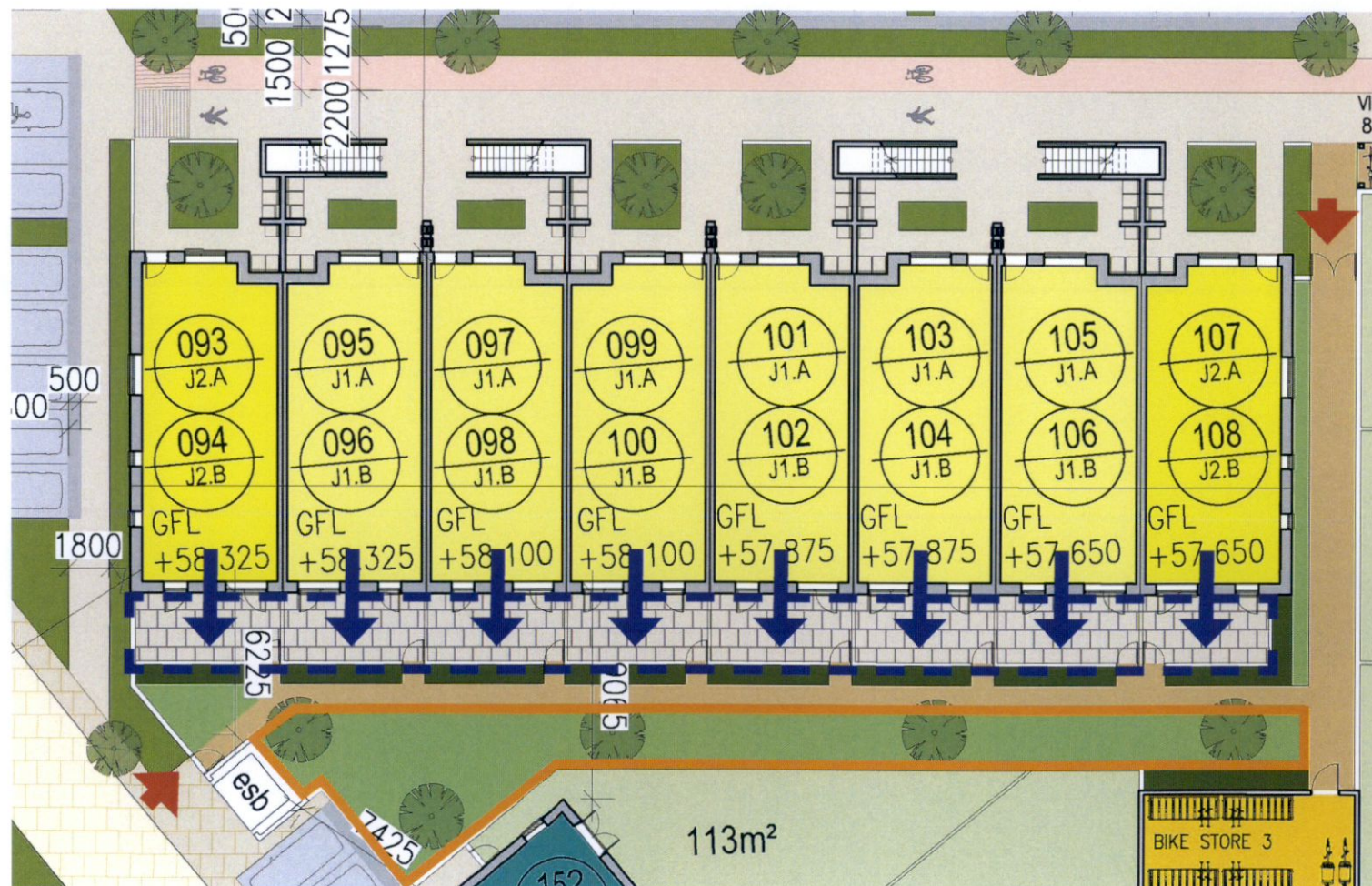
2.f. In terms of communal open space, it is noted that 3 areas are provided. The applicant states in their Planning Statement that it was not possible to provide dedicated communal open spaces in all instances. In these cases larger private open spaces are provided. There are concerns regarding the functionality of some of the communal spaces, 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.

Response:

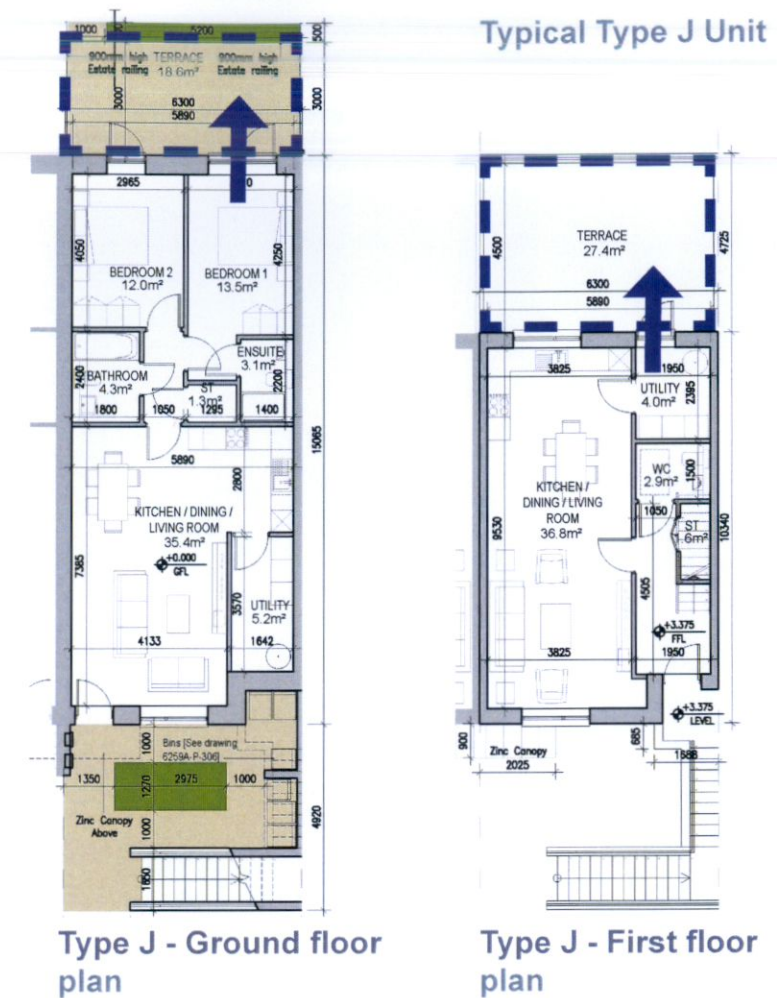
All duplex units meet the requirement for both private open space and communal open space within their own private amenity areas accessed from their units. Each terrace has been oversized to accommodate both provisions (private & communal space).

The shared open spaces, where shown to the rear of the duplex units, provide further amenity space in addition to the total required open space fully provided within the curtilage of each unit. No units rely on these shared areas to meet their open space requirements. While the shared open spaces shown are not required to meet a certain area / function, we have updated these areas to represent more green usable space.

(Refer to updated Housing Quality Assessment submitted under this Additional Information Submission for private and communal open space allocation).



Duplex Units no.'s: 093 - 108, Adamstown Way



Terraces belonging to each unit which cover the required provision for both private open space and communal open space within their own private amenity areas accessed from their units.



Additional open space for the enjoyment of all residents of units 093-108, c.146sqm [not required to fulfill the communal open space requirement]
This open grassy area will be planted with some trees with a resin bonded pathway running alongside it, enclosed by a 2m high rendered blockwork wall with gated access off both Adamstown Way and Road 8. Low hedging and a 900mm estate railing with gates, close off this shared space with the private terraces to the rear of the units.
Please refer to the landscape drawing 'LP-01-FI for further information.'



Access to enclosed open space at rear of duplex units

2.f Communal Open Space ...cont'd

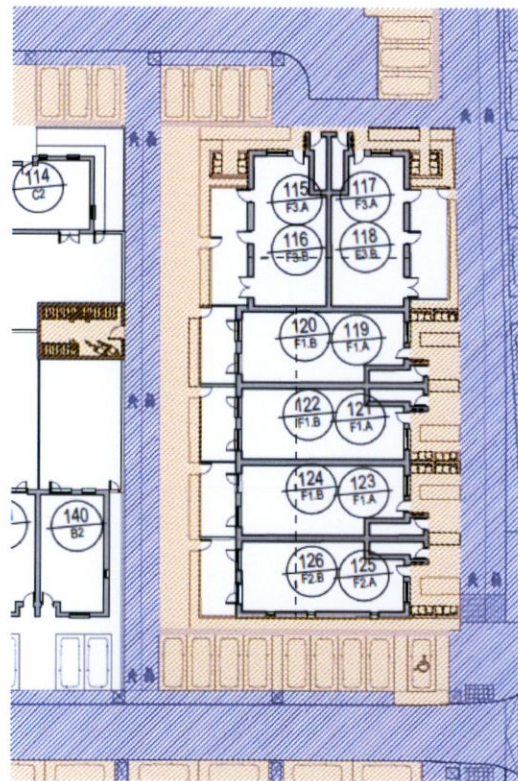


Terraces belonging to each unit which cover the required provision for both private open space and communal open space within their own private amenity areas accessed from their units.



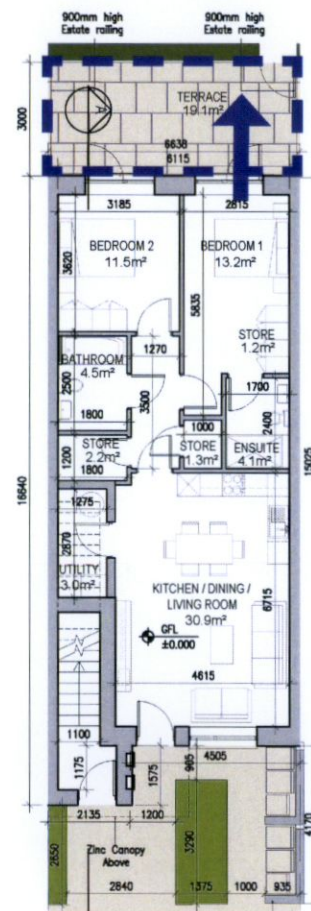
Additional open space for the enjoyment of all residents of units 115-125, c.125sqm [not required to fulfill the communal open space requirement]

This open grassy area will be planted with some trees with an access off each of ground floor level private terraces. Low hedging and a 900mm estate railing with gates, close off this shared space with the private terraces to the rear of the units. The open space area is not fenced/railed off from the public footpath/cyclepath which runs alongside it. Please refer to the landscape drawing 'LP-01-F1' and BKD Taking In Charge Drawing '6259A-P-004' for further information.'



Taking In Charge Drawing '6259A-P-004'

- PUBLIC TAKING IN CHARGE AREA
- MANAGEMENT COMPANY TAKING IN CHARGE AREA

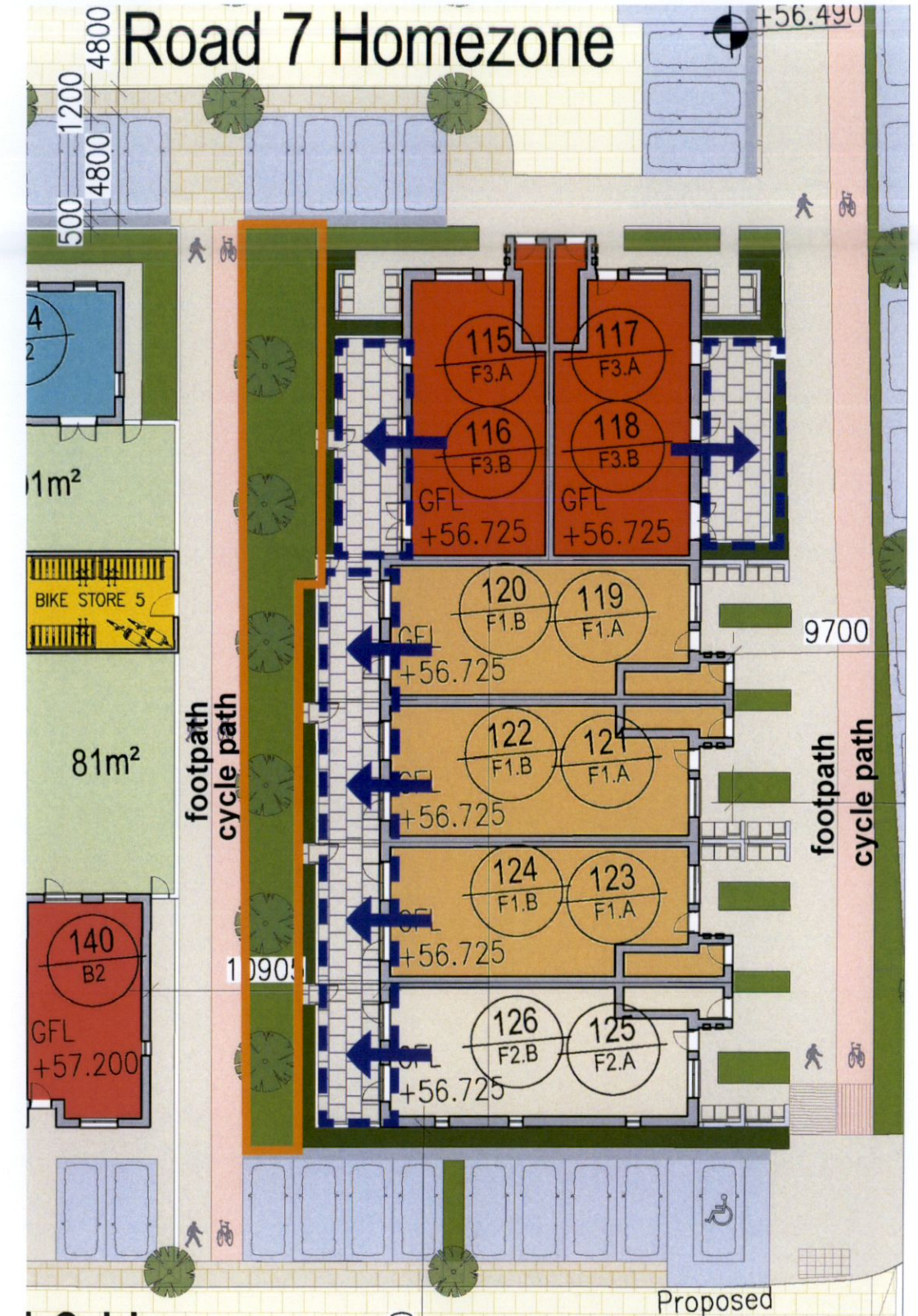


Type F1/2 - Ground floor plan

Typical Type F1/F2 Unit

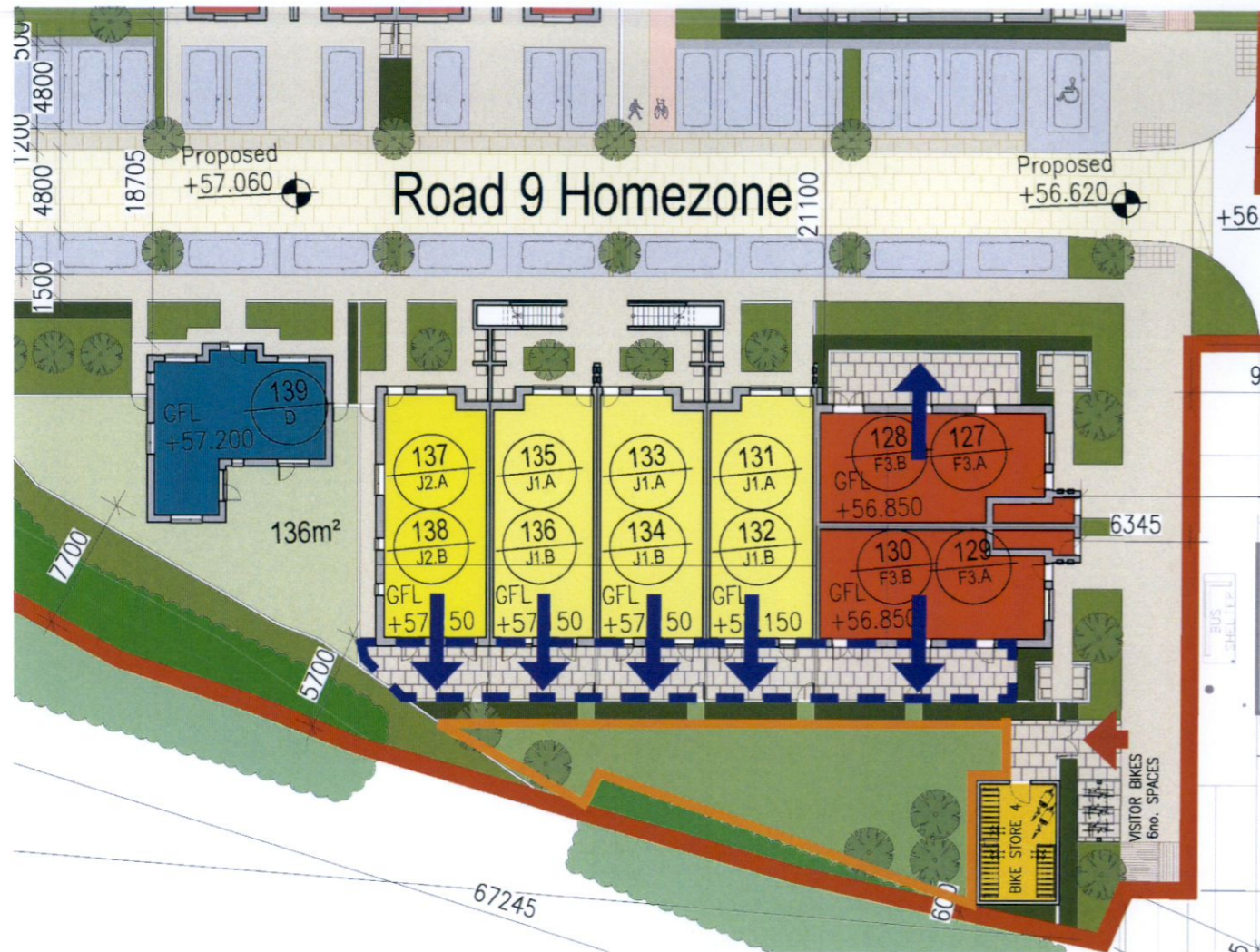


Type F1/2 - First floor plan

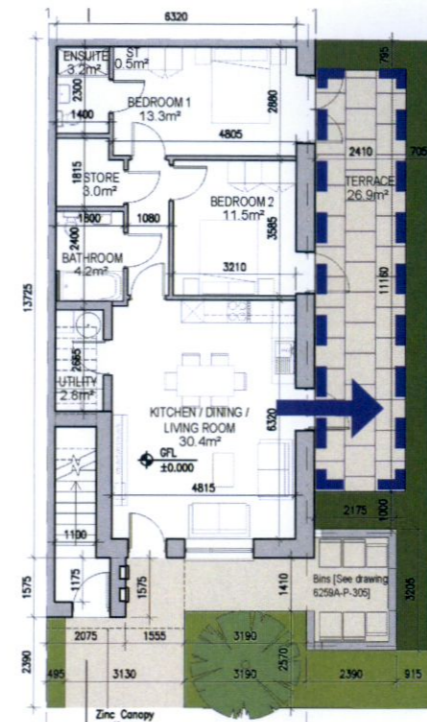


Duplex Units no.'s: 0115 - 125, Celbridge Link Road
This space to the rear of duplex units has also been amended to allow for a pedestrian and cycle path through to the Local Park (see item 3.d.)

2.f Communal Open Space ...cont'd

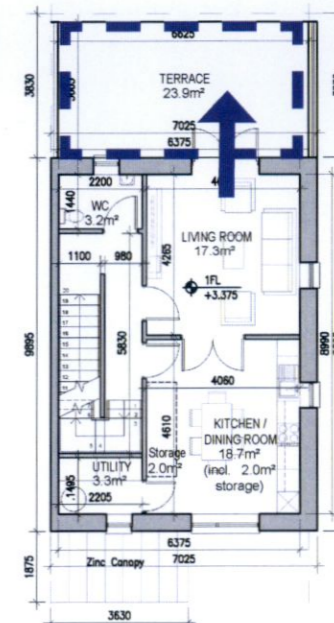


Duplex Units no.'s: 127 - 138, Road 9



Type F3 - Ground floor plan

Typical Type F3 Unit



Type F3 - First floor plan



Terraces belonging to each unit which cover the required provision for both private open space and communal open space within their own private amenity areas accessed from their units.



Additional open space for the enjoyment of all residents of units 127-138, c.195sqm [not required to fulfill the communal open space requirement]

This open grassy area will be planted with some trees with a resin bonded pathway running alongside it, enclosed by a 2m high rendered blockwork wall with gated access off Celbridge Link Road. Low hedging and a 900mm estate railing with gates, close off this shared space with the private terraces to the rear of the units.

Please refer to the landscape drawing 'LP-01-FI for further information.'



Access to enclosed open space at rear of duplex units

2.f Communal Open Space ...cont'd

The type G, F and H type units along the northern section of Celbridge Link Road and the northern side of Adamstown Way, meet the requirement for both private open space and communal open space within their own private amenity areas accessed from their units. Each terrace has been oversized to accommodate both provisions (private & communal space).

It was not possible to provide any additional open space at these units due to the nature of these units, having entrances and roads/pedestrian routes on both sides of the block.

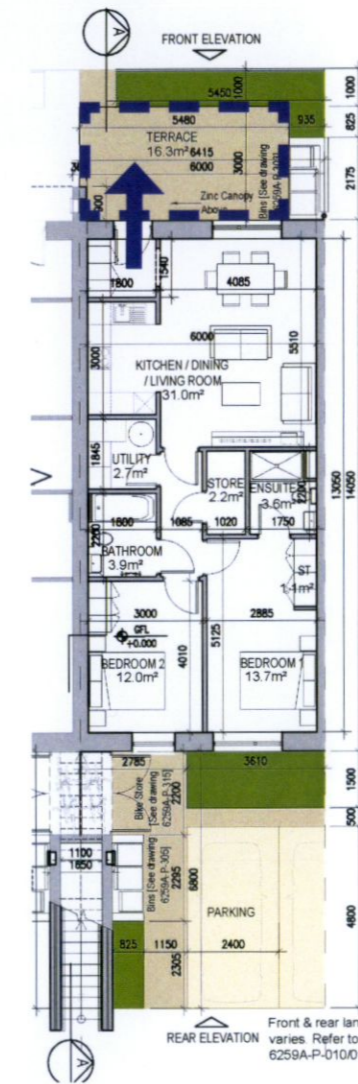


Duplex Units no.'s: 077 - 092, Adamstown Way (example applies to other G type units also)

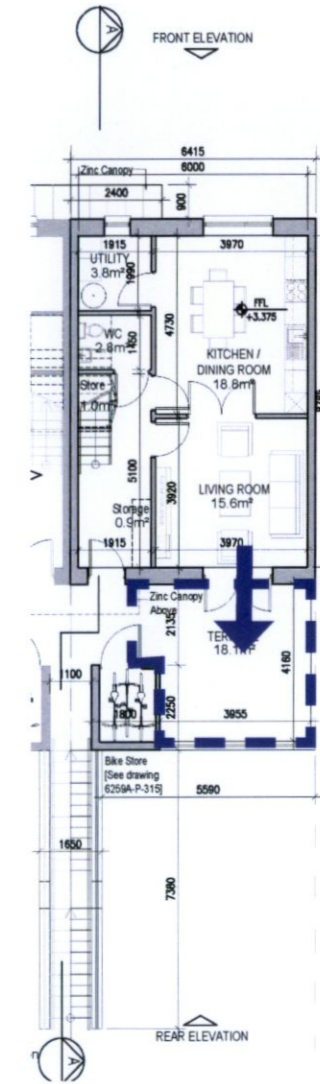


Terraces belonging to each unit which cover the required provision for both private open space and communal open space within their own private amenity areas accessed from their units.

Typical Type G Unit



Type G - Typical ground floor plan



Type G - Typical first floor plan

3.a Perpendicular Parking

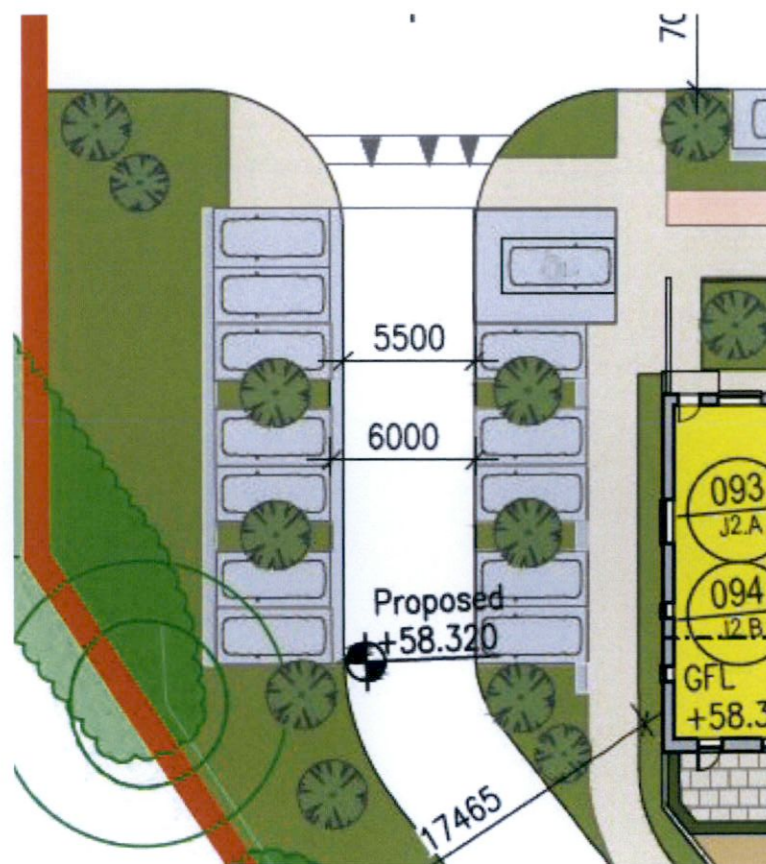
Requested AI:

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.

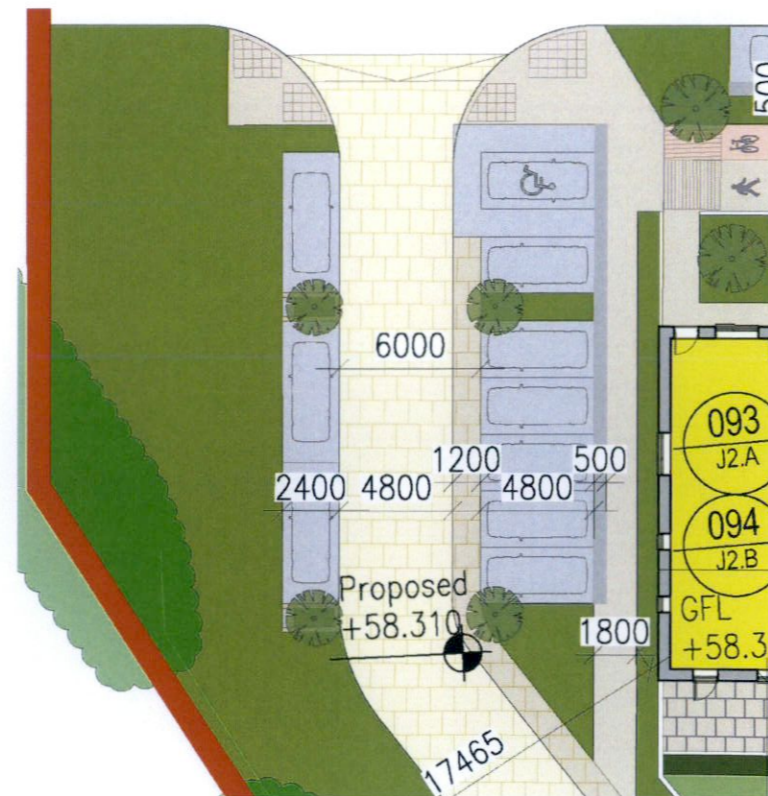
Response:

The site layout has been revised to show perpendicular parking only to one side of the street, always opposite parallel parking. See examples below and adjacent.

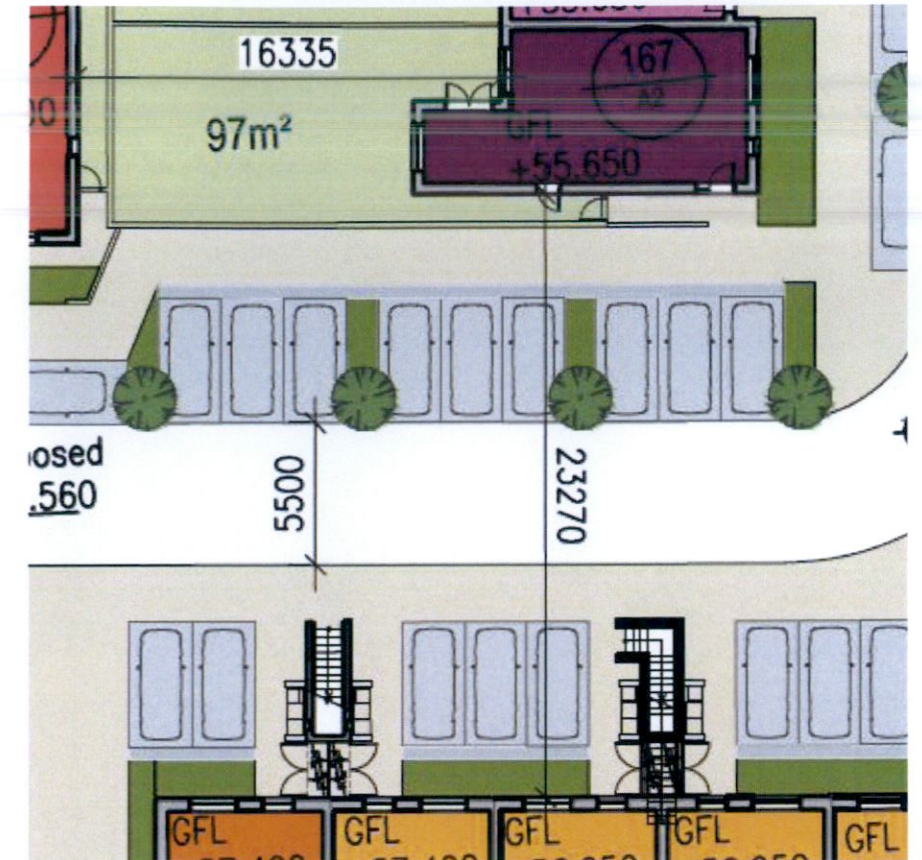
Please see drawings number '6259A -P-003 Proposed Site Layout Plan' & 6259A -P-006-Parking Strategy RFI' for details.



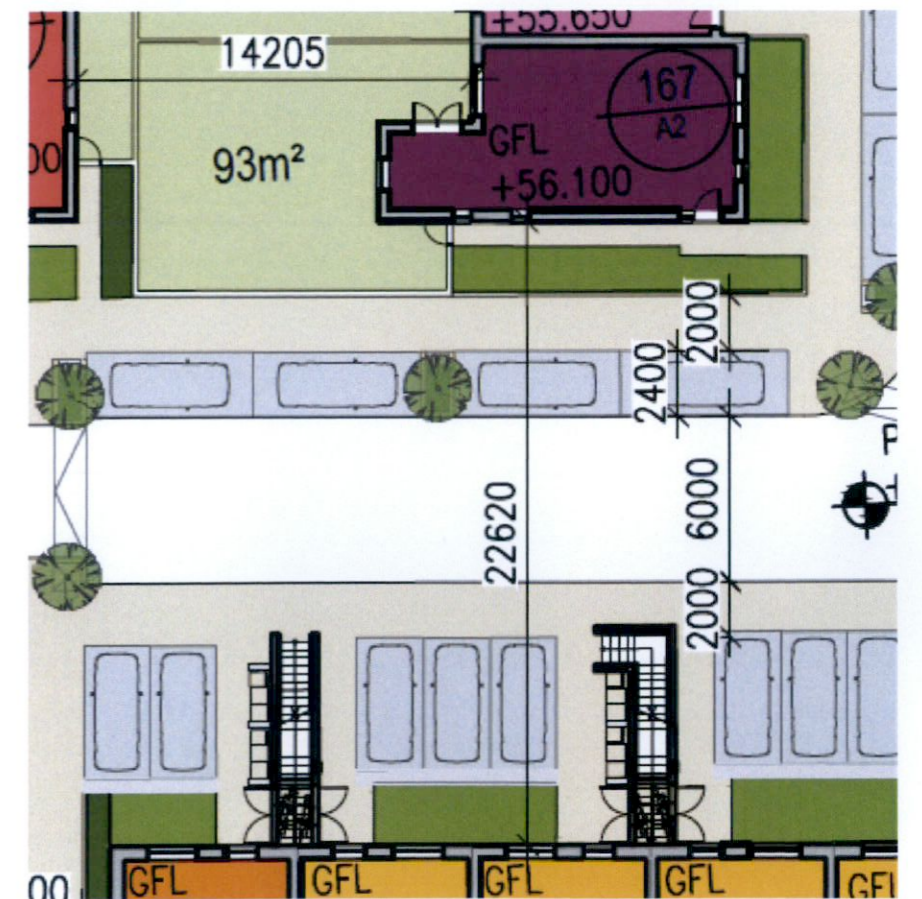
Previously submitted layout Road 8



Proposed Road 8



Previously submitted layout Road 4



Proposed Road 4

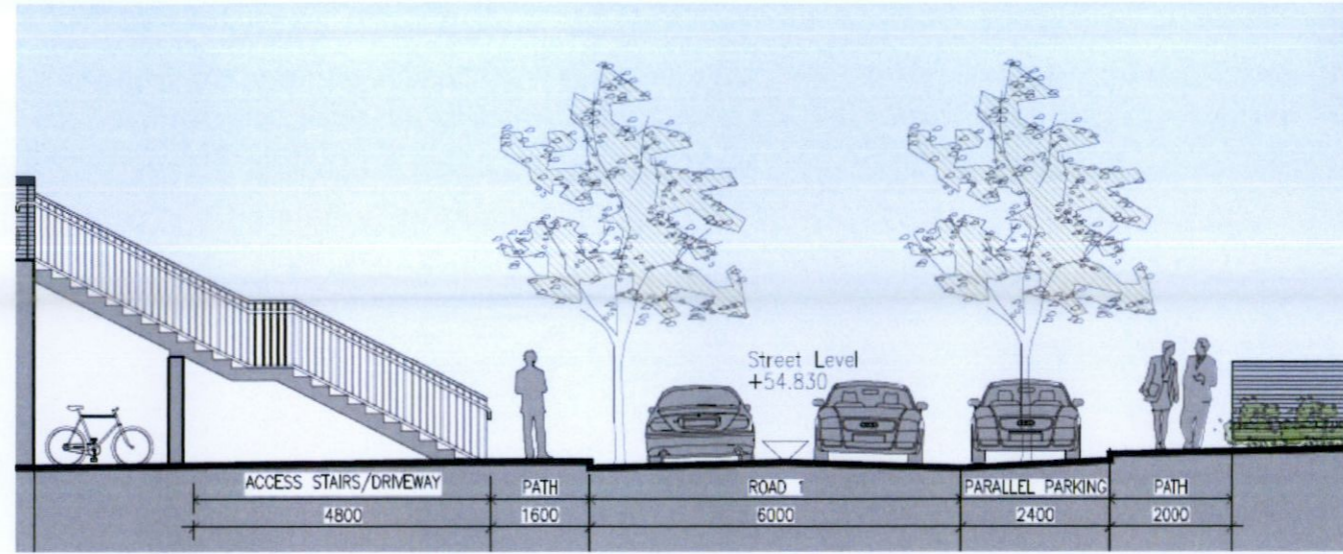
3.b Road Cross Sections

Requested AI:

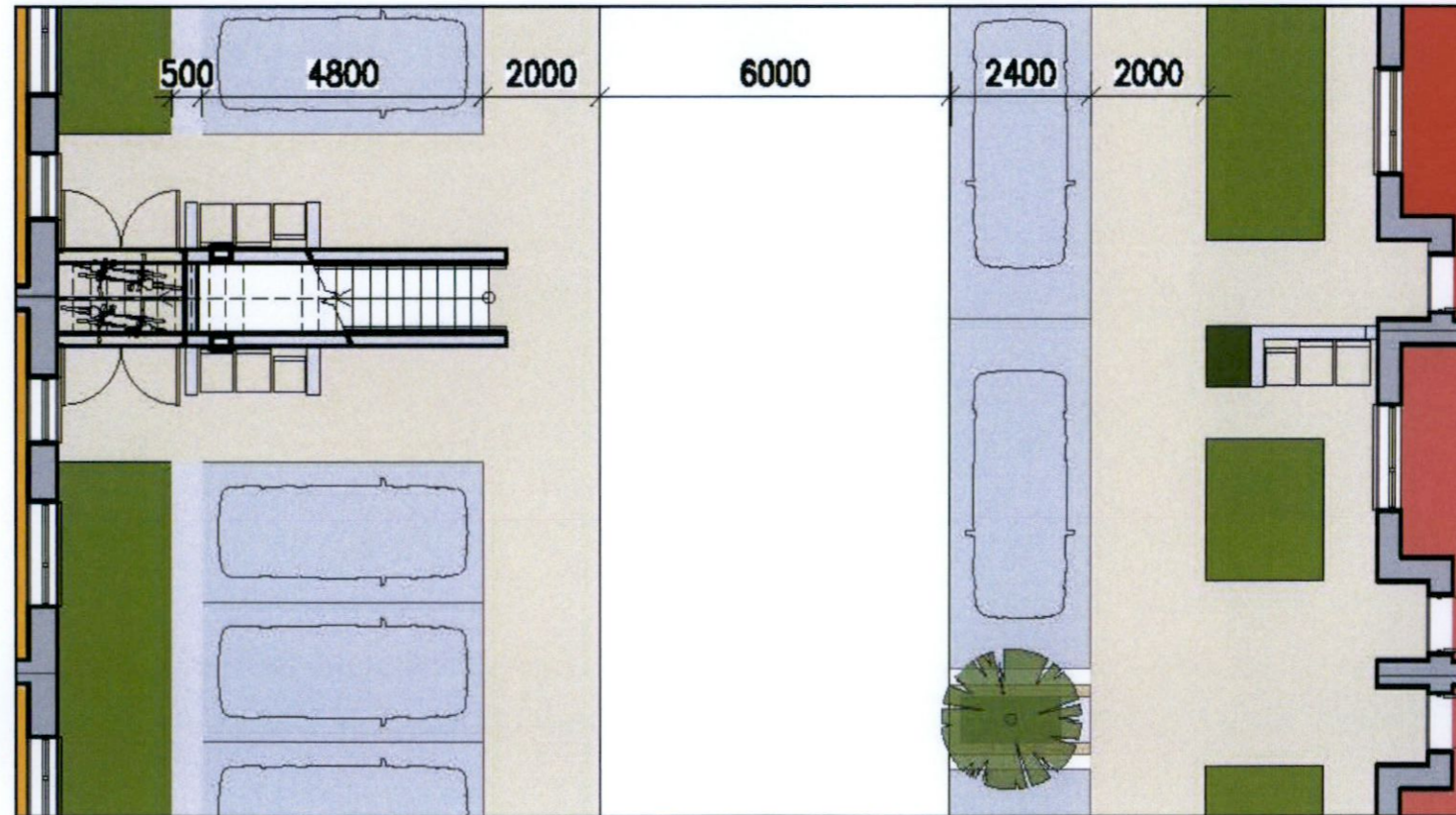
3.b. The applicant is requested to submit a revised layout not less than 1:200 scale showing the cross sections of the roads confirming the layouts as described in the SDZ planning scheme.

Response:

Please refer to drawing '6159A-P-30_Street Sections' which illustrates the road cross sections provided for Roads 1-7. See also example below & '6159A-P-10 & 6159A-P-11 Site Block Plans' for further detail.



Road 4 - Cross Section



Road 4 - Plan

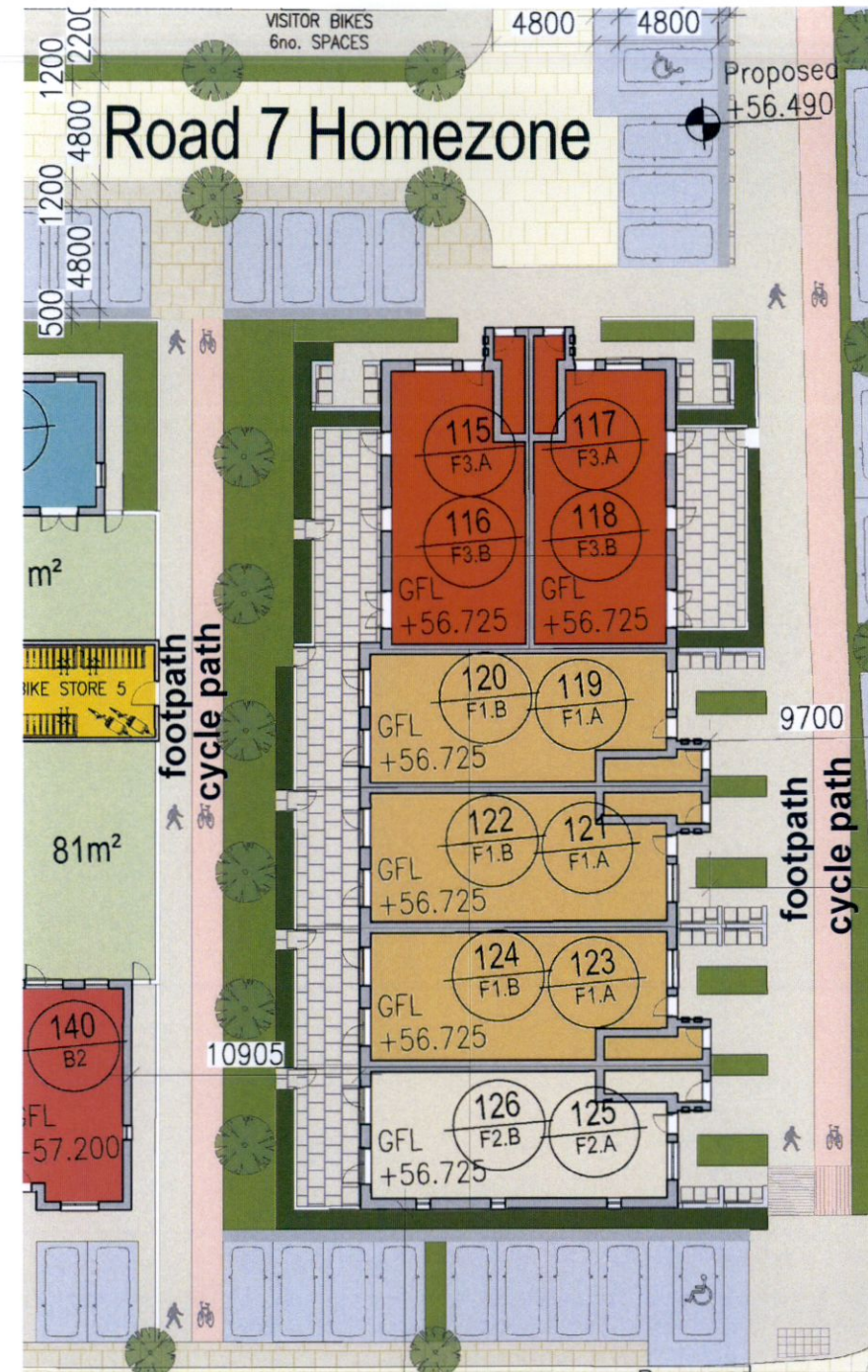
3.d Pedestrian & Cycle Link to Local Park

Requested AI:

3.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 linear area of communal open space that runs between Road 9 and Homezone 1.

Response:

A pedestrian and cycle link has been added to connect Road 9 with the local park. This runs along the west of the 'additional open space' provided at the rear of the duplex units.



3 Compliance with the Adamstown Street Design Guide

Requested AI:

3. 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.

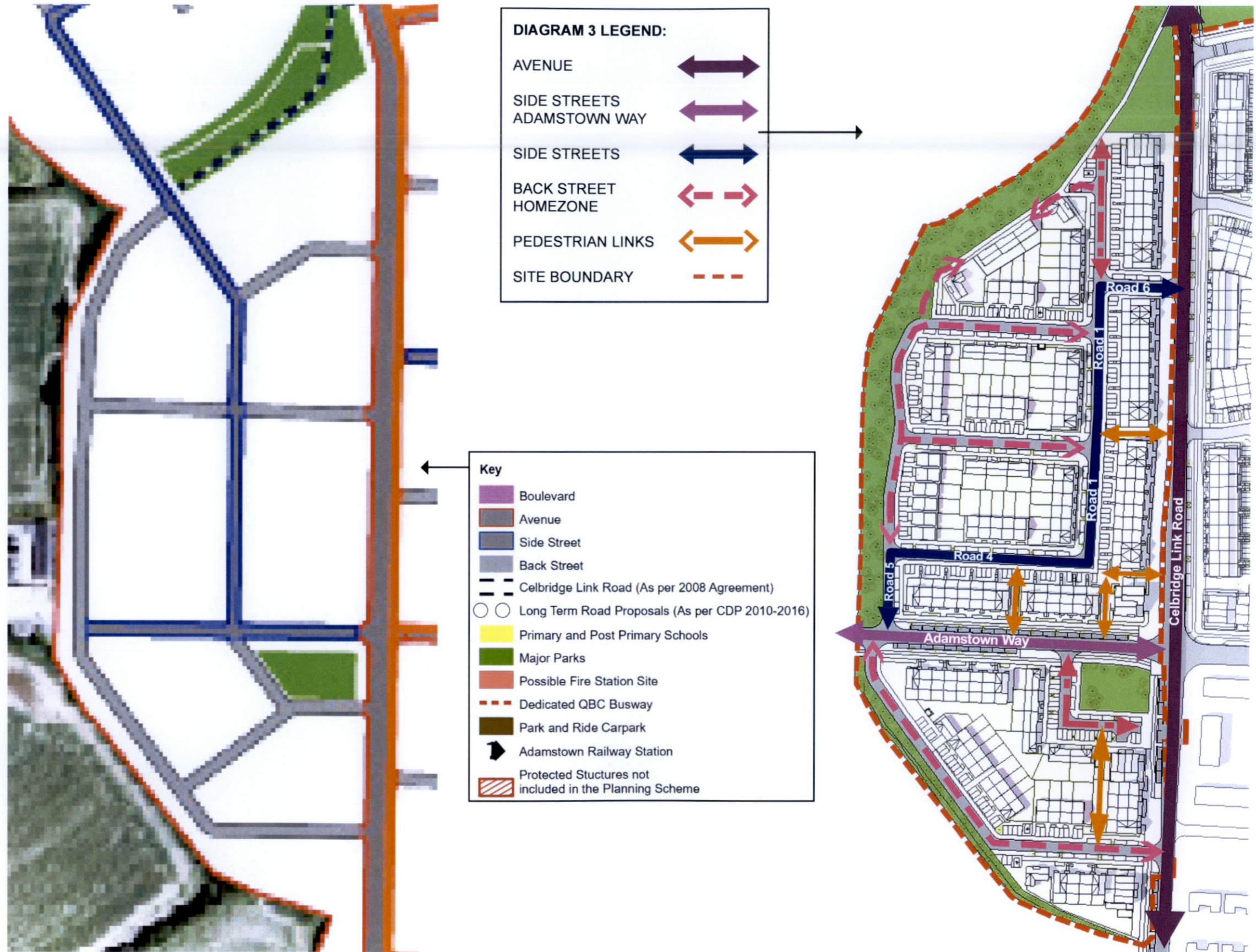
Response:

A full review has been undertaken of the proposed street design to follow the ASDG with a small number of deviations where necessary. See adjacent diagram showing the proposed street hierarchy in comparison to the SDZ diagram.

In the SDZ diagram, one Side Street is shown connecting Adamstown Way to the adjacent site to the north. A connection through the boundary hedgerow here is not possible, as there was no allowance made for this in the planning application to the north of the hedgerow. Instead we have shown connecting out east onto the Celbridge Link Road.

The SDZ diagram shows 2no. streets branching north off Adamstown Way. The proposed design instead shows 1no. street and 2no. pedestrian routes. This is supported by traffic models.

The SDZ diagram shows 2no. street branching off Celbridge Link Rd. to the north of Adamstown Way. The proposed design instead shows 1no. street and 2no. dedicated pedestrian routes, plus an additional pedestrian connection via the public open space to the north of the site. This follows the Celbridge Link Rd. as it was already constructed.



Access and Movement - Development Area 8 (Section 3 of Adamstown SDZ)

Proposed Hierarchy of Streets

3 Compliance with the Adamstown Street Design Guide (cont'd)

Requested AI:

3. 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.

Response (As presented to SDCC on the 14th of February):

A full review has been undertaken of the proposed street design to bring them as closely in line with the ASDG as possible. The following diagrams show each street in comparison to the ASDG.



Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

In the SDZ diagram, one Side Street is shown connecting Adamstown Way to the north. The proposed layout shows 'Road 1, 4 & 6' as this Side Street connecting Adamstown Way, running north. As a connection through the hedgerow to the north is not possible, the side street is shown connecting out east on to the Celbridge Link Road.



Keyplan

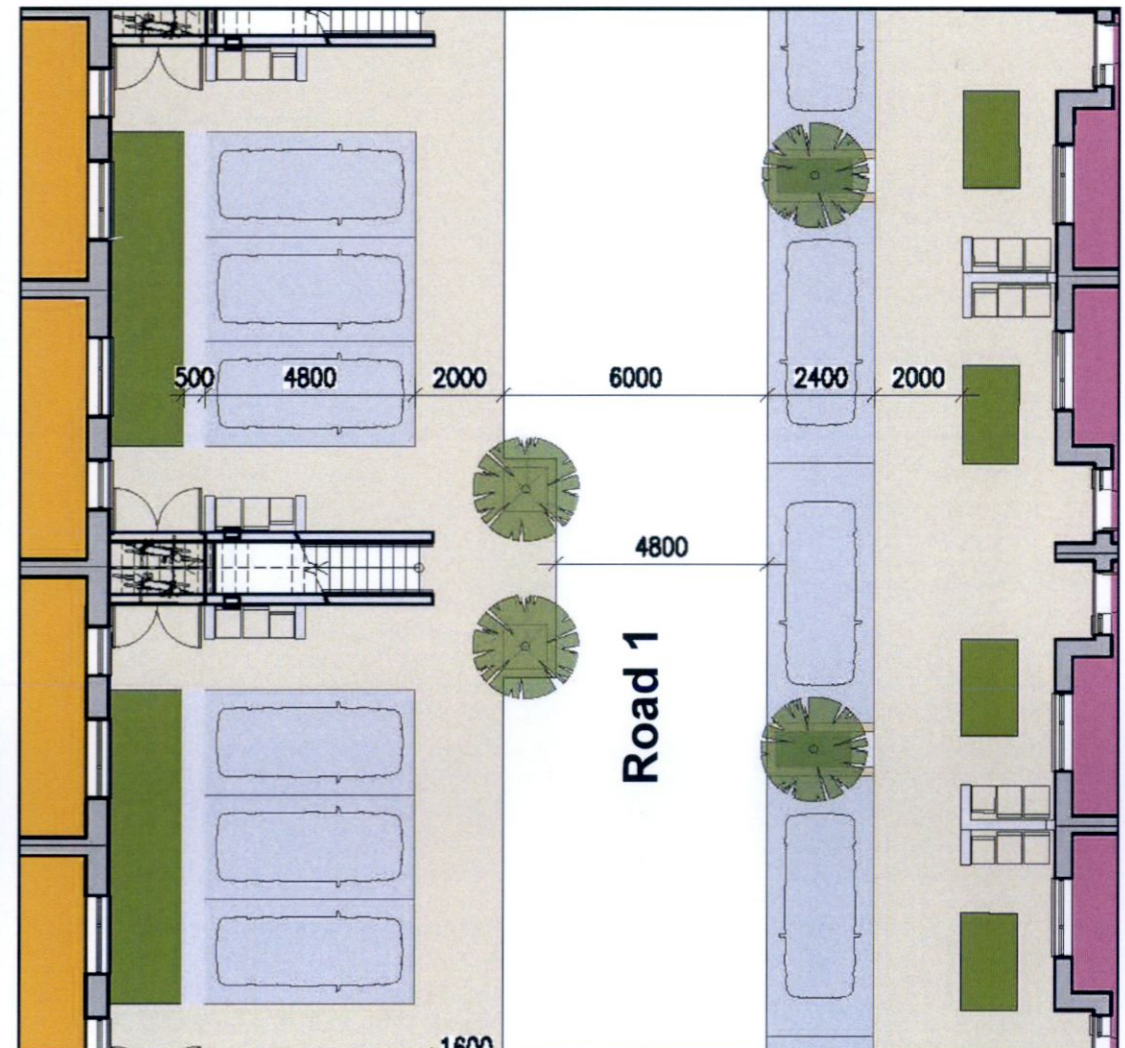
Road 1

Road 1 reflects the typical side street arrangement with 6m wide road reduced to 4.8m at built-outs, parallel parking to one side and perpendicular parking to the other side. In the case of Road 1, the perpendicular parking is in curtilage, utilising the space between the duplex unit stairs. Built-outs in the road are used where crossing points occur, or at certain locations as a means to slow traffic.

At these built-outs street trees are provided on both sides of the street.



Typical treatment for Side Street throughout outer areas of Adamstown.



Road 1 Plan

3 Compliance with the Adamstown Street Design Guide (cont'd)



Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)



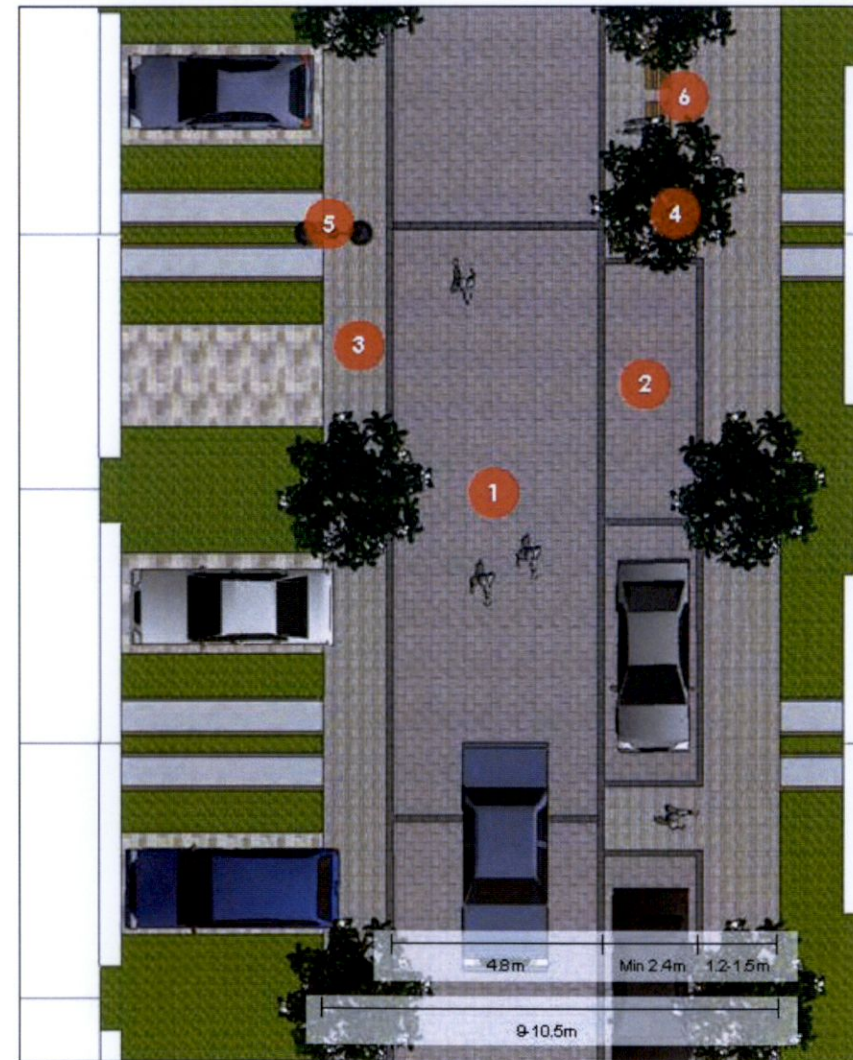
Keyplan

Road 1 - Homezone doesn't feature in the SDZ diagram, so as the main connection has been made out on to the Celbridge Link Road, this is now treated as a back Street Homezone.

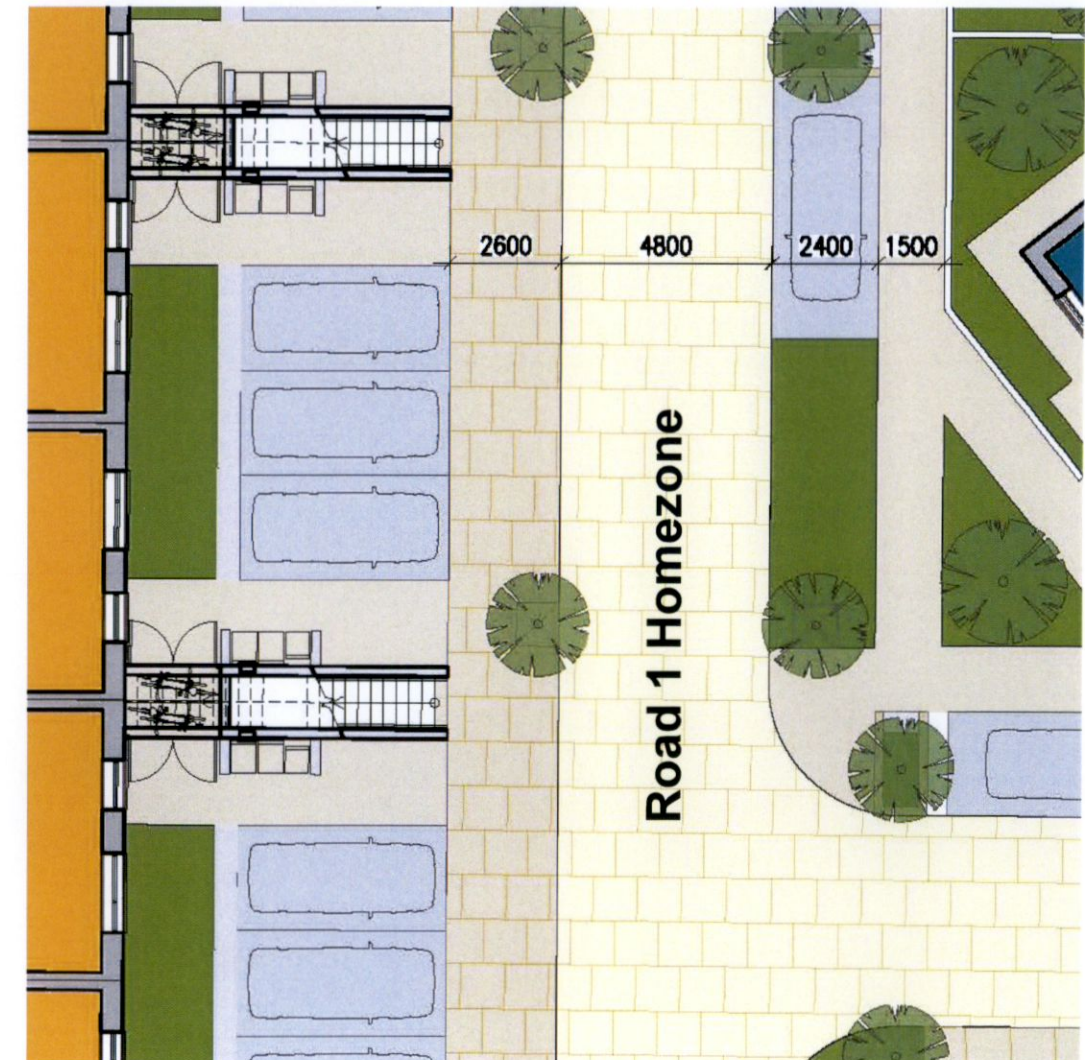
Road 1 - Homezone

Road 1 Homezone reflects the typical back street homezone arrangement with 4.8m wide road, parallel parking to one side and perpendicular parking to the other side.

Street trees are provided within the footpath zone on one side and between parallel parking spaces on the opposite side.



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



Road 1 - Homezone Plan

3 Compliance with the Adamstown Street Design Guide (cont'd)



In the SDZ diagram, streets crossing east to west, north of Adamstown Road are designated as Back Streets.

Road 3 is proposed as a Back Street Homezone.



Keyplan

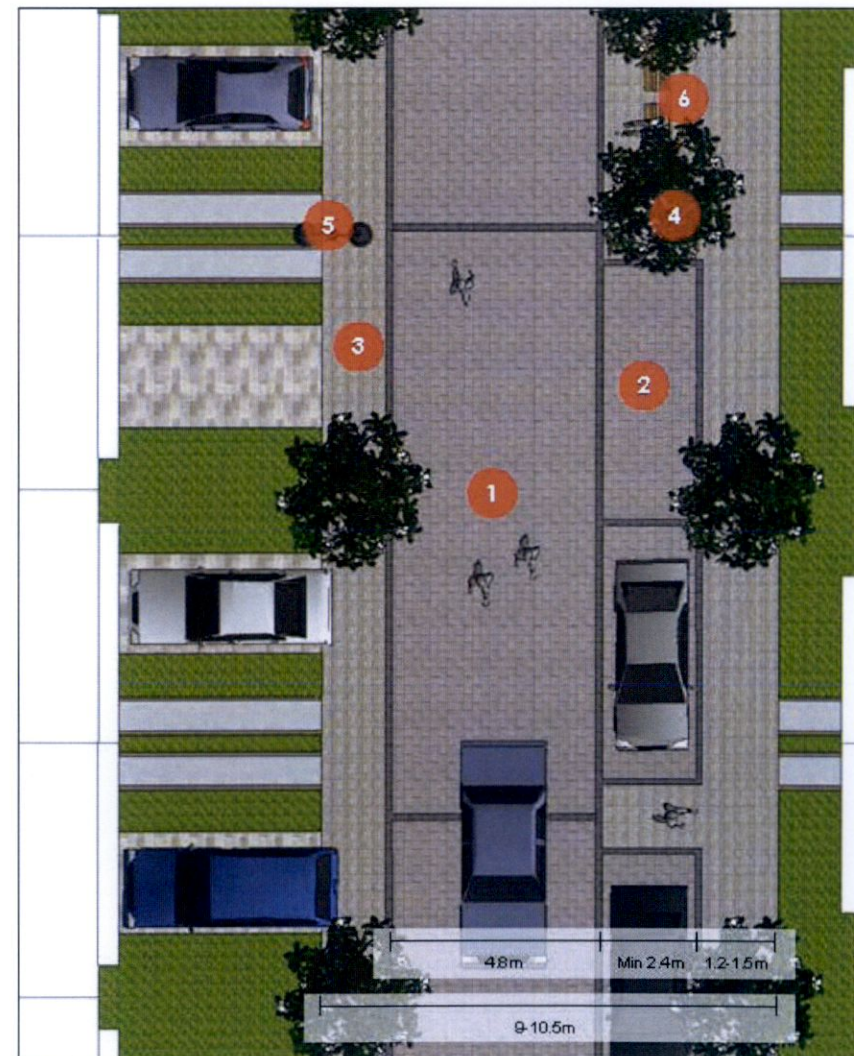
Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

Road 2

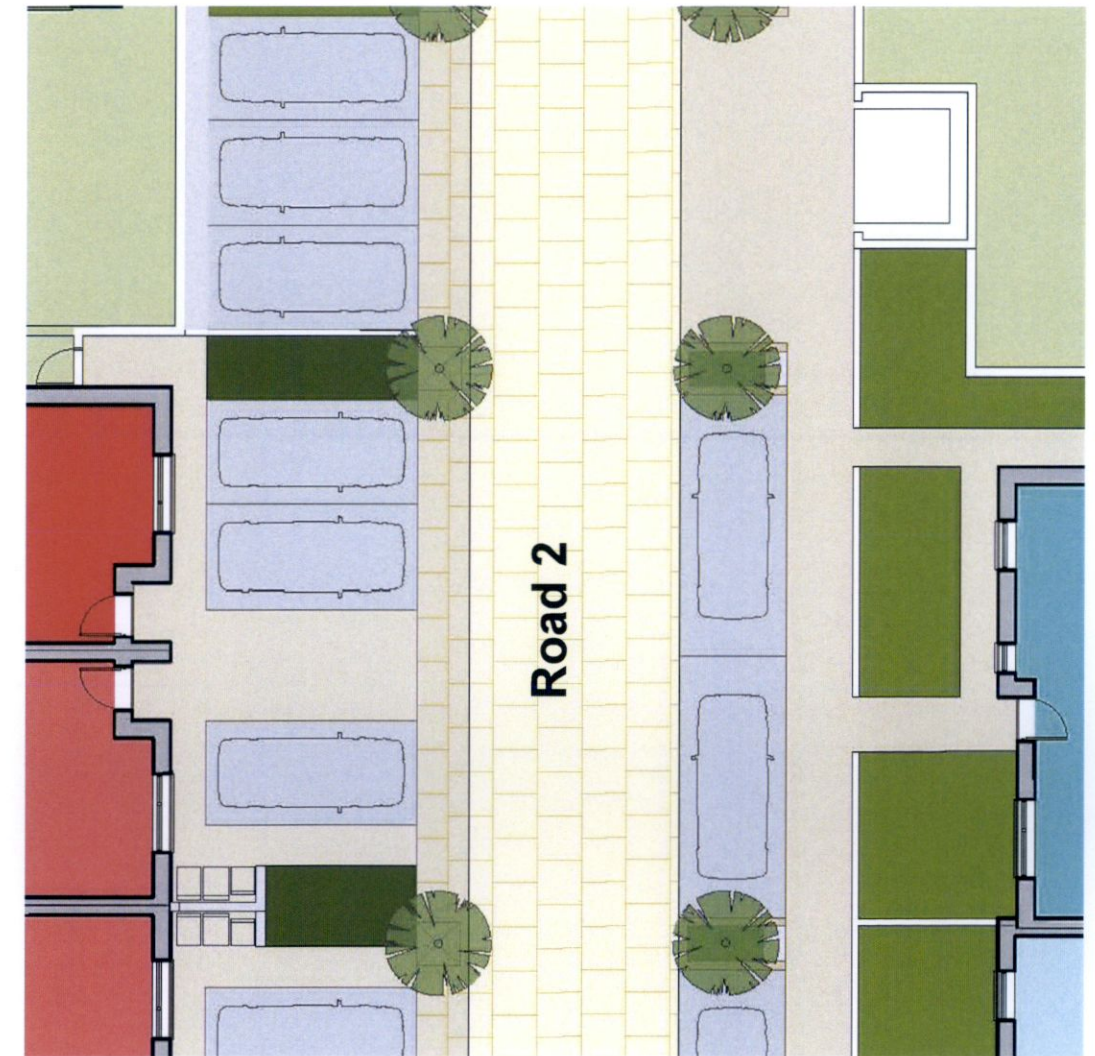
Road 2 reflects the typical back street homezone arrangement with 4.8m wide road, parallel parking to one side and perpendicular parking to the other side.

The perpendicular parking on the northern side is a mixture of in curtilage and out of curtilage parking.

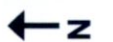
Street trees are provided within the footpath zone on one side and between parallel parking spaces on the opposite side.



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



Road 2 Plan



3 Compliance with the Adamstown Street Design Guide (cont'd)



Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

In the SDZ diagram, streets crossing east to west, north of Adamstown Road are designated as Back Streets.

Road 3 is proposed as a Back Street Homezone.



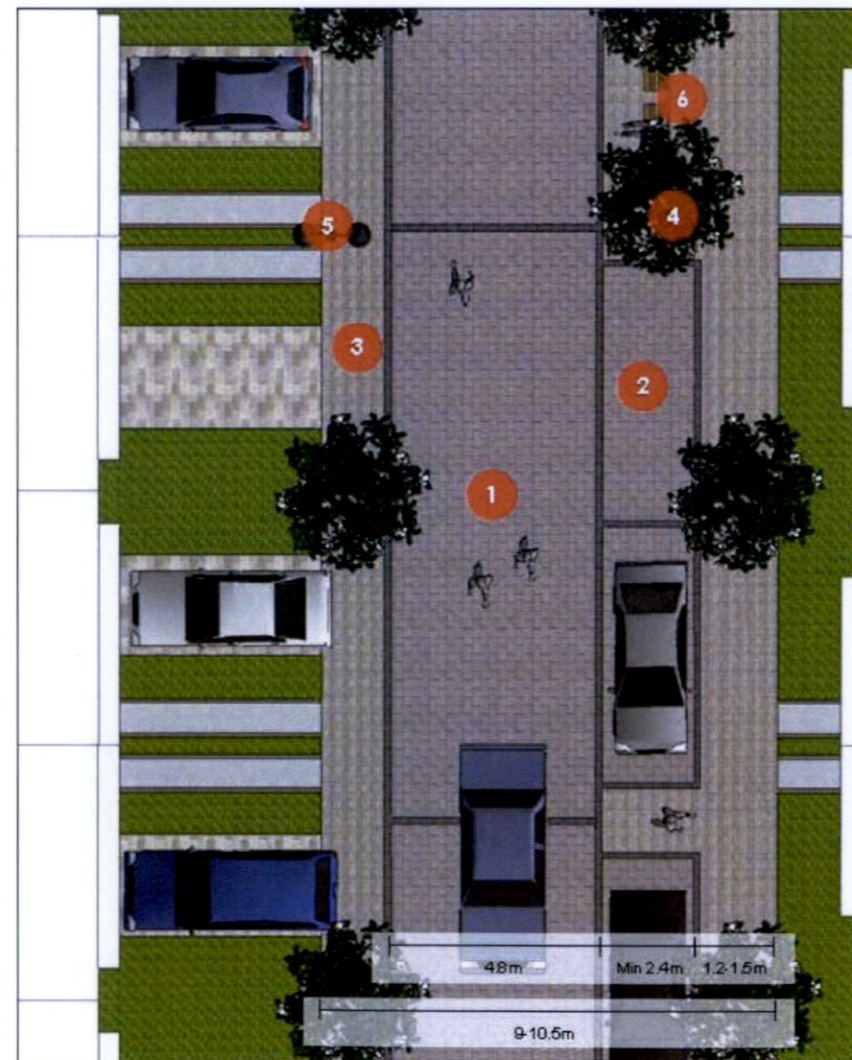
Keyplan

Road 3

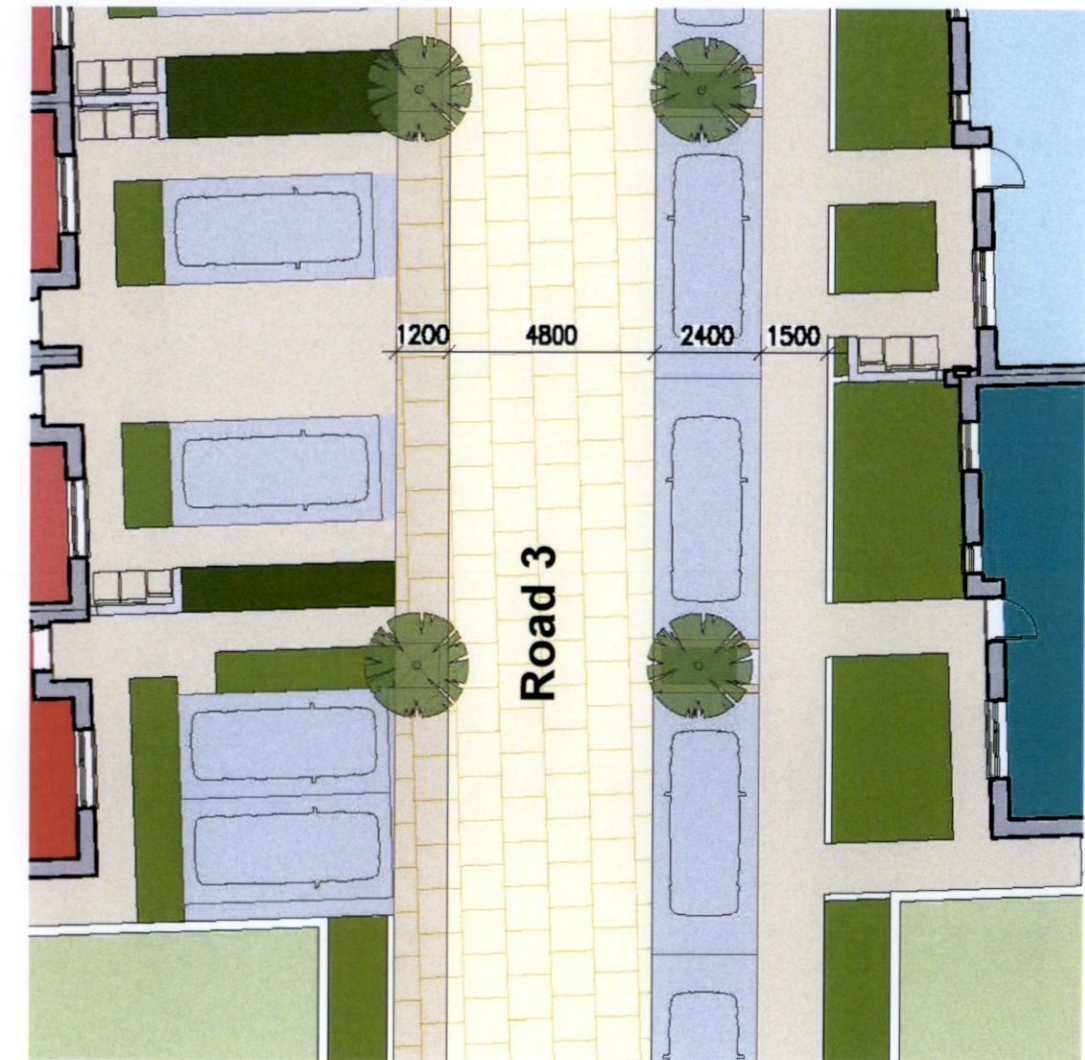
Road 3 reflects the typical back street homezone arrangement with 4.8m wide road, parallel parking to one side and perpendicular parking to the other side.

In the case of Road 3, the perpendicular parking is in curtilage.

Street trees are provided within the footpath zone on one side and between parallel parking spaces on the opposite side.



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



Road 3 Plan



3 Compliance with the Adamstown Street Design Guide (cont'd)



Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

In the SDZ diagram, one Side Street is shown connecting Adamstown Way to the north. The proposed layout shows 'Road 1, 4 & 6' as this Side Street connecting Adamstown Way, running north. As a connection through the hedgerow to the north is not possible, the side street is shown connecting out east on to the Celbridge Link Road.



Keyplan

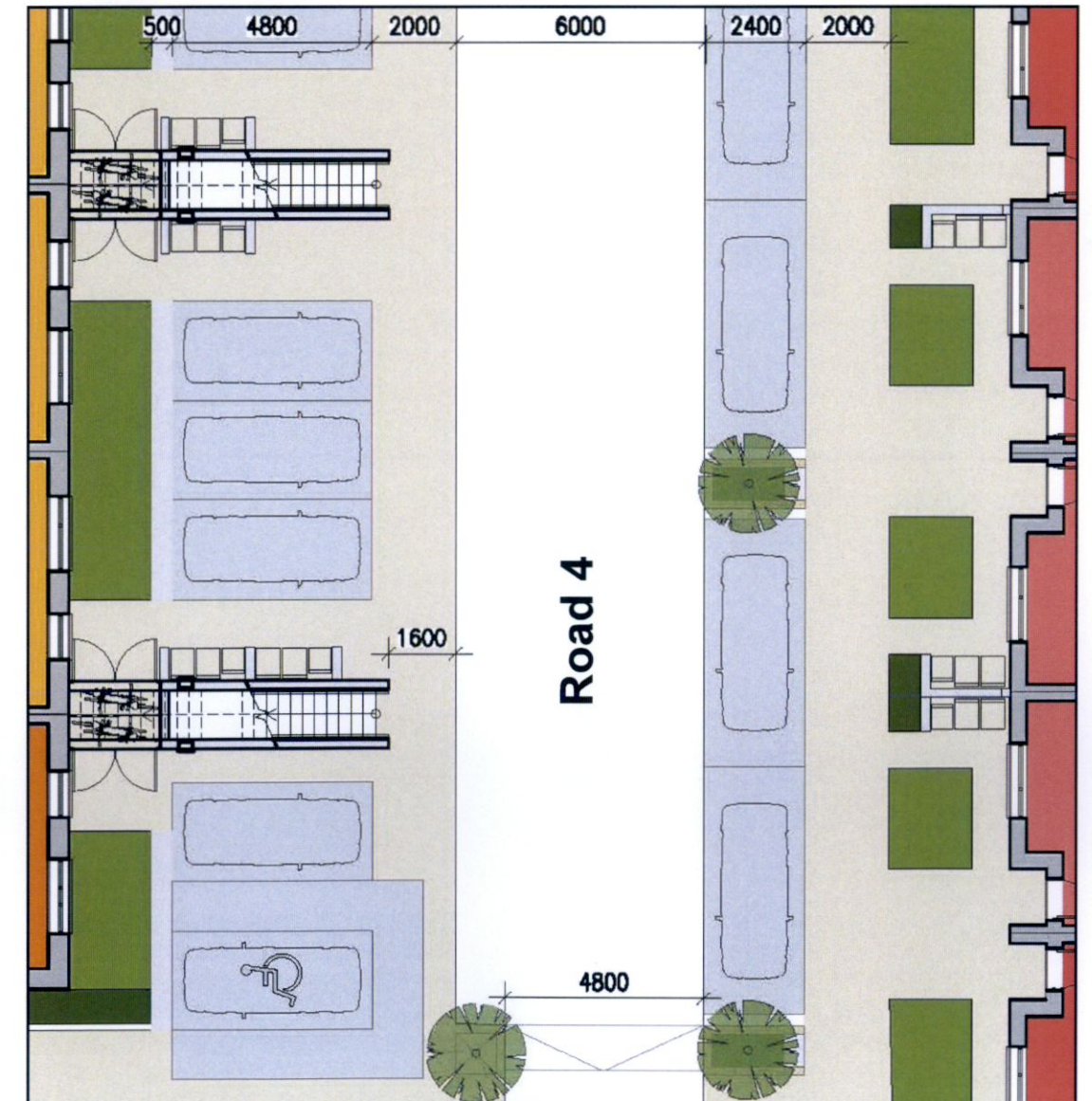
Road 4

Road 4 reflects the typical side street arrangement with 6m wide road reduced to 4.8m at built-outs, parallel parking to one side and perpendicular parking to the other side. In the case of Road 4, the perpendicular parking is in curtilage, utilising the space between the duplex unit stairs. Built-outs in the road are used where crossing points occur, or at certain locations as a means to slow traffic.

At these built-outs street trees are provided on both sides of the street.



Typical treatment for Side Street throughout outer areas of Adamstown.



Road 4 - Plan

3 Compliance with the Adamstown Street Design Guide (cont'd)



Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

In the SDZ diagram, Road 5 is shown as a back street.

Road 5 is proposed as a Back Street Homezone, north of Road 4.



Keyplan

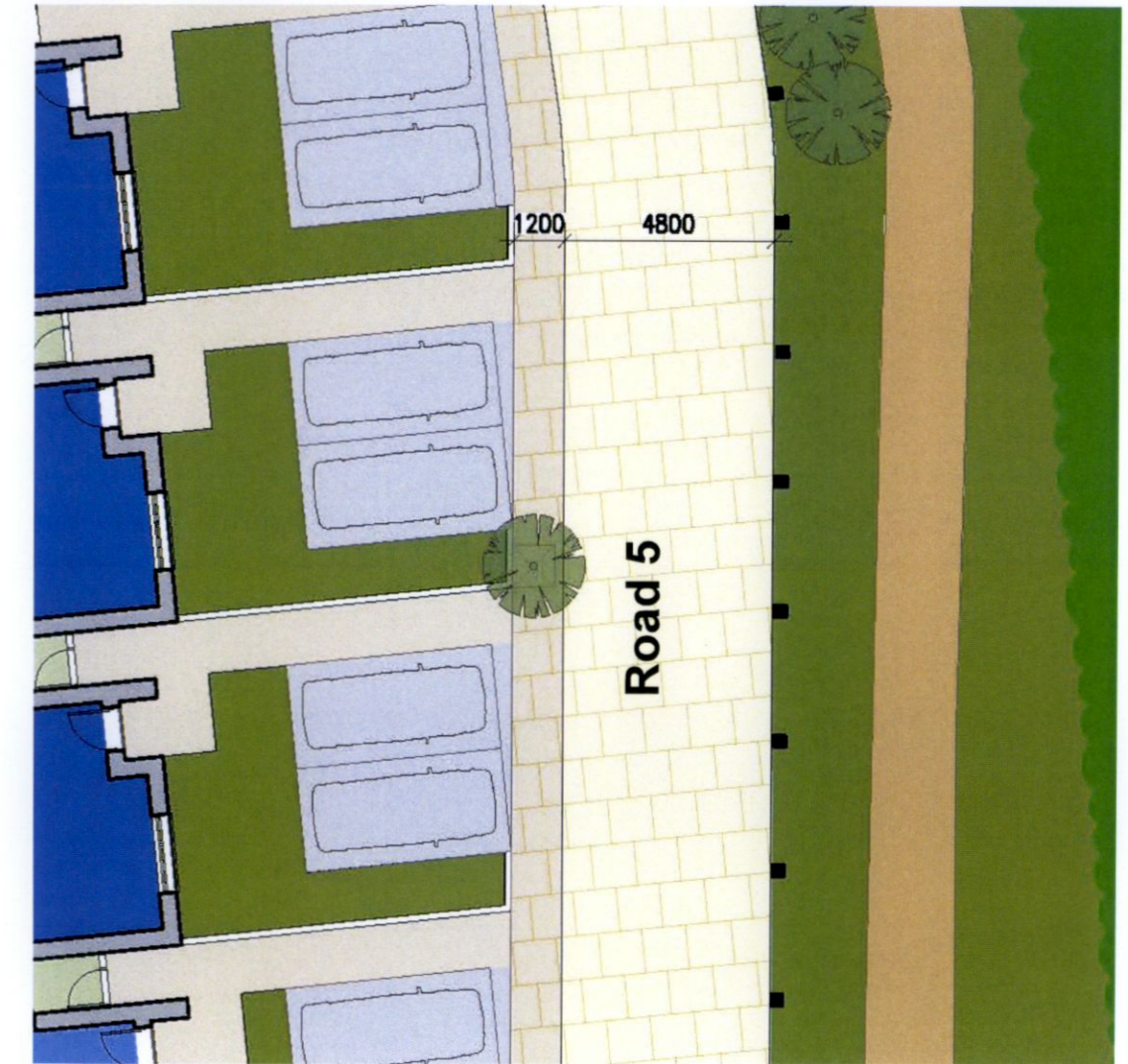
Road 5

Road 5 reflects the typical back street homezone arrangement with 4.8m wide road and perpendicular parking to one side, in this instance it is in curtilage. As Road 5 runs alongside the hedgerow, it differs from the typical diagram in the SDZ Planning Scheme. As a result this has been shown complying with the diagram on the east and for the roadway. However no parking/footpath is proposed along the western side adjacent to the hedgerow. Instead a path will be located within the green zone of the hedgerow buffer.

Street trees are provided within the footpath zone on one the eastern side in accordance with the ASDG diagram.



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



Road 5 Plan

3 Compliance with the Adamstown Street Design Guide (cont'd)



In the SDZ diagram, 'Road 6' is shown as a side street. As a connection through the hedgerow to the north is not possible for the Side Street, the proposed side street is shown instead connecting east on to the Celbridge Link Road, hence we have shown Road 6 as a Side Street.

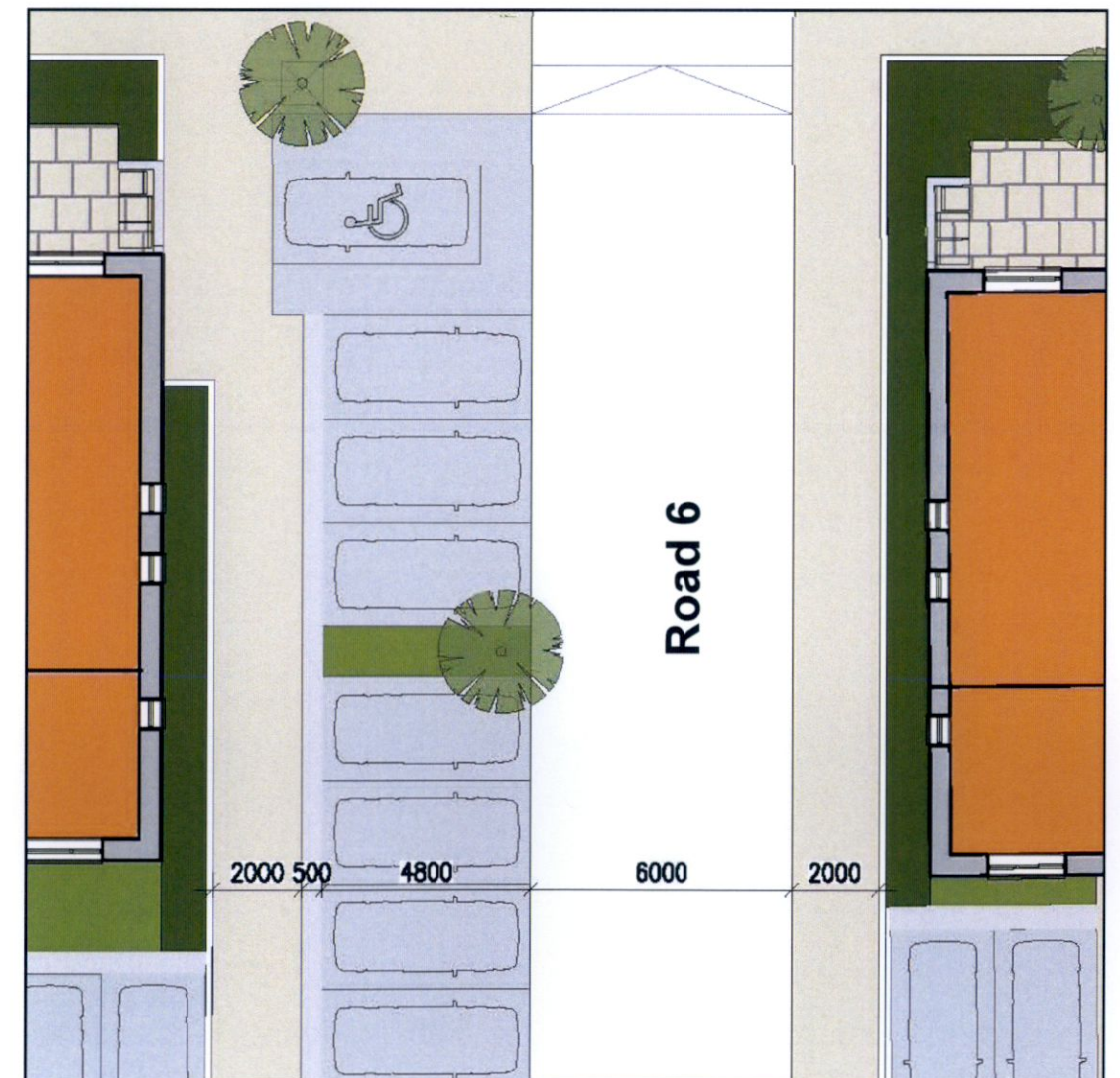


Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

Keyplan



Typical treatment for Side Street throughout outer areas of Adamstown.



Road 6 - Homezone Plan

3 Compliance with the Adamstown Street Design Guide (cont'd)



Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

In the SDZ diagram, Road 7 is shown as a back street.

Road 7 is proposed as a Back Street Homezone to the west and south of the Local Park.

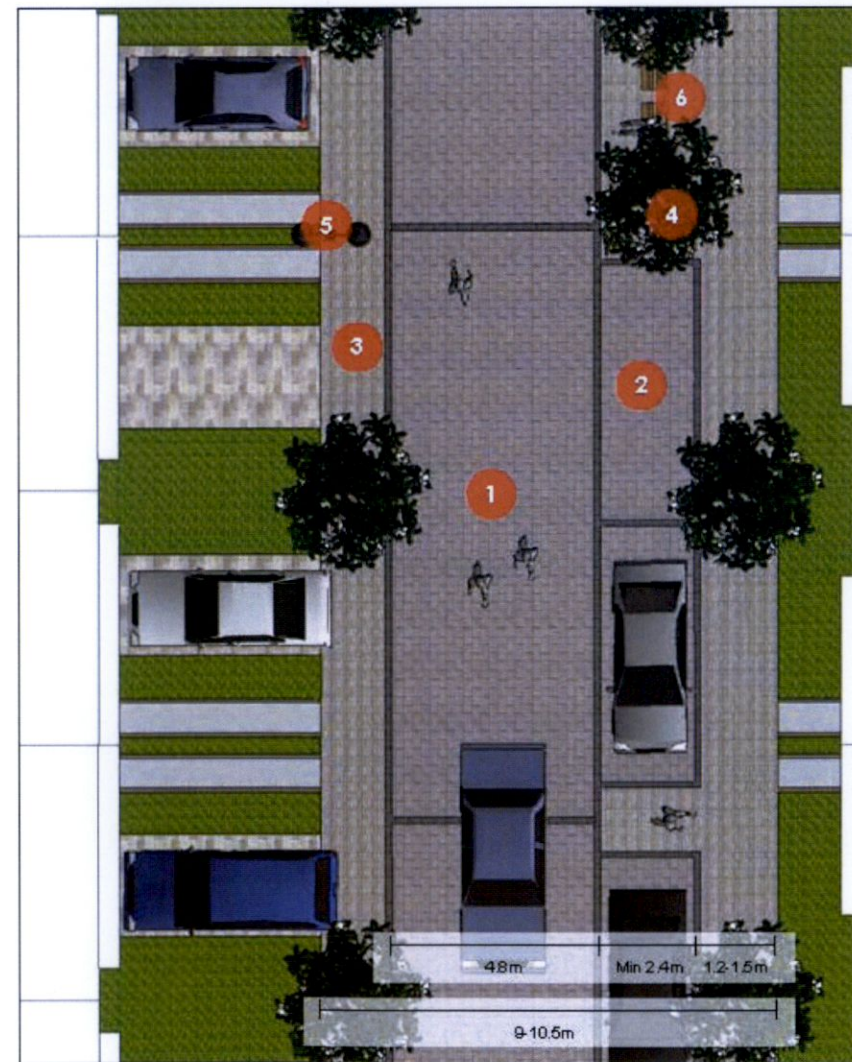


Keyplan

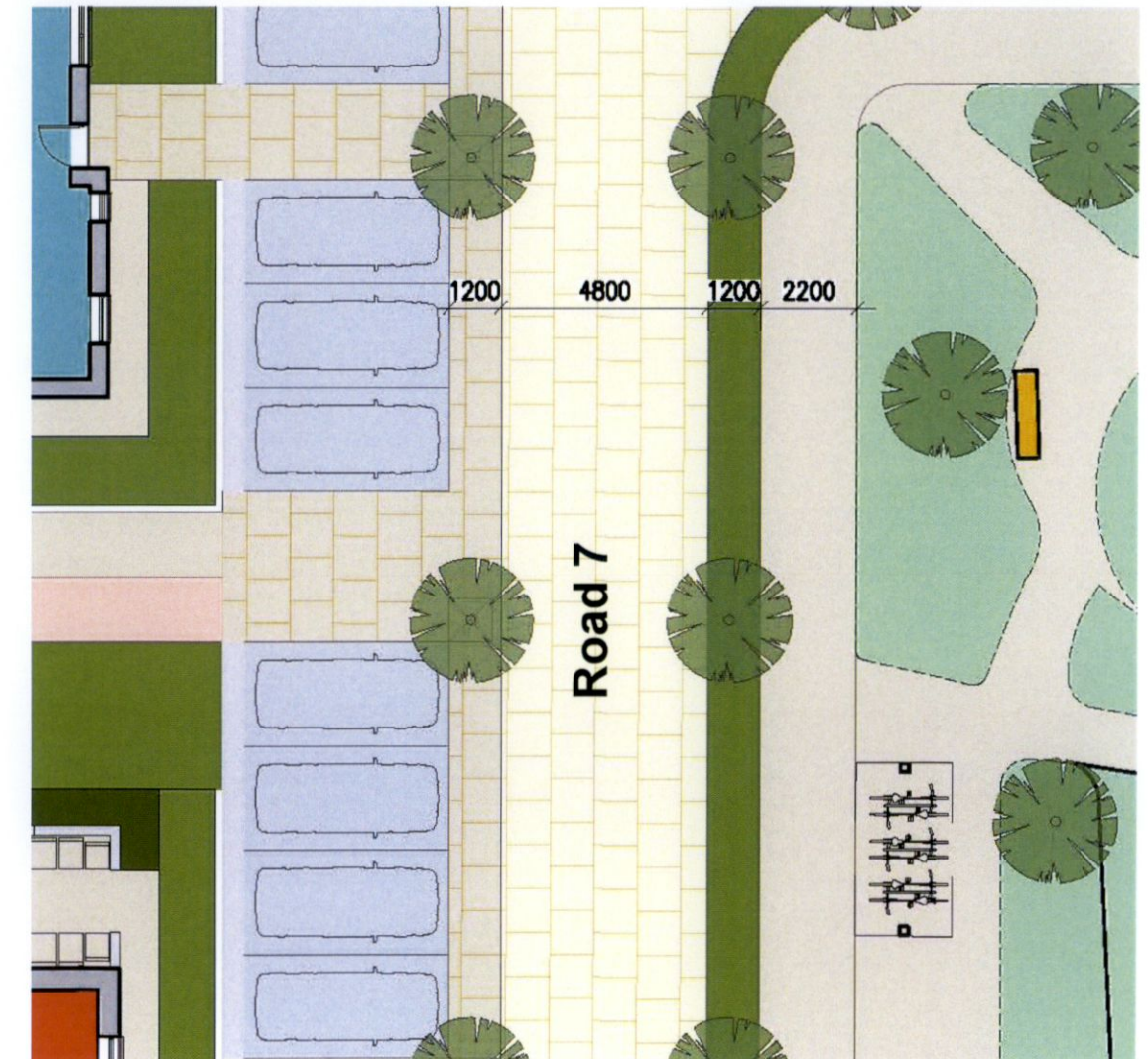
Road 7

Road 7, previously referred to as 'Homezone 1' reflects the typical back street homezone arrangement with 4.8m wide road and perpendicular parking to one side, in this instance it is in curtilage. The parallel parking on the opposite side was requested to be removed as part of the request for additional information (see item 3.d.).

Street trees are provided within the footpath zone on one the western and southern side in accordance with the ASDG diagram and also to the edge of the Local Park.



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



Road 7 Plan

3 Compliance with the Adamstown Street Design Guide (cont'd)



Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

In the SDZ diagram, Road 8 is shown as a back street.

Road 8 is proposed as a
Back Street - Homezone.

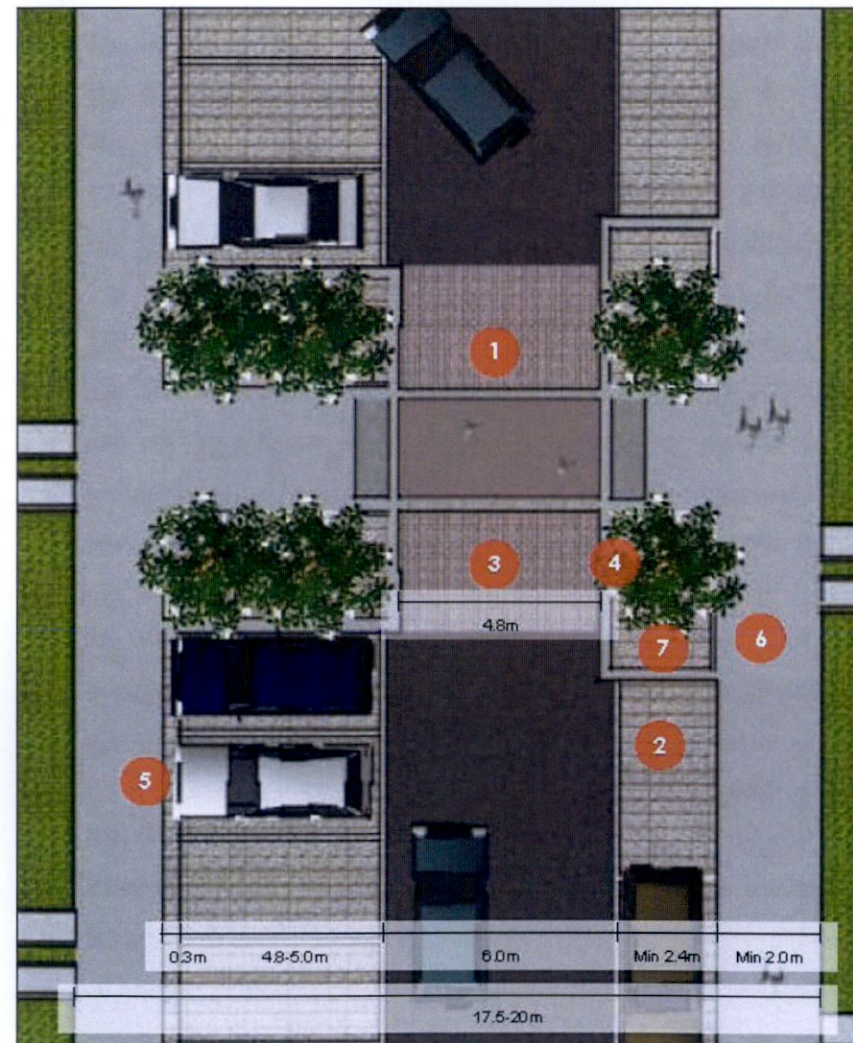


Keyplan

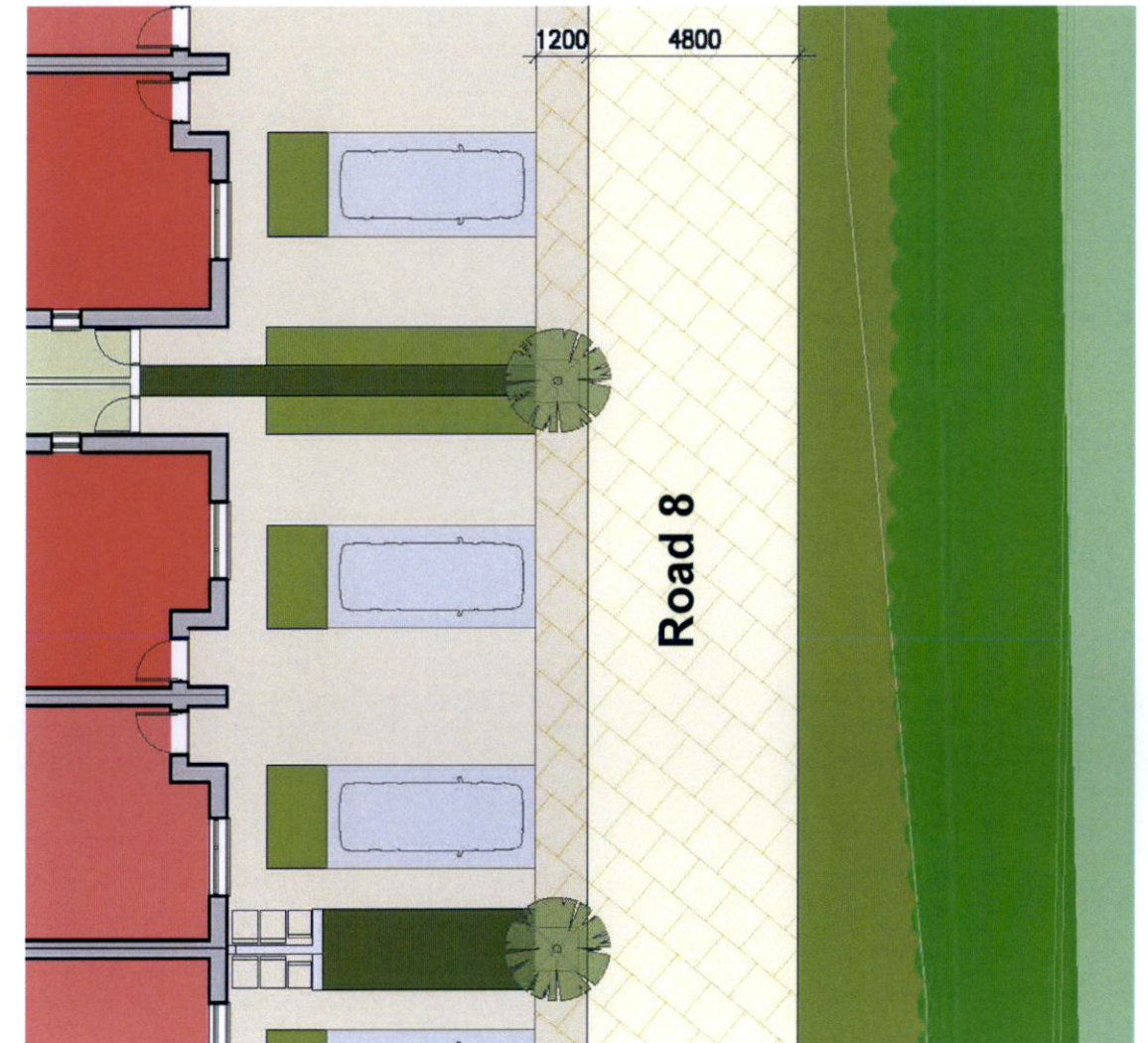
Road 8

Road 8 reflects the typical back street homezone arrangement with 4.8m wide road and perpendicular parking to one side, in this instance it is in curtilage. As Road 8 runs alongside the hedgerow, it differs from the typical diagram in the SDZ. As a result this has been shown complying with the diagram to the north-eastern side and for the roadway. However no parking/footpath is proposed along the south-western side adjacent to the hedgerow.

Street trees are provided within the footpath zone on one the eastern side in accordance with the ASDG diagram.



Typical treatment for Side Street throughout outer areas of Adamstown.



Road 8 - Homezone Plan



3 Compliance with the Adamstown Street Design Guide (cont'd)



Access and Movement -
Development Area 8 (Section
3 of Adamstown SDZ)

In the SDZ diagram, Road 9 is shown as a back street.

Road 9 is proposed as a
Back Street Homezone.

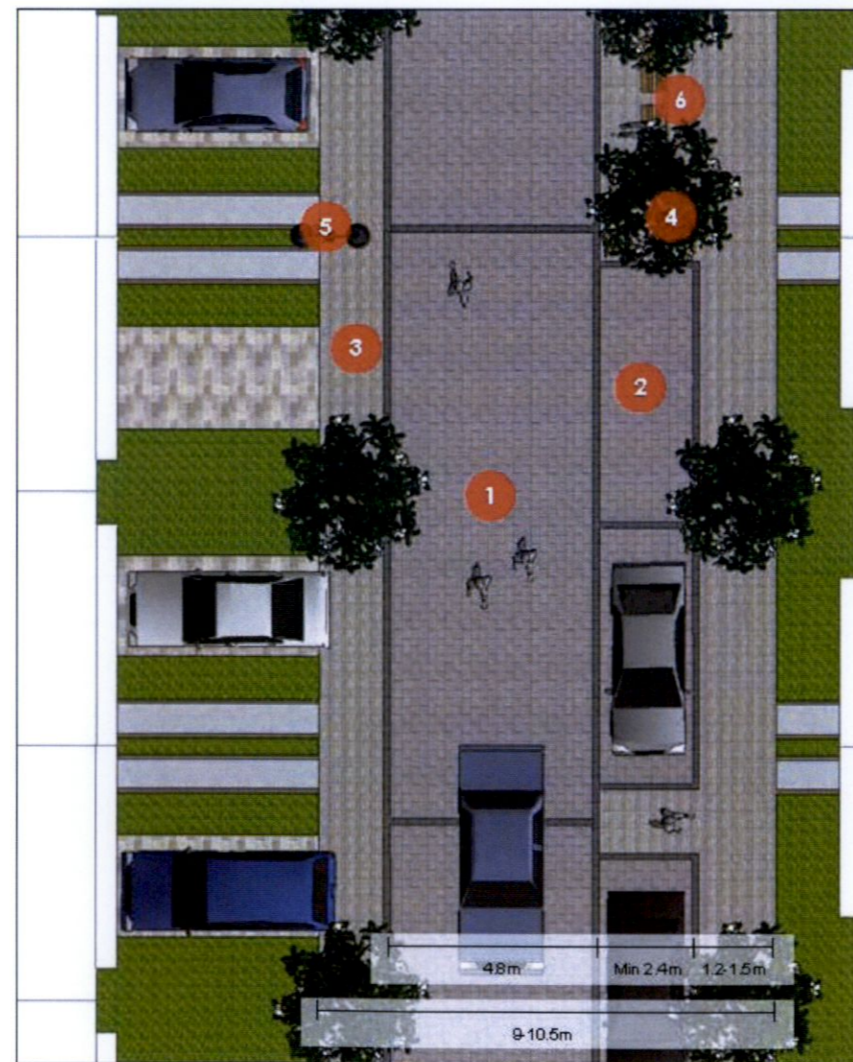


Keyplan

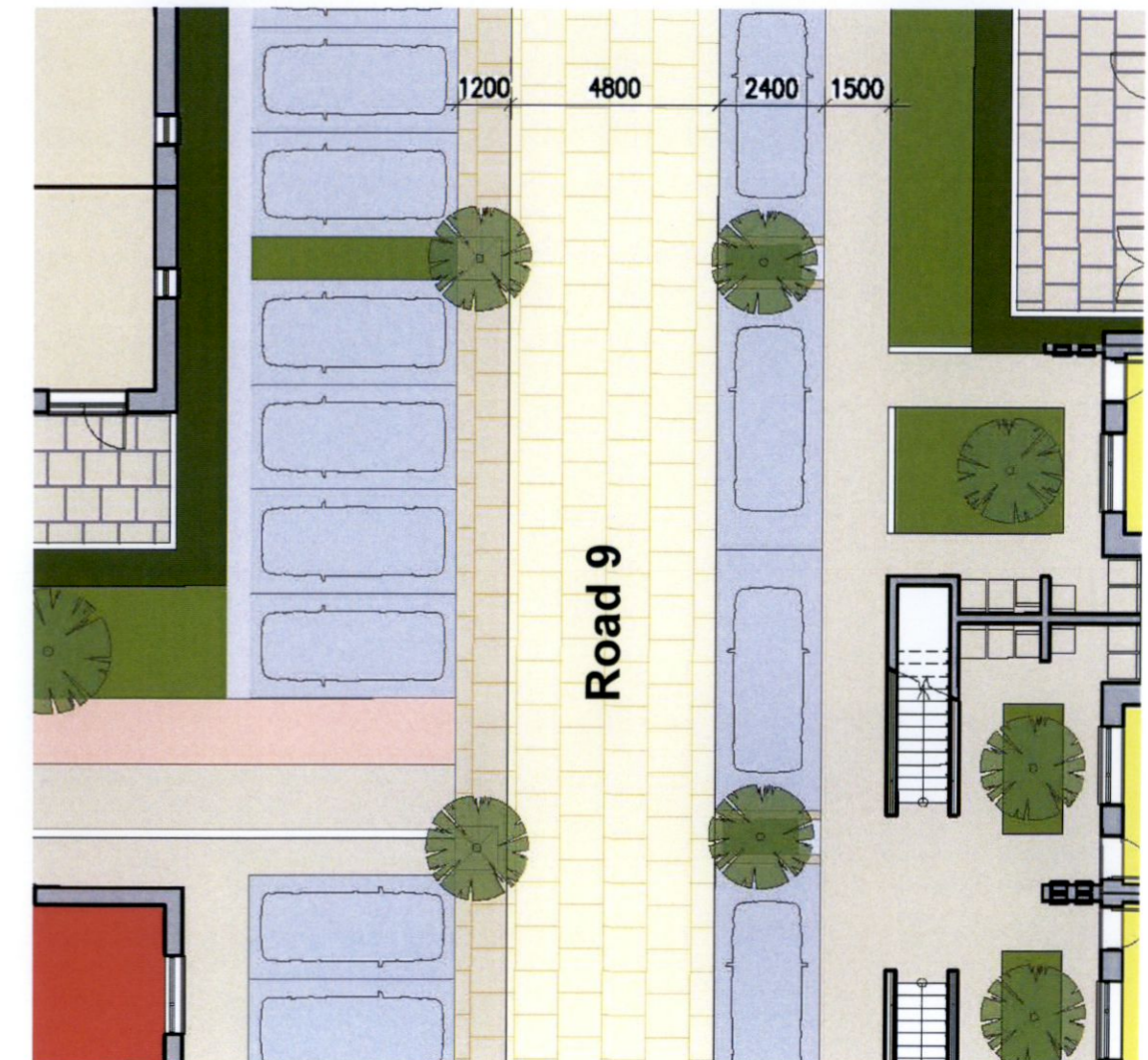
Road 9

Road 9, previously referred to as 'Homezone 1' reflects the typical back street homezone arrangement with 4.8m wide road and perpendicular parking to one side and parallel parking on the opposite side.

Street trees are provided within the footpath zone on one the northern side and between car spaces to the southern side.



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



Road 9 Plan



5.i Pedestrian & Cycle Link to Local Park

Requested AI:

5. 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 East side
- Pedestrian link (Links Road 3 to Celbridge Link Road).

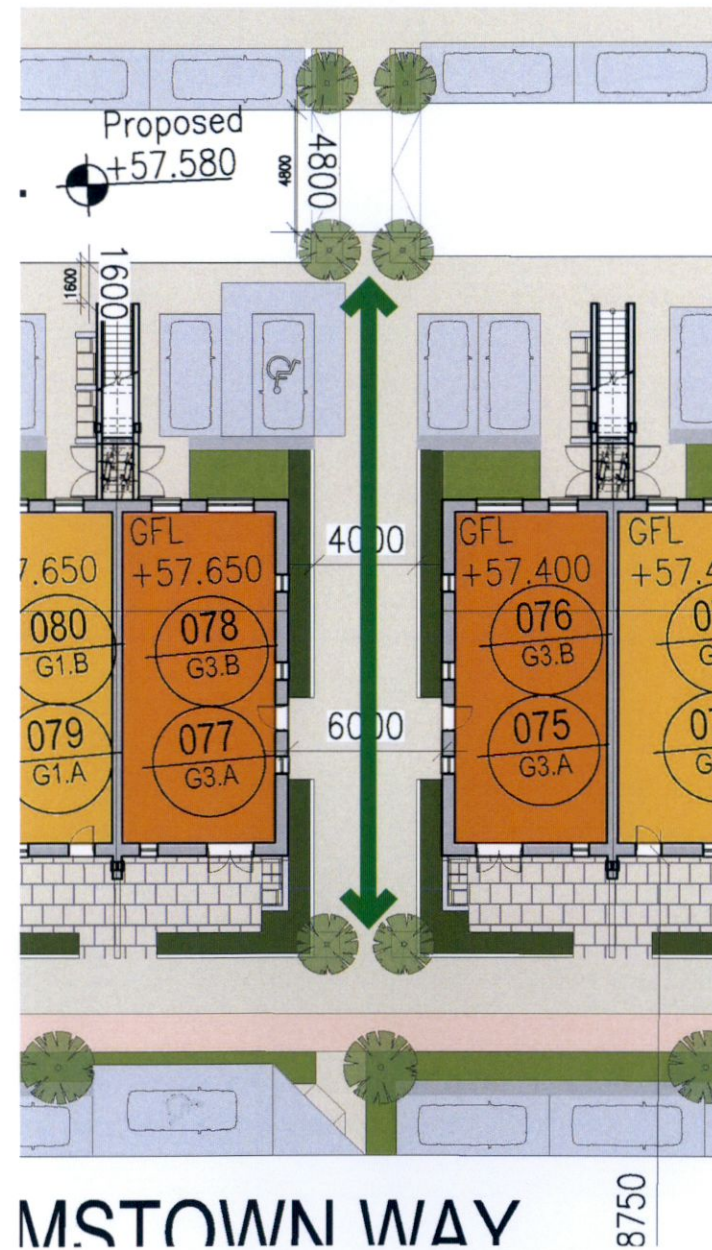
Response:

The streets have all been adjusted to provide street trees which can be taken in charge on both sides of the road.

The pedestrian routes, as noted do not contain any street trees between buildings so as to allow for ease of movements and also as the location of the pedestrian routes are key service routes through the blocks, which make it impossible to locate tree pits along these routes.

However, street trees have been located at either end of the pedestrian routes where possible along with green buffer zones.

This proposed approach was welcomed by SDCC during the meeting held on 14th February 2023 and its design is in consultation with other designers to ensure co-ordination with RSA, public lighting and services.



MSTOWN WAY 8750

Pedestrian link between Adamstown Way and Road 4.
Trees located to the ends of the pedestrian route along
with green buffers to the sides.



Site Plan

5.ii Frequency of Street Trees at Parking

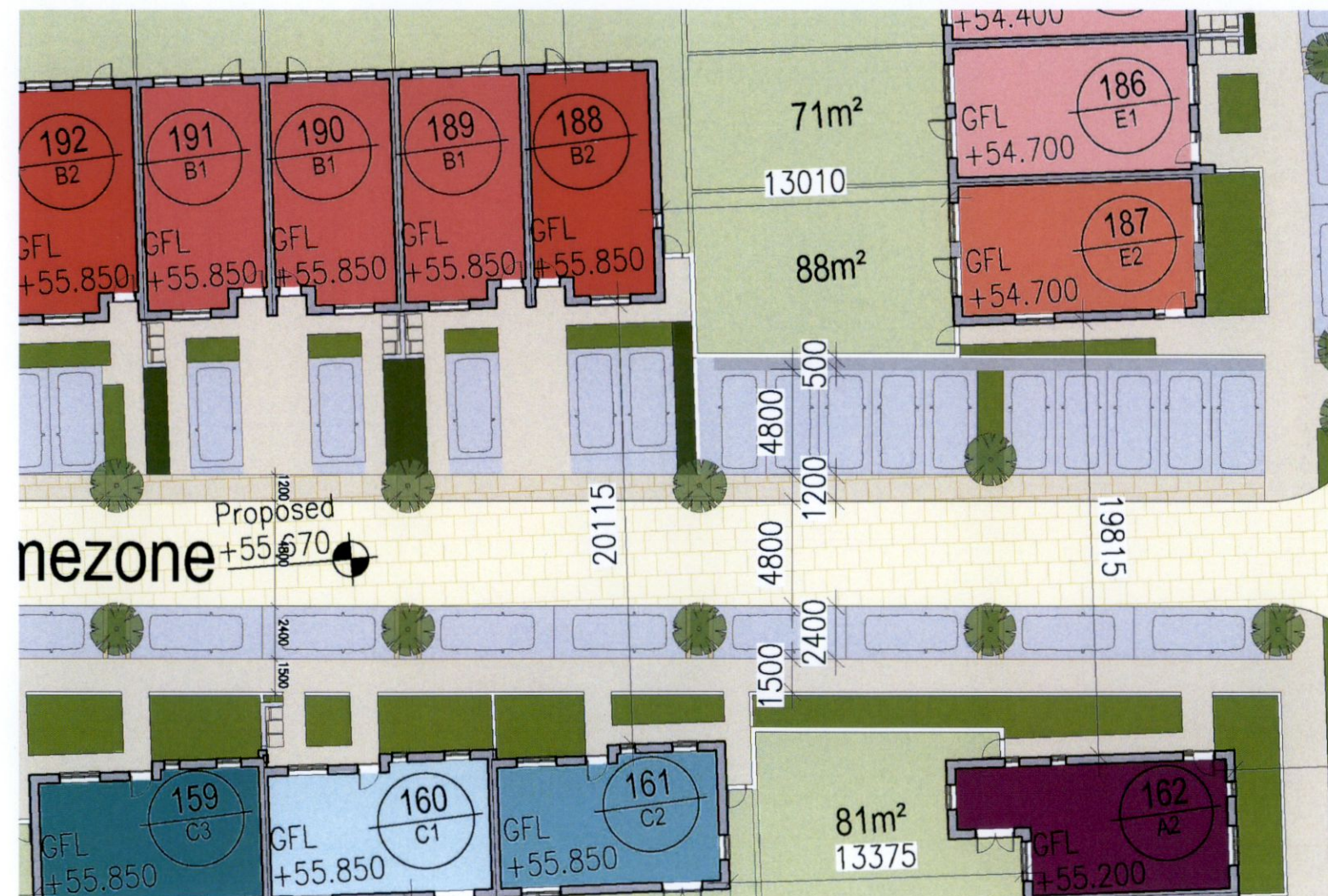
Requested AI:

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

Response:

Parallel car parking has been designed so that no more than two number car parking spaces are located between trees an perpendicular car parking has been designed so that no more than 5 perpendicular spaces occur between trees in accordance with the ASDS 2014, section 2.4.24.

Please see drawing number '6259A -P-003 Proposed Site Layout Plan' & 6259A -P-006-Parking Strategy RFI' for details.



Road 3 Plan - car parking / street tree locations