

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0014 **Application Date:** 26-Oct-2022
Submission Type: Additional **Registration Date:** 23-Mar-2023
Information

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 Tubermaclugg 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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

works above and below ground.

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 Tubberclugg 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;

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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)

Submissions/Observations/Representations

None received.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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**

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

A section of the East - West Avenue Road (referred to as Airlie Park Road) along the northern boundary of the site is included in the current application and 2 access points are proposed to this road; development is accessed from roads already approved or under construction. 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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

dock (c.322sq.m.); 2 natural play / neighbourhood play areas (NEAPs); 2 natural play / local play areas (LEAPs); an 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, cycle paths, 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**

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Relevant Enforcement History

None identified in APAS.

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*'.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

The NPF states:

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

The principle of Compact Growth NSO1 is underpinned by the SDZ Planning Scheme at a macro and micro level. At a macro level, the sustainable development of the area in accordance with the adopted SDZ Planning Scheme presents a transformative opportunity to meet the needs of the wider City and region by accommodating the region's population growth, centred on compact growth with proximity to employment, community facilities and high-quality public transport. The delivery of the SDZ reinforces the principles of the National Planning Framework by delivering smart and compact growth within the built-up envelope of the existing Greater 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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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

Additional National Policy Documents of Relevance

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

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

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

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).

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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

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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

2.6 (iii) *Historic Buildings and Landscape Features*

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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

- 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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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.

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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive’s Order

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.

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	<i>Proposed Development (phase 3) – 21,133.4sq.m, i.e., 16%-22% of max and min.</i> Phase 1 - 23,858.7m2 GFA	Current application in accordance with criteria.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

			Phase 2 – 24,346.8sq.m GFA Total provided in 3 phases is <i>69,338.9sq.m, i.e., 53%-71%</i>	
Min-max dwellings per hectare	52-65	52 - 70	<i>Proposed Development (phase 3) – 42.8dph (within +/- 20% variation)</i> Phase 1 - 42 dph (within +/- 20% variation) Phase 2 – 53.5dph	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. Applicant states that overall proposed density for the Aderrig area will be 52.4dph. This is discussed further below.
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	No change	<i>Proposed Development (phase 3) – 20 units (including 6 traveller units)</i>	In accordance with Planning Scheme criteria

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

	Housing Policy 1x Traveller Accommodation Facility		Phase 1 - 25 units are proposed for Part V. Phase 2 – 23 units are proposed for Part V.	
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
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) (adjoining <u>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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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>) not relevant to current scheme	<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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Urban Design Manual – A Best Practice Guide 2009

Urban Design Criteria	Assessment
1. <i>Context: How does the development respond to its surroundings?</i>	There is adequate massing to Celbridge 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.
2. <i>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.
3. <i>Inclusivity: How easily can people use and access the development?</i>	High quality road, rail, cycle and bus network provided across over SDZ area.
4. <i>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.
5. <i>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.
6. <i>Distinctiveness: How do the proposals create a sense of place?</i>	Good quality urban design:
7. <i>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.
8. <i>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.
9. <i>Adaptability: How will the buildings cope with change?</i>	Internal layouts can be easily adapted in the future.
10. <i>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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Urban Design Criteria	Assessment
11. Parking: How will the parking be secure and attractive?	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. Detailed design: How well thought through is the building and landscape design?	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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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)

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%.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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

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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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

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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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 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.

ESB

The location and design of the substations are considered acceptable.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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 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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Roads, Access and Parking Provision

Comments have been received from the NTA. These 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.

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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Figure 4: Perpendicular parking on Street 2

Celbridge Link Road

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”.

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.*

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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.

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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive’s Order

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.

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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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.

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.*

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

- *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 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.

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 the 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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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 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 retain 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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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.

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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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.

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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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.

Recommendation

Request additional information.

Additional information requested:

Additional information received:

Consultations:

IAA: No report received at time of writing.

Parks:

NTA:

Irish Water:

EHO:

Roads:

Water Services:

Heritage Officer: No report received at time of writing.

Irish Water:

TII: no observations.

Assessment:

Item 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)

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive’s Order

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.

Applicant’s response:

a. the density of Phase 4 will exceed the +/-20% density range facilitated by the Planning Scheme

Phases 1 and 4 are located on the same parcel of Net Development Area per the Planning Scheme (Figure 1.2) and could be considered an individual development site” with their combined density of 74.7 uph falling within the +/- 20% range of 41.6—84 uph allowed by the Planning Scheme.

Phase – Parent Reg. Ref.	Net Dev. Area (Ha)	Yield	Density
1 – SDZ20A/0017	5.56	235	42.3
2 – SDZ21A/0014	4.24	227	53.5
3 – This Planning Application (RFI-Stage)	4.84	207	42.8
4 – Current Proposal (PPC-Stage)	2.1	337	160.5
Actual Net Dev. Area	16.74	1,006	60.1
Planning Scheme Net Dev. Area	17.8	1,006	56.5
Phases 1 & 4 Combined	7.66	572	74.7

Table 2.1: Net Development Area and residential yield and densities at Aderrig

Proposed unit mix for phase 4 includes 12%studio and 38% 1bed.



b.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order



We note that whilst the Planning Scheme states that the Aderrig Development Area has an area of 17.8 Ha, the reality of the prospect of development thereat is limited in some locations. For the Aderrig Phase 3 development (subject of this Planning Application and RFI Response) in particular, the portions of the site where Adamstown Way cuts through it (which was designed, permitted and constructed to the specification of an 'Avenue') and that are identified for open space and the primary school (to the north-east of the Celbridge Link Road) do not have the potential to support the active realisation of residential units and to contribute to the overall yield and densification of the Development Area. Consequently, these areas —which total approximately 1.06 Ha — are the difference between the Planning Scheme's Net Development Area of 17.8 Ha and the Actual Net Development Area of 16.74 Ha and have been omitted from defining the Net Development Area. It was considered reasonable to omit these areas on the basis that the Planning Scheme clearly identifies them for the specific uses of road infrastructure, open space and education. Therefore, they cannot contribute to the residential delivery and would act to artificially deflate density.

Assessment:

- a. for the purposes of indicating the required density is achievable, the information provided on Phase 4 is acceptable. A full assessment will be undertaken when an application for Phase 4 is submitted.

- b. it is noted that certain areas were excluded from net development area and the rationale for this is acceptable.

The submitted information is acceptable.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Item 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, 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.

Applicant's response:

*a. BKD Architects have revised the relevant residential units to provide adequate storage spaces to comply with *Quality Housing for Sustainable Communities (2007)* and *Sustainable Urban Housing: Design Standards for New Apartments — Guidelines for Planning Authorities (2022)*. These storage areas are clearly identified on the various unit drawings (Type F1.B, Type F2.B,*

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Type F3B, Type G1.B, Type G2.B, Type 3.B, Type H2 and Type J1.B2/B and the Housing Quality Assessment prepared

b. As indicated in BKD Architects' Request for Further Information Response Document and updated A2, E2 and K1 (now called K3) unit type drawings, design tweaks and clarifications have been made to the units and their siting within the site to enhance their associated passive surveillance of the public realm.

For Unit A2:

- A new window is proposed in the ground floor elevation.*
- The previous external utility room door has been replaced by a window.*
- The rear and side 2000mm block walls have been shifted toward the rear.*

For Unit E2:

• We understand that E2 may have read as having the side window from the kitchen/dining area facing into the private amenity area, although this does actually look out onto a narrow landscape strip with just a 900mm high railing/fence. Therefore, visibility is not prevented. For Unit K1 (Now K3)

- A new window has been added to the side elevation at ground floor level from within the kitchen/dining area.*
- The existing window by the stairs has been enlarged slightly.*
- The side 2000mm block wall has been shifted to the rear so as to give the existing and newly proposed windows direct passive surveillance of the public realm.*

c. The proposal for the block configuration in the north west corner of the Site Plan has been amended to address the request of the Council. In relation to this, please refer to Site Layout Plan, Site Block Plan Sheet 1 of2 and Site Block Plan Sheet 2 of2 prepared by BKD Architects in the first instance (Drawing Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011). A side-by-side of the layouts in this part of the site as proposed in the original Planning Application and as now proposed in this RFI Response is provided in Figure 24 below, The revised layout achieves several things to address the concerns of the Council in this RFI Item: • Increases the number of residential units facing the hedgerow, thereby enhancing the purpose of the inclusion of these units and space, as well as passive surveillance and activation. • The indented roads bring the car parking closer to the residential units. • The setback from the hedgerow is protected to ensure its integrity. • the design of the 3 No. units facing the hedgerow and of the corner units (Nos. 193 and 197) includes fenestration on multiple elevations so as to maximise passive surveillance.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order



d. as demonstrated on the Site Layout Plan, Site Block Plan Sheet 1 of 2 and Site Block Plan Sheet 2 of 2 drawings (Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-030) and Street Sections (No. 6259A-P-030), the site and road layout and designs have been revised to conform with the Adamstown Street Design Guide. The revisions to these homezones are complemented by changes to the road design and the hierarchy throughout the development and supported by additional street planting (refer to DOT drawings and Section 2.5 below). These revisions were presented to the Council during a meeting on 14th March 2023 and understood to be generally acceptable in principle.

e. Parking removed. This allows for an increase in the park's area and functionality (0.78 Ha to 0.87 Ha), greater integration of the local park with the homezone and clearer lines of sight for pedestrian movements and passive surveillance.

f. The primary approach to the provision of communal amenity space was for all duplex units to have their private amenity space and their communal amenity space requirements provided in single, enlarged private amenity space areas (please refer to the Housing Quality Assessment). This same approach was proposed and permitted as part of the Aderrig Phase 2 Planning Application (Reg. Ref. SDZ21A/0014). It allows for access to larger and more functionally practical private amenity spaces and allows for greater integration with the wider residential area, as duplex residents are more likely to use the main public open space areas and house residents are not prevented from using the communal amenity space. For details, we direct the reader to BKD Architects' Request for Further information Response Document and Site Layout Plan, Site Block Plan Sheet 1 of 2 and Site Block Plan Sheet 2 of 2 drawings (Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011). However, notwithstanding the provision of the larger private amenity spaces in lieu of the formalised communal amenity spaces, there are 3 No. locations where additional open space for the enjoyment of duplex residents is proposed. These areas do not contribute to meeting the quantitative requirement for communal amenity space, but will play roles: for recreation/relaxation, enhancing separation distances / buffers, as planting and SuDS and in the creation of defensible space. The units that will benefit from the additional open spaces are Nos. 93—108, 115—125 and 127— 138.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Assessment:

a. In accordance with Section 3.31 of the apartment guidelines "*Storage should be additional to kitchen presses and bedroom furniture but may be partly provided in these rooms*".

F1: indicates storage in single bedroom (1.2sq.m) and kitchen (1.1sq.m), however, no separate storage is indicated. All other storage areas are independent of living spaces.

F2: area of storage (1.2sq.m) in single bedroom indicated. 7.1sq.m floor area requirement would still be met but minimum width of 2.1m would not. 1.3sq.m indicated in kitchen / dining and combined K/L/D would be 34sq.m (excl. storage), which meets the 34sq.m requirement. All other storage areas are independent of living spaces.

F3: area of storage (1.2sq.m) in single bedroom indicated. 7.1sq.m floor area requirement would still be met but minimum width of 2.1m would not. 2sq.m indicated in kitchen / dining and combined K/L/D would be 34sq.m (excl. storage), which meets the 34sq.m requirement. All other storage areas are independent of living spaces.

G1.B: 2.2sq.m indicated in master bedroom – area appears to partially obstruct the doorway. All other storage areas are independent of living spaces.

G2.B: 2.1sq.m indicated in master bedroom – area appears to partially obstruct the doorway. All other storage areas are independent of living spaces.

G3.B: 2.1sq.m indicated in master bedroom – area appears to partially obstruct the doorway. All other storage areas are independent of living spaces.

H2: 3sq.m provided in living room. Aggregate K/L/D would be 33.7 (excl. storage), marginally below 34sq.m requirement, which is considered acceptable. All other storage areas are independent of living spaces.

J1.B: 1.4sq.m provided in bedroom 1. Minimum floor areas and widths still met. All other storage areas are independent of living spaces.

J2.B: 2sq.m provided in bedroom 1. Minimum floor areas and widths still met. All other storage areas are independent of living spaces.

There are still some concerns regarding storage, as set out above. Given the overall floor areas of the apartments are in excess of the minimum requirements, it is considered that it is possible to accommodate the required storage requirements within the dwelling types. A condition is recommended seeking revised floorplans in the event of grant.

b. A2 – Alterations are welcome; however, further changes would be beneficial in terms of urban design and passive surveillance; E2 – changes are acceptable. K1 (now K3) - Alterations are welcome, however, further changes would be beneficial in terms of urban design and passive surveillance. Condition recommended in the event of grant to secure further changes.

c. The Roads Dept. considers the proposed new road layout in the North-West corner of the site to be preferable in terms of car parking proximity.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

The lack of a sufficient turning area in Road 5 Homezone would require Emergency and Waste Collection Vehicles to reverse into or out of the cul de sac. However, the low housing density in that area would mean any risk to pedestrian safety would be minimal.

Roads Dept. is satisfied with the revised road layout.

The proposed amendment is acceptable.

d. Roads Dept. is satisfied with the revised road designs. The proposed amendment is acceptable.

e. The proposed amendment is acceptable.

f. The proposed community amenity space is acceptable.

Item 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 scheme.
- 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.
- f) The applicant shall submit a revised Stage 1 Road Safety Audit.
- g) 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.

Applicant's response:

a. This request has been incorporated into the revised site layout —there are now no instances of opposing perpendicular car parking in the proposed development. The Council are principally directed to BKD Architects' Site Layout Plan, Site Block Plan Sheet a of and Site Block Plan Sheet 2 of 2 drawings (Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011), Waterman Moylan's Proposed General Arrangement drawing (No. T100) and DOT's the 3 No. Landscape Plans (Nos. LP-01-FI, LP-02-FI and LP-03-FI), all submitted as part of the RFI Response. As is

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

evident on BKD's site plan drawings, a minimum of 6m is achieved to the rear of perpendicular parking spaces.

b. The Council are referred to BKD Architects' Site Block Plan Sheet 1 of 2 and Site Block Plan Sheet 2 of 2 drawings (Nos. 6259A-P-010 and 6259A-P-011) which have been prepared at a scale of 1:200 and Street Sections (No. 6259A-P-030) which has been prepared at a scale of 1:100. These are supplemented by commentary provided in BKD's Request for Further Information Response Document. These drawings are included as part of the RFI Response pack and demonstrate the revisions made to the road design and hierarchy of the proposed development. As required by this Item, the road designs now comply with the principles of the Planning Scheme and the Adamstown Street Design Guide, specifically in relation to Back Streets and Side Streets.

c. in response to this Item, the Council is directed to the response document prepared by Waterman Moylan. Even using a conservative methodology, it concludes the following:

"The modelling results indicate that the junction will operate within the capacity for the opening year 2026 during both AM and PM peak hours, with a maximum RFC of 0.8 on Arm A." Therefore, the inclusion of the single northbound junction at Adamstown Way is adequate to meet expected vehicular movements and to prevent significant queuing from occurring.

d. this amendment to the site plan has been enacted by the Design Team and the Council are principally directed to BKD Architects' Site Layout Plan, Site Block Plan Sheet a of and Site Block Plan Sheet 2 of 2 drawings (Nos. 6259A-P-003, 6259A-P-010 and 6259A-P-011), Waterman Moylan's Proposed General Arrangement drawing (No. T100) and DOT's the 3 No. Landscape Plans (Nos. LP-01-FI, LP-02-FI and LP-03-FI), all submitted as part of the RFI Response.

This pedestrian and cycle link will improve the permeability of the proposed development and activate the rear/western side of the duplex units thereat. Ample passive surveillance from these units will inhibit anti-social behaviour and improve safety, whilst buffer planting will provide screening and planting and separation of the public and private realms.

e. In addition to the signalised crossings at the junction of Adamstown Way and Celbridge Link Road (permitted under Reg. Ref. SDZ17A/0003), a new toucan crossing is proposed on the Celbridge Link Road, just north of its junction with Airlie Park Road West. The details of the junction were agreed between Waterman Moylan, the NTA and SDCC and are provided on Waterman Moylan's Proposed Toucan Crossing & Bus Stop drawing (No. T111).

This new crossing will connect the 2 No. parts of the Phase 3 Planning Application area, linking the main residential part of the site with the open space area and future Primary School site to the north-east.

It will also benefit the Tubber Lane Development Area, and the recently permitted Reg. Ref. SDZ21A/oo23 Planning Application by delivering the east-west traversal of Celbridge Link Road.

f. Enclosed as appendices in Waterman Moylan's Request for Further Information -Engineering Response are 2 No. Stage a Road Safety Audits, which have been prepared by Traffico.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

g. The response to Item 3(g) is included in the enclosed materials prepared by Waterman Moylan, although they are summarised below for reference. It was the request of the NTA to provide 2 No. bus stops, which were intended for delivery along the Celbridge Link Road at the northern extent of the subject site. Waterman Moylan engaged with Goodrock Project Management in discussions with the NTA and SDCC in relation to these bus stops. The location and design of the bus stops were agreed during a meeting on 18th January 2023 and detailed in Waterman Moylan's Proposed Toucan Crossing & Bus Stop drawing (No. T111).

However, as summarised in their note, the northbound bus stop would straddle 2 No. separate landholdings, controlled by separate parties. Therefore, this bus stop is not being formally proposed as part of this RFI Response, with the understanding and expectation being that it will be delivered by the NTA, as these lands will ultimately be taken in charge. Notwithstanding, the indicative location of the northbound bus stop is shown in Waterman Moylan's Masterplan drawing (No. SK099).

In relation to the southern bus stops, the design and location of these are indicatively shown on Waterman Moylan's Proposed Uncontrolled Pedestrian Crossing and Bus Stops General Arrangement drawing (No. Tin). However, we note that they are the focus of Condition No. 10 of the Grant of Planning Permission for the Boulevard Planning Application applicable thereat (Reg. Ref. SDZ22A/0007).

Assessment:

- a. Roads Dept. is satisfied that there is no opposing perpendicular parking in the development area and that each perpendicular parking space has a reversing distance of 6m.
- b. Roads Dept. is satisfied that the revised road carriageway dimensions comply with the Adamstown Street Design Guide. However, the widths of the cycle track widths along Adamstown Way and Celbridge Link Road are below the minimum standards set out in The National Cycle Manual. The submitted drawings show a cycle track widths varying between 1500mm and 1750mm. The National Cycle Manual sets a minimum width of 2000mm for a cycle track behind a verge.
- c. Roads Dept. is satisfied that the applicant has sufficiently demonstrated that the junction will operate within capacity.
- d. Roads Dept. is satisfied with the provision of the pedestrian and cycle link to the Local Park.
- e. Roads Dept. is satisfied with the location of the proposed new toucan crossing and considers there to be sufficient pedestrian/cyclist crossing points across the Celbridge Link Road.
- f. Roads Dept. is satisfied with the submitted Road Safety Audits.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

g. In relation to the bus stop, it is noted that the NTA have review the submitted information and confirmed that the proposed Bus stop location can be positioned within the applicants red line boundary. A condition is recommended to secure the revised bus stop location, within the application redline boundary.

Item 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) 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.

Applicant's response:

In response to the request of Item 4, Irish Archaeological Consultancy Ltd (IAC) were appointed to prepare an Archaeological Assessment. As part of this, AC undertook geophysical surveys and test trenching. The Report is enclosed and available for detailed review. In summary, surveys and test investigations were conducted in one part of the site (approx. 1 Ha) due to the previous ground disturbances evident elsewhere and took place during February 2023. A total of 4 No. test trenches, extending to a length of 360 m were dug, "which did not reveal any archaeological remains." According to AC's Archaeological Assessment, recent investigation in the area also failed to reveal archaeological remains, supporting the work undertaken at the Aderrig Phase 3 site. IAC concluded that "no further archaeological mitigation is recommended".

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Assessment:

A condition is recommended in the event of grant.

Item 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 Celbridge 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 and/or pollinator friendly species.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Applicant's response:

(i) street tree provision has increased markedly as part of the RFI Response, and the Council is directed to DOT Drawing Nos. LP-01-FI, LP-02-FI and LP-03-FI for their locations and species. The street tree count has increased by 32 No. to 193 No., with greater distribution along the internal road networks and the pedestrian links (although the location of infrastructure/services has limited their inclusion in the middle of these links). Of note is the increase in the number of bio-retention trees, rising from 8i No. to 187 No., per DOT response document.

(ii) The site drawings have been amended to accord with this request, and the Council is directed to the proposed Site Layout Plan, Site Block Plan Sheet a of 2 and Site Block Plan Sheet 2 of 2 prepared by BKD Architects in the first instance (Drawing Nos. 6259A-P-003, 6259A-P-0110 and 6259A-P-011). These are supplemented by the landscape plans prepared as part of this Response by DOT (Drawing Nos. LP-01-FI, LP-02-FI and LP-03-FI).

(iii) the approach to the street trees along Celbridge Link Road was designed to accord with that Grant of Planning Permission (Reg. Ref. SDZ17A/000g).

This was also the preference of the Council in their assessment of the Aderrig Phase 2 Planning Application (Reg. Ref. SDZ 21A/ool4).

In relation to the latter, the Council issued an amended Order (No. PR/0384/22) which altered the initial Grant of Planning Permission, stating that: "The verge detail and tree pits for the Celbridge Link Road shall be carried out in accordance with Planning Reference SDZ17A/000g." Therefore, the design of these tree pits has not been altered as part of the Planning Application or this RFI Response so as to ensure consistency with Celbridge Link Road's overall delivery.

(iv) The Council is directed DOT Drawing No. LD-oi-FI for details of the bio-retention tree pits. As requested, DOT have removed the geotextile layers from the tree pit designs and have geotextile has been wrapped around the collector drains alternatively.

*(v) The trees proposed for the length of Celbridge Link Road, but within the Aderrig Phase 3 site area, are detailed on DOT's Landscape Plan (No. LP-01-FI). Per the permitted Celbridge Link Road (Reg. Ref. SDZ17A/0003), the species proposed are *Corylus colurna* at a size of i6-i8cm and *Tilia cordata* at a size of 16-18cm.*

(vi) As stated in DOT's Landscape Response, all proposed street trees, with the exception of those along Celbridge link Road (see response to Item 5(v)), will have a minimum girth of 18—20cm and are native or pollinator friendly. Please refer DOT's Landscape Plan for further details on species types.

Assessment:

The Parks and Public Realm Department has stated "The applicant is to comply in full with the redesign of the streets in order to provide street trees on both sides throughout the development. Condition recommended in the event of grant.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Item 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.

v. Demonstrate habitat connectivity for badgers

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

- 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.

Applicant's response:

In response to RFI Item 6, the Council is directed to DOT's Landscape Response and Green Infrastructure Plan (GI Plan). The GI Plan demonstrates the substantial planting and SuDS regimen proposed as part of the development, including the provision of new hedgerow, Miyawaki planting, street trees, augmented western hedgerow, etc. The GI Plan also illustrates the interconnected nature of the site's green infrastructure, and also how it ties in with that in its immediate environs, most notably within the rest of the Aderrig Development Area. Green infrastructure corridors and connectivity for species (including badgers and bats) is facilitated and complemented by the Lighting Plan, which directs artificial light away from the most sensitive ecological features.

Assessment:

The Parks and Public Realm Department has stated "*The applicant is to comply in full with the retention, restoration, and protection of the identified green infrastructure assets throughout the site*". Condition recommended in the event of grant.

Item 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.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

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 clearing shown on the landscape plans to also ensure Street tree proposals can be implemented.

Applicant's response:

a) In response to REI Item 6, the Council is directed to DOT's Landscape Response and Green Infrastructure Plan (GI Plan). The GI Plan demonstrates the substantial planting and SuDS regimen proposed as part of the development, including the provision of new hedgerow, Miyawaki planting, street trees, augmented western hedgerow, etc. The GI Plan also illustrates the interconnected nature of the site's green infrastructure, and also how it ties in with that in its immediate environs, most notably within the rest of the Aderrig Development Area. Green infrastructure corridors and connectivity for species (including badgers and bats) is facilitated and complemented by the Lighting Plan, which directs artificial light away from the most sensitive ecological features.

b) Badger surveys were undertaken on-site and around the area of the sett identified in the EcIA prepared as part of the Reg. Ref. SDZ21A/0023 Planning Application (most recently in January and February 2023). This is considered to be the optimal time for such surveys, as the vegetation has died back for the winter. Although it was not definitively confirmed that badgers now occupy the referenced sett, there is some evidence of potential activity thereat. Based on the findings of the Reg. Ref. SDZ21A/0023 EcIA and of BSM's surveys, appropriate measures have been designed into the proposed development, including: • Protection, retention and enhancement of the western boundary hedgerow; • Setting back of development from the hedgerow in the north-west corner of the site (refer to BKD's Site Plans); and • Not fencing in the area around the sett, to allow for faunal mobility. The approach was discussed with representatives of the Council on 14th February 2023 and understood to be generally acceptable in principle.

c) In response to this Item, the Council is directed to the updated Outdoor Lighting Report and Public Lighting Layout drawing prepared by Sabre Electrical Services Ltd. These documents confirm that light spill will not adversely impact upon the sensitive western hedgerow and that light fittings have been designed cognisant of the wider landscape proposal prepared by DOT.

Assessment:

Public Realm request that the applicant complies in full with the guidance set out in the submitted Ecological RFI Report. Condition recommended in the event of grant.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Item 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.

Applicant's response:

Due to the nature of the Planning Application site's soil condition, the options are somewhat limited in terms of securing appropriate permeability. However, as detailed in the Planning Application, water butts are proposed in each of the back gardens (approximately 200 I), roadside swales are included in the open space areas within the site and bio-retention tree pits are proposed throughout. As additional types of SuDS are not possible, the Design Team have included more street and bio-retention trees.

The street tree count has increased by 32 No. to 193 No., with greater distribution along the internal road networks and the pedestrian links (although the location of infrastructure/services has limited their inclusion in the middle of these links). Of note is the increase in the number of bio-retention trees, rising from 51 No. to 187 No., per DOT response document, thereby enhancing their SuDS role.

Assessment:

Water Services and the Parks and Public Realm Department have raised no objections subject to conditions.

Appropriate Assessment

On the basis of the information on file, which is considered adequate to undertake a screening determination and having regard to:

- the nature and scale of the proposed development,
- the intervening land uses and distance from European sites,
- the lack of direct connections with regard to the Source-Pathway-Receptor model,

it is concluded that the proposed development, individually or in-combination with other plans or projects, would not be likely to have a significant effect on the above listed European sites or any other European site, in view of the said sites' conservation objectives.

An appropriate assessment is not, therefore, required.

Environmental Impact Assessment

Having regard to the modest nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Other considerations

Development Contributions

- Proposal is for 207 dwelling units (up to a maximum of approximately 20,994.2sq.m GFA) in a mixture of terraced houses and duplex as follows:
3bed house – 59
4bed house – 16
2bed duplex – 64
3bed duplex – 68

Type	Beds	Sq.m	Number	Total sq.m
A1	3bed	105.1	10	1051
A2	3bed	114.9	5	574.5
B1	3bed	109.4	16	1750.4
B2	3bed	109.8	12	1317.6
C1	3bed	113.1	5	565.5
C2	3bed	113.4	7	793.8
C3	3bed	113.4	3	340.2
C4	3bed	113.4	1	113.4
D	4bed	136.8	3	410.4
E1	4bed	126.8	4	507.2
E2	4bed	127.4	3	382.2
K1	4bed	118.8	4	475.2
K2	4bed	118.8	1	118.8
K3	4bed	118.8	1	118.8
F1	2bed	80.9	3	242.7
F1	3bed	116.7	3	350.1
F2	2bed	79.8	1	79.8
F2	3bed	117.1	1	117.1
F3	2bed	77.2	6	463.2
F3	3bed	117.9	6	707.4
G1	2bed	78.3	33	2583.9
G1	3bed	106.3	33	3507.9
G2	2bed	77.4	2	154.8
G2	3bed	106.7	2	213.4
G3	2bed	77.4	7	541.8
G3	3bed	106.7	7	746.9

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

H1	3bed	114.7	2	229.4
H2	3bed	111.3	2	222.6
J1	2bed	81.3	9	731.7
J1	3bed	110.8	9	997.2
J2	2bed	81.8	3	245.4
J2	3bed	113.3	3	339.9
Total				20994.2

Planning Reference Number	SDZ22A/0014
Summary of permission granted & relevant notes:	207 dwellings
Are any exemptions applicable?	No
If yes, please specify:	
Is development commercial or residential?	Residential
Standard rate applicable to development:	€119.10
% reduction to rate, if applicable (0% if N/A)	0
Rate applicable	€119.10
Area of Development (m2)	20994.2
Amount of Floor area, if any, exempt (m2)	0
Total area to which development contribution applies (m2)	20994.2
Total development contribution due	€2,500,409.22

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Assessment of Security Bonds

Below is the bond calculation for 75 dwellings and 132 duplex (207 total).

Dwellings	NO OF UNIT	CASH	BOND
1-20	20	€6,994	€8,043
21-50	30	€4,896	€5,630
51+	25	€2,798	€3,217
TOTAL DWELLING	75	€356,710.00	€410,185.00
Apartments	NO OF UNIT	CASH	BOND
1-20	20	€4,969	€5,715
21-50	30	€3,478	€4,000
51+	82	€1,988	€2,286
TOTAL DWELLING	132	€366,736.00	€421,752.00
TOTAL SECURITY CALCULATION		€723,446.00	€831,937.00

SEA Monitoring Information

- *Building Use Type Proposed*- Residential
- *Floor Area (sq.m)*- 21,142.1 GFA
- *Land Type*- Adamstown SDZ
- *Site Area (Ha.)*- 6.49ha

Conclusion

Having regard to the SDZ zoning objective of the site, the provisions of the Adamstown SDZ Planning Scheme, the pattern of development in the vicinity and the design and layout of the residential scheme, it is considered that, the proposed development is acceptable in principle, and subject to conditions would not seriously injure the amenities of the area or property in the vicinity and would be in accordance with the proper planning and sustainable development of the area.

Recommendation

I recommend that a decision be made pursuant to the Planning & Development Act 2000, as amended, for the reasons set out in the First Schedule hereto, to Grant Permission for the said development in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule hereto, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

FIRST SCHEDULE

It is considered that the proposed development accords with the policies and objectives of South Dublin County Council, as set out in the South Dublin County Council Development Plan 2022 - 2028 and subject to the conditions set out hereunder in the Second Schedule is hereby in accordance with the proper planning and sustainable development of the area.

SECOND SCHEDULE

Conditions and Reasons

1. Development to be in accordance with submitted plans and details.
The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Further Information received on 23 March 2023, save as may be required by the other conditions attached hereto.
REASON: To ensure that the development shall be in accordance with the permission, and that effective control be maintained.
2. Amendments.
Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:
Revised plans that incorporate all of the following amendments-
 - (a) A location for a bus stop on both sides of the Celbridge Link Road, within the redline boundary of the application site.
 - (b) The applicant shall submit a revised layout of not less than 1:200 scale, showing minimum cycle track widths of 2.0m as per National Cycle Manual guidelines.
 - (c) The applicant shall submit a revised layout of not less than 1:200 scale, showing segregated footpaths and cycle tracks continued around the bus stops as opposed to a shared surface design. This layout should be designed to NTA standards.
 - (d) one of the ground floor units incorporate key features of universal design to be suitable for candidates on the Councils medical priority housing list.
 - (e) adequate storage provision, exclusive of kitchen presses and bedroom furniture, whilst maintaining required room sizes and widths for House Types F1, F2, F3, G1.B, G2.B, G3.B. Doorways should not be obstructed by storage areas.
 - (f) House Types A2 and K3 shall be amended to be dual frontage.REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

3. Phasing.

A total of 207 residential units comprising houses and apartments is hereby permitted. In accordance with the details submitted the following shall apply:

(a) Prior to the commencement of development, the developer/landowner shall submit for written agreement of the Planning Authority, a detailed phasing schedule for the lands in their ownership (specifying units numbers and densities) in the context of the delivery of units in the overall SDZ development. The sequence in which works are carried out shall be subject to the written agreement of the Planning Authority. Individual blocks shall generally be completed in full as part of a single phase of construction.

(b) Following written agreement of a phasing schedule with the Planning Authority, a plan shall also be submitted identifying the units completed at each stage of development.

(c) No unit in the development hereby approved, shall be occupied until the required facilities and infrastructure in the previous development phase have been completed to the satisfaction of the Planning Authority.

REASON: In the interest of clarity and to ensure that development occurs at a pace whereby it is supported by the necessary infrastructure in accordance with the requirements of the Adamstown SDZ Planning Scheme 2014, as amended.

4. Mitigation Measures

(a) The mitigation measures and commitments identified in the Ecological Resilience Report (Dated 19 October 2022), Flood Risk Assessment (October 2022), Ecological RFI Report (10 March 2023), Resource Waste Management Plan (October 2022), Energy Efficiency and Climate Adaptation Statement (October 2022) and other plans and particulars submitted with the planning application, as amended by the additional information received on 23 March 2023, shall be implemented in full by the developer, except as otherwise may be required in order to comply with other conditions.

(b) The applicant is to comply in full with the retention, restoration, and protection of the identified green infrastructure assets throughout the site.

REASON: In the interest of the protection of the environment.

5. Materials and Finishes

Prior to the commencement of development the applicant shall submitted materials and finishes of the development for the written agreement of the Planning Authority.

REASON: in the interests of visual amenity.

6. Irish Water Connection Agreement.

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

(b) All development shall be carried out in compliance with Irish Water Standards codes and practices

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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

7. Drainage - Irish Water.
 - (a) All development shall be carried out in compliance with Irish Water Standards codes and practices.
 - (b) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use.
 - (c) All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

REASON: In the interests of public health, the proper planning and sustainable development of the area and in order to ensure adequate water supply and drainage provision.
8. Retention of Landscape Architect
 - i) Prior to the commencement of any permitted development, the developer shall appoint and retain the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant, throughout the life of the construction works and shall notify the planning authority of that appointment in writing prior to commencement.
 - ii) A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the planning authority in accordance with the permitted landscape proposals.
 - i) Installation of attenuation tree pits shall be supervised by the project landscape architect.

REASON: In the interests of residential and visual amenity, climate action and to ensure full and verifiable implementation of the approved landscape design
9. Landscape Plan/Planting Plan.

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site the applicant, owner or developer shall have lodged with the Planning Authority:

 - a) A fully detailed landscape plan, to be agreed with Public Realm, with full works specification, that accords with the specifications and requirements of the Council's Public Realm Section. The landscape Plan shall include hard and soft landscape details; including levels, sections and elevations in addition the applicant is requested to submit a fully detailed Planting Plan for the development.
 - b) The planting plan shall clearly set out the following:
 - i. Location of species types, schedule of plants noting species, planting sizes and proposed numbers/densities where appropriate
 - ii. Implementation timetables.
 - iii. Detailed proposals for the future maintenance/management of all landscaped areas
 - c) Issues to be agreed include:

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

- i. Street trees and lighting conflicts (adjust position to ensure number of street trees proposed):
 - Linear Park (25 No.): position lights on the built (housing) side of the street, not within the linear park and adjoining green areas which act as a green corridor.
 - Adamstown Avenue: Southern side - 1 No.
 - North-South Avenue: West side – 1 No.
 - Side Street 1: East side - 2 No.
 - Side Street 5: East side - 2 No.
- ii. Taking in charge areas to be low maintenance and not require the use of herbicides.
 - The Soft Landscape Outline Specification involves extensive herbicide use for maintenance.
 - All footpaths within the linear park to be concrete (compacted gravel path cannot be maintained without spraying).
 - Maintenance of swales.
- iii. Swales to be shown on landscape plans (planting and maintenance to be agreed)
- iv. SuDS Tree pit details:
 - Geotextile wrapping of soil layers to be omitted due to potential for clogging and water logging
 - Surface water run-off to be directed to tree pits via overland flow and be allowed to percolate through the soil profile mimicking natural systems. (Remove pipe to the subsurface in tree pit Type A.)
- v. Planting (and maintenance) for areas to be taken in charge: Woodland planting in pocket park, swales, streetscape planting.
- vi. Natural and Accessible Play:
 - The water play unit is designed for use in a sand pit. An enclosed area is required to keep dogs out.
 - Play item details (to be agreed)
 - Consider a ramp to allow access for wheelchair and ride on mower to access the inside of the oval enclosure within the pocket park.

The applicant should contact the Public Realm Department to agree the above Landscape Details.

REASON: To ensure satisfactory landscape treatment of the site.

10. Implementation of Landscape Plans

The Landscape Plans once agreed, shall be implemented in full, within the first planting season following completion of the development (completion of construction works on site) and prior to occupation of the new dwellings.

- a) All hard and soft landscape works shall be completed in full accordance with the approved Landscape Plan.
- b) All trees, shrubs and hedge plants supplied shall comply with the requirements of BS: 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

planting maintenance works shall be carried out in accordance with the requirements of BS: 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).

c) All new tree plantings shall be positioned in accordance with the requirements of Table 3 of BS 5837: 2012. Trees in Relation to Design, Demolition and Construction – Recommendations.

d) Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted.

REASON: To ensure satisfactory landscape treatment of the site which will enhance the character and appearance of the site and the area, in the interests of biodiversity, amenity and climate action and in accordance with the relevant green infrastructure, landscape and environmental policies and objectives contained of the CDP.

11. Archaeology.

a. Prior to the commencement of development, the applicant shall engage the services of a suitably qualified archaeologist to carry out an archaeological assessment of the development site. No sub-surface developmental work, including geotechnical test pits, should be undertaken until the archaeological assessment has been completed and commented on by the Department of Housing, Local Government and Heritage. Any such assessment should be submitted for the written agreement of the Planning Authority.

b. The archaeologist shall carry out any relevant documentary research and inspect the development site. The archaeological assessment shall include the results of a geophysical survey and test trenching that shall be carried out at locations chosen by the archaeologist (licensed under the National Monuments Acts 1930-2004), having consulted the site drawings and the National Monuments Service of the Department of Housing, Local Government and Heritage. Buffer zones should be established around recorded monuments DU017-035----Class: Enclosure and DU017-036----Class: Enclosure.

c. Having completed the work, the archaeologist shall submit a written report stating their recommendations to the Planning Authority and to the Department of Housing, Local Government and Heritage for their written agreement. Where archaeological material/features are shown to be present, preservation in situ, preservation by record (excavation) or monitoring may be required.

REASON: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

12. Street Lighting

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of works on site the applicant, owner or developer shall have lodged with the Planning Authority for written agreement:

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

A Public Lighting Scheme for the development as approved, designed to provide for high quality public lighting throughout the public realm of the site, prepared by competent public lighting design consultants to BS5489: European Lighting Standard EN13201 2013 or the latest NSAI (National Standards Authority of Ireland) versions approved, and the SDCC Specification for Public Lighting Installations in Residential and Industrial Developments: Revision 2 dated 14/10/2016.

Completed Lighting Design and Electrical designs to serve the entire development including details of the overall height of all proposed equipment shall be lodged with the Public Lighting Scheme. The public lighting scheme shall be contained within the public realm of the development as approved, entirely in areas to be offered for taking in charge or subject to the responsibility in perpetuity of an approved management company. Appropriate natural or artificial lighting or both shall be provided and maintained throughout car parking areas.

The external lighting scheme shall be designed to minimise potential glare and light spillage and shall be positioned and/or cowled away from residential properties. No lighting column shall be located within the eventual canopy spread of any proposed street tree or other tree as the case may be. The public lighting design consultants should consult with the Council's Parks section in this regard.

In addition, no dwelling unit/commercial unit shall be occupied on any street until the public lighting provided for that street is operational fully in accordance with the agreed Public Lighting Scheme for the overall development.

The applicant, owner or developer may consult with the Council's Public Lighting Section before lodging the required plan for agreement.

REASON: In the interests of public safety and amenity, to prevent light pollution and in the interests of the proper planning and sustainable development of the area.

13. Protection/Retention of Existing Trees.

Existing trees shall be retained and shall be protected from damage during building operations in accordance with a Tree Protection Plan prepared by a suitably qualified Arborist carrying professional indemnity insurance

Only those trees detailed for removal in the Tree Survey and Planning Report (Independent Tree Surveys Limited), submitted to the Planning Authority on 26 October 2022 shall be removed. All other trees on the site shall be retained and shall be protected from damage for the duration of the works on site, to the satisfaction of the Planning Authority in accordance with BS 5837: 2012.

All existing trees to be retained shall be enclosed by stout protective fencing, located at a suitable distance as detailed in BS: 5837 – 2012 – 'Trees in Relation to Design, Demolition and Construction'. This protective fencing shall be erected no later than two weeks of the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site, and before any materials are brought onto site and prior to the commencement of any works associated the proposed development.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

The Planning Authority shall be notified in writing when protective measures are commencing and also in writing when they have been completed.

The protective fencing shall at all times be maintained intact and in good order for the duration of the construction works. Any damage caused to the protective fence shall be repaired immediately.

No materials shall be stored, no rubbish dumped, no fires lit and no buildings erected inside the protective fence(s), nor shall any changes in ground level be made within the fence(s) unless previously agreed in writing by the Planning Authority.

In the event that trees become damaged or otherwise defective during construction period, South Dublin County Council shall be notified as soon as reasonably practicable and remedial action agreed and implemented at the developer own expense.

Any necessary tree felling and surgery works shall be first agreed on-site and subsequently in writing with the Planning Authority prior to the commencement of the development.

The proposed location of the site compound, and the exact routes of all water mains, foul and surface water sewers shall be marked out on site, and agreed with the Planning Authority's Public Realm Section prior to the commencement of any works on site, so as to minimise damage to trees which could result from excavation works, storage of materials and construction of temporary access roadway.

REASON: In the interests of proper planning and sustainable development, compliance with Development Plan policy, visual amenity and the protection of existing trees and biodiversity.

14. Inland Fisheries Ireland.

a. The applicant shall ensure that any agreed drainage infrastructure that will not be taken in charge by the LA or I.W shall be maintained post construction. all the proposed protection and mitigation measure recommended in the various reports, to protect surface water and groundwater sources during both the construction and operational phases of the development, should be adopted in their entirety.

b. All discharges from construction sites either directly or indirectly, via the surface water storm network at all phases of the development shall be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010

c. The applicant shall adhere to 'Guidelines on Protection of Fisheries During Construction Works In And Adjacent To Waters', where relevant.

REASON: In the interests of public health and to ensure no negative impact on fisheries status.

15. Services to be Underground.

All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment shall be located underground throughout the entire site. There shall also be provision for

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

broadband throughout the site in accordance with the Planning Authority's policy and requirements.

REASON: In the interests of the visual amenities of the area, the proper planning and sustainable development of the area and compliance with the Council's Development Plan.

16. Restriction on Use and Occupancy.

Each proposed residential unit shall be used and occupied as a single dwelling unit for residential purposes and shall not be sub-divided or used for any commercial purposes, (including short-term letting).

REASON: To prevent unauthorised development.

17. Occupation subject to service connection.

No dwelling unit shall be occupied until all the services (drainage, water supply, electricity and or other energy supply, public lighting and roads) for each dwelling unit have been completed thereto and are operational.

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

18. Street Naming and Dwelling Numbering.

Prior to the commencement of any works on site the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority,

(i) A street naming and dwelling/unit numbering scheme, for the development as approved that is in accordance with the Planning Authority's policy and requirements for such schemes, along with associated proposed signage for the scheme.

The agreed number shall be placed on each house upon completion so as to be clearly legible from the proposed access road or the public realm, and the agreed street name in both Irish and English, or Irish only shall be erected at the beginning of each street in a manner to be clearly legible, and in accordance with Planning Authority's requirements. The development name should,

1. Avoid any duplication within the county of existing names, and
2. Reflect the local and historical context of the approved development, and
3. Comply with,

(a) Development Plan policy, and

(b) The guidelines on naming and numbering of the Department of the Environment, Heritage and Local Government, and

(c) Have regard to the Guidelines issued by the Place Names Commission (An Coimisiún Logainmneacha) and

(d) Preferably make exclusive use of the Irish language.

Proposals for an apartment name and numbering scheme and associated signage shall be lodged with the Planning Authority prior to the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site.

The applicant, developer, or owner is advised to consult with Naming and Numbering section of the Planning Authority in advance of lodging the required scheme.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

REASON: In the interest of the proper planning and sustainable development of the area and compliance with the South Dublin County Council's Development Plan.

19. Management Company.

A. Prior to the commencement of development the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) A plan clearly identifying and dimensioning the external common areas of the development to be retained in private ownership by an owners' management company (OMC) under the Multi-Unit Developments Act 2011, or other acceptable legal entity prior to the occupation of the [first residential unit], and this plan shall also clearly identify and dimension any areas of the approved development intended to be offered for taking in charge by the Council, and,

(ii) A detailed building lifecycle report which shall include an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of approval of the development, as well as demonstrating what measures have been specifically considered by the developer to effectively manage and minimise costs for the benefit of all potential residents.

The said external common areas of the development to be retained in private ownership indicated in the plan required shall not be taken in charge by the Council and shall instead be maintained in perpetuity by an Owners' Management Company set up for this purpose pursuant to the Companies Acts, 1963 as amended and the Multi-Unit Developments Act 2011.

B. Continued membership of an Owners' Management Company set up for this purpose pursuant to the Companies Acts, 1963 as amended and the Multi-Unit Developments Act 2011 shall be compulsory for all owners for the time being of property within the development.

C. No development shall take place under this permission until the applicant, owner or developer has lodged for the written agreement of the Planning Authority.

(i) A copy of the Certificate of Incorporation of the said Company responsible for the external common areas of the development to be retained in private ownership has been lodged with the Planning Authority in respect of the plan required above.

D. Any changes to the status or nature of the Owners' Management Company shall be notified to the Council forthwith.

E. The Owners' Management Company shall hold insurance for public liability risk at all times for all areas under its control or responsibility.

REASON: To ensure a proper standard of residential development and maintenance of the private areas within the development and compliance with the South Dublin County Council Development Plan.

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

20. Prevention of Spillage or Deposit of Debris on Adjoining Public Roads During Construction Works.

Prior to the commencement development, the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) a site specific plan making provision as set out below for the prevention of spillage or deposit of clay, rubble or other debris on adjoining public roads during the course of any construction works that fully complies with all of the requirements of the Council's Roads Maintenance, Traffic Management, and Waste Enforcement Sections as appropriate, The agreed plan shall provide for all of the following.

(a) The agreed number, location, type and use of suitable facilities for vehicle cleansing and wheel washing provided on site to contain all clay, rubble or other debris within the site prior to commencing of construction, such facilities to be maintained in a satisfactorily operational condition during all periods of construction.

(b) Location of all on-site car parking facilities provided for site workers during the course of all construction activity.

(c) Provision for dust suppression measures in periods of extended dry weather.

(d) Provision for the flexible use of a road sweeper if an acute situation on the adjoining public road requires it.

(e) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater.

(f) Storage of construction materials is not permitted on any public road or footpath, unless agreed in writing with the Planning Authority, having regard to the prior reasonable justification and circumstances of any such storage.

REASON: In the interest of protecting the amenities of the area and in the interest of public safety and the sustainable maintenance of adjoining roads and footpaths.

21. Public Realm Facilities for Charging Electric Vehicles.

Prior to the commencement of development, the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) a revised site layout plan clearly setting out full details of the location of all proposed facilities and equipment in the public realm (whether to be offered for taking in charge or not) for charging electric vehicles, including details of the overall height, design, colour and all safety features of such equipment including isolation of power supply, and measures to provide for suitable pedestrian safety, along with completed Electrical designs to serve the development as approved prepared by competent electrical design consultants all of which have been agreed with the Council's Roads Section, and
(ii) Agreed arrangements for the operation and management of such facilities for charging electric vehicles, along with:

All facilities for charging electric vehicles should be clearly marked as being designated

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

for Electric Vehicle charging. Appropriate signage clearly indicating the presence of a Charge Point or Points should also be erected. All Charge Points fitted in publicly accessible areas should be capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP). The facilities for charging electric vehicles should also support a user identification system such as Radio Frequency Identification (RFID).

REASON: In the interests of the proper planning and sustainable development of the area, to provide for improved urban air quality, reduced noise pollution and to support the transition to a low carbon future.

22. Construction Consultation and Local Liaison

(a) Prior to the commencement of development, the applicant/owner shall submit the following to the Planning Authority.

(i) the names, job functions and phone numbers (both fixed line and mobile numbers) of all key personnel for the construction of the development as approved. Subsequently all changes in these personnel or particulars in the course of construction must also be notified to the Council as soon as they occur.

(b) The applicant/owner or developer shall provide occupiers of noise sensitive properties within 100 metres of agreed construction access points to the development as approved with appropriate contact details which may be used in the event that any such person wishes to inform the operator of any incident that could give rise to a disruptive aspect of construction activity, or otherwise to make an observation in respect of an aspect of construction activity.

(c) A public notice shall be erected and maintained at the agreed construction access points. This notice shall contain the name of the operating company and contact details, including out of hours contact, which may be used in the event that any person wishes to contact the operator in respect of any disruptive aspect of construction activity.

REASON: In the interests of amenity, public health and safety, the avoidance of unnecessary disruptive aspect of construction activity and the proper planning and sustainable development of the area.

23. Environmental Health.

1. No heavy / noisy construction equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 07:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.

2. Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighbourhood.

3. During the construction / demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances.

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

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

6. Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A).

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

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

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

REASON: In the interests of public health

24. Prior to the commencement of any works on site, the following shall be undertaken:

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.

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) 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 the 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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

the completion of any necessary post-excavation work. All resulting and associated archaeological costs shall be borne by the developer.

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

25. Regulation of Institutional Investment in Housing - Houses and/or duplex unit-type development.

(a) Prior to the commencement of the development as permitted, the applicant or any person with an interest in the land shall enter into an agreement with the planning authority (such agreement must specify the number and location of each housing unit), pursuant to Section 47 of the Planning and Development Act 2000 (as amended), that restricts all residential units permitted to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(b) An agreement pursuant to Section 47 shall be applicable for the period of duration of the planning permission, except where after not less than two years from the date of completion of each housing unit, it is demonstrated to the satisfaction of the planning authority that it has not been possible to transact each of the residential units for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(c) The determination of the planning authority as required in (b) shall be subject to receipt by the planning and housing authority of satisfactory documentary evidence from the applicant or any person with an interest in the land regarding the sales and marketing of the specified residential units, in which case the planning authority shall confirm in writing to the developer or any person with an interest in the land, that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit.

REASON: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

26. Council Housing Strategy.

That the applicant, owner or developer, or any other person with an interest in the land to which the development as approved relates shall, prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control Regulations 1997:

- (i) enter into an agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 (as amended) as referred to in the South Dublin County Council Development Plan 2016-2022, providing, in accordance with that section, for the matters referred to in paragraph (a) or (b) of subsection (3) of section 96, and
- (ii) when the agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 is finalised to the satisfaction of the Housing

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

Authority, a certified copy of the agreement shall be lodged with the Planning Authority.
REASON: To promote social integration consistent with policies/objectives of the Councils Housing Strategy as contained in the South Dublin County Council Development Plan 2022-2028.

27. Pursuant to this decision, no development shall be commenced until security for the provision, satisfactory completion and maintenance, to the taking in charge standard of South Dublin County Council (outlined in the Councils Taking in Charge Policy), of roads, open spaces, car parks, sewers, watermains, drains and other publicly accessible services required in connection with the development, has been given by:
- (A) Lodgement of a cash deposit of €723, 446.00 (seven hundred and twenty three thousand four hundred and forty six euro) (amount will be updated at the date of commencement of development in accordance with changes in the Tender Price Index), to be retained by South Dublin County Council and applied by South Dublin County Council at its absolute discretion, if roads, open spaces, car parks, sewers, watermains, drains and other publicly accessible services required in connection with the development are not duly provided, completed and maintained to the taking in charge standard of South Dublin County Council (outlined in the Councils Taking in Charge Policy), or
- (B) By lodgement with South Dublin County Council of an approved Insurance Company Bond or a Bond of any Body approved by the Planning Authority in the sum of €831, 937.00 (eight hundred and thirty one thousand, nine hundred and thirty seven euro) (amount will be updated at the date of commencement of development in accordance with changes in the Tender Price Index) which shall be kept in force until such time as the roads, open spaces, car parks, sewers, watermains, drains and other public services required in connection with the development are provided , completed and maintained to the taking in charge standard of South Dublin County Council (outlined in the Council's Taking in Charge Policy). The bond shall be coupled with an agreement empowering South Dublin County Council to apply such sum or part thereof of said bond to the satisfactory completion of publicly accessible services in the development.
- REASON: To ensure that a ready sanction may be available to South Dublin County Council to induce the provision of public services and safeguard amenity in the development.,m

28. Financial Contribution.

The developer shall pay to the Planning Authority a financial contribution of €2, 500, 409.22 (two million five hundred thousand and four hundred and nine euro and twenty two cent), in respect of public infrastructure and facilities benefiting development within the area of the Planning Authority, that is provided, or intended to be provided by or on behalf of the authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended).

The contributions under the Scheme shall be payable prior to commencement of

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

development or as otherwise agreed in writing by the Council. Contributions due in respect of permission for retention will become payable immediately on issue of the final grant of permission. Contributions shall be payable at the index adjusted rate pertaining to the year in which implementation of the planning permission is commenced.

REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.

NOTE RE: CONDITION - Please note that with effect from 1st January 2014, Irish Water is now the statutory body responsible for water services. Further details/clarification can be obtained from Irish Water at Tel. 01 6021000 or by emailing customerservice@water.ie.

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

NOTE: A Roads Opening Licence must be obtained from South Dublin County Council prior to the commencement of any works in the public domain in order to comply with the Roads Act 1993, Section 13, paragraph 10. Under this Act, non-compliance constitutes an offence.

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

Comhairle Chontae Atha Cliath Theas

PR/0417/23

Record of Executive Business and Chief Executive's Order

REG. REF. SDZ22A/0014

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

Colm Harte

**Colm Harte,
Senior Executive Planner**

Gormla O'Corrain

**Gormla O'Corrain,
Senior Planner**

ORDER: A decision pursuant to Section 34(1) of the Planning & Development Act 2000, as amended, to Grant Permission for the reasons set out in the First Schedule above, in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule above, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule is hereby made.

Date: 19 April 2023

Mick Mulhern

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