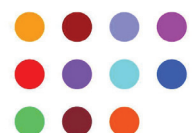


# ADAMSTOWN STRATEGIC DEVELOPMENT ZONE (SDZ) PLANNING SCHEME



DRAFT AMENDMENTS REPORT  
OCTOBER 2013



Adamstown

## Contents

0.1	Introduction to the Report	2
0.1.1	Background	2
0.2	Review Procedure to Date and Next Steps	3
0.2.1	Pre Plan Consultation	3
0.2.2	<b>Review of Planning Context</b>	4
0.2.3	<b>Guide to Reading Amendments</b>	4
0.2.4	<b>Next Steps</b>	4
0.2.4(i)	Notification of Public Consultation	4
0.2.4(ii)	Public Consultation	4
0.2.4(iii)	Consideration by Members of Amendments Report	5
0.2.4(iv)	Adoption of Amended Scheme	5
0.2.4(v)	The Role of An Bord Pleanala	5
0.2.5	How to Make Written Submission/Observations	6
0.2.6	Summary of Proposed Amendments to 2003 Scheme	7
1.0	Introduction	13
1.3	Background and Process	13
1.6	Planning Context	14
1.7	Area Characterisation	18
2.0	Proposals for Development	20
2.1	Types of Development	20
2.2	Extent of Development	22
2.2(i)	Total Extent of Residential Development	23
2.2.8	Landmark Buildings	26
2.2.9	Additional Employment	26
2.2.10	School Sites	27
2.2(iii)	Total Residential Development	27
2.2 (iv)	Total Non- Residential Development	28
2.3(i)	Design Statement	33
2.3(ii)	Layout	34
2.3(v)	Development Density	35
2.3(vi)	Residential Yield	38
2.3(vii)	Road/Street Width	38
2.3(x)	Building Languages and Finishes	41
2.3(xi)	Dwelling Size	42
2.3(xii)	Dwelling Type	44
2.3(xiii)	Private Amenity Space	44
2.3(xv)	Electricity Supply	46
2.4(i)	Road Network	46
2.4(ii)	Road Improvements	47
2.4(ii)	Suburban Rail	48
2.4(iv)	Busway/QBC	49
2.4(v)	Transport Interchange	50
2.4(vi)	Walking and Cycling	51
2.5(i)	Water Supply	52
2.5(ii)	Surface Water Drainage	53
2.5(iii)	Foul Sewerage	55
2.5(iv)	Telecommunications/Information Technology	57
2.5(v)	Environmental Sustainability and Sustainable Design	58
2.6(i)	Major Parks and Public Open Spaces	59
2.6(ii)	Green Infrastructure	64
2.6(iii)	Education/Schools	64
2.6(iv)	Childcare Facilities	65
2.6(v)	Children's Play Facilities	67

2.6(v)	Community Buildings	69
2.6(vi)	Shopping and Retail Services	72
2.6(vii)	Health/Emergency/Religious	75
2.7	Overarching Changes	76
3.0	Development and Amenity Areas	78
3.2	Amenity Areas	78
4.0	Phasing and Implementation	96
4.2	Sequence	96
4.3	Operation	108
4.4	Timing	110

## **0.1 Introduction**

South Dublin County Council has carried out a review of the Adamstown Strategic Development Zone (SDZ) Planning Scheme 2003 (as amended) and is now undertaking initiating a statutory process, pursuant to Part IX of the Planning and Development Act 2000 (as amended), to make a number of material amendments to the approved Planning Scheme.

Over the 10 year period since the Planning Scheme approval, the economic and policy context within which the Scheme operates has changed. While there is no legal requirement to review a Planning Scheme, it is considered timely to review and update the approved Planning Scheme to take account of this changed context.

This report sets out the proposed material amendments to the Adamstown Strategic Development Zone (SDZ) Planning Scheme 2003 (as amended). It is accompanied by an Environmental Report prepared as part of a Strategic Environmental Assessment of the proposed amendments and an Appropriate Assessment Screening Report under the Habitats Directive (92/43/EEC).

### **0.1.1 Background**

On 1<sup>st</sup> July 2001, the Government ordered the designation of 223.5 hectares of privately owned land at Adamstown, as a site for the establishment of a Strategic Development Zone (SDZ) for the purpose of delivering residential development and associated infrastructure and facilities (S.I. No. 272 of 2001 refers). South Dublin County Council is the specified Development Agency for the SDZ.

South Dublin County Council, as Development Agency, prepared a draft Planning Scheme for the site in 2002. The scheme was adopted by the elected members of South Dublin County Council in May 2003 and approved by An Bord Pleanála, on appeal, in September 2003. The approved Adamstown SDZ Planning Scheme sets out a detailed Masterplan for the site. The scheme specifies the type and extent of development that is permissible, together with requirements for the phased delivery of supporting infrastructure and facilities.

Development commenced on foot of the approved Planning Scheme in 2004. To date, delivery of housing and infrastructure has focused in the north of Adamstown, in the Airlie Stud Development Area and to the south, in the Adamstown Square and Adamstown Castle Development Areas. There are 1,250 homes (SDCC House Counts August 2013) occupied and a population of 3,358 people in Adamstown (Census 2011).

On the 8<sup>th</sup> of May 2006, South Dublin County Council adopted Amendment No. 1 to the Adamstown SDZ Planning Scheme 2003 to facilitate relocation of a school campus and introduce a requirement for a primary healthcare facility. There have been no further amendments to date.

## 0.2 Review Procedure to Date and Next Steps

South Dublin County Council commenced the review of the Adamstown SDZ Planning Scheme in February 2013 and undertook non – statutory pre plan consultation with a range of stakeholders during March / April 2013 to inform the review process.

Details of the process are outlined below.

### 0.2.1 Pre Plan Consultation

Pre-plan consultation took place over a four week period from Monday 25<sup>th</sup> March 2013 to Monday 22<sup>nd</sup> April 2013 and involved the following steps:

- Notification of pre-plan consultation was published in the *Irish Times* on Monday 25<sup>th</sup> March (see Appendix X) and issued to the Minister, An Bord Pleanála and the Prescribed Authorities. The submission included an invitation for written submissions/observations to 4pm on 22<sup>nd</sup> April 2013.
- Notification of intention to prepare an Environmental Report (Strategic Environmental Assessment) along with a Scoping Issues document were sent to the Environmental Protection Agency, Department of Environment, Community and Local Government, Department of Communications, Energy and Natural Resources, Department of Agriculture, Food and the Marine, Department of Arts, Heritage and the Gaeltacht.
- Public displays were placed on the South Dublin County Council website [www.sdcc.ie](http://www.sdcc.ie) with a link from the Adamstown website [www.adamstown.ie](http://www.adamstown.ie); at County Hall, Tallaght; Civic Offices, Clondalkin; and Lucan Library for the duration of the consultation period.
- 1,200 information leaflets were distributed to pupils of St. John the Evangelist National School, Adamstown Castle Educate Together National School and Adamstown Community College. Information posters were also provided at school entrances.
- Information posters were placed at several locations around Adamstown including Londis, several junctions within and at the entrances to the area and at Superquinn Centre, Lucan.
- Andrea Molloy, SDCC Community Worker for Adamstown circulated notification of the consultation to community contacts in the area.
- Evening community consultation workshops were held in Finnstown County House Hotel on Thursday 11<sup>th</sup> April and Monday 15<sup>th</sup> April 2013 from 7.30 – 9.30 pm.
- A series of Landowner meetings were undertaken. SDCC hosted a briefing meeting for commercial landowners on 20<sup>th</sup> March 2013. Separate meetings were held with each of the three commercial landowners on 10<sup>th</sup>, 11<sup>th</sup> and 16<sup>th</sup> April 2013.
- The Adamstown Steering Group met on 9<sup>th</sup> April 2013. The meeting included a briefing in relation to the Planning Scheme review.
- A community Stakeholder briefing meeting was held on 21<sup>st</sup> March 2013. The meeting was attended by education, community and religious stakeholders. An invitation was extended to ODMP estate management agents but they were unable to attend.

37 submissions were received in total. 35 submissions were received by the closing date/time and 2 submissions were received after this time. In view of the non-statutory nature of the consultation late submissions were accepted. All submissions were read, analysed, and summarised. A list of the persons and bodies that made submissions and a categorisation and summary of the issues raised in submissions is provided in the Managers Report on Submissions Received, May 2013. This report was presented to the Lucan Councillors at the May Area Committee Meeting and noted.

### 0.2.2 Review of Planning Context

Following the pre plan consultation the review team undertook a review of the planning and economic context. This included a review of current guidance, strategies, policies and studies at national and regional level and the County Development Plan's core strategy to ensure that amendments take due cognisance of and represent an appropriate fit with higher level plans at national and regional level and with the local planning context.

Following a comprehensive review of the planning and economic context, the outcome of the pre plan public consultation and having regard to the relevant policies and guidelines, South Dublin County Council propose a number of material amendments to the Adamstown SDZ Planning Scheme. Each amendment is accompanied by an overview of the rational and context of the proposed amendments. There is a core of 20 material amendments principally addressing extent and design of development, amenities and services and phasing and implementation. In addition there are 29 non-material amendments. These amendments update the Scheme in line with recent guidance documents and legislation. They also address any consistency issues which fall out of the proposed amendments. Amendments are listed in Table 0.2.6.

### 0.2.3 Guide to Reading Amendments (Part 3)

The proposed amendments are identified as a series of changes and are set out under the relevant sections of the 2003 Planning Scheme. Where appropriate, extracts of text are included in order to show the proposed amendments in context.

Each of the proposed amendments has a unique reference number.

Changes to the text follow the sequence of the Planning Scheme. The relevant section/schedule/appendix headings and paragraph/policy and page numbers of the different types of changes are identified as follows:

- Proposed amendments involving additional text are shown in **green**.
- Proposed amendments involving deletion of text are shown in **red strikethrough**.
- Proposed amendments involving relocation of text are shown in **blue**.
- Proposed mapping changes are shown on a separate accompanying document.

### 0.2.4 Next Steps

<b>Statutory Consultation</b>	<b>October- December 2013</b>
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Pursuant to Sections 169 and 171 of the Planning and Development Act 2000 (as amended), public consultation in respect of the proposed material amendments will take place from October to November 2013.

Notification of the proposed material amendments, an Environmental Report prepared as part of a Strategic Environmental Assessment of the proposed amendments and an Appropriate Assessment Screening Report under the Habitats Directive (92/43/EEC) will be issued to the Minister, the Board and prescribed authorities.

Notification of the proposed amendments and the environmental reports will also be published in the Irish Times Newspaper on or before the xx of October 2013.

From the xx of October 2013 to 4pm on the xx of November 2013 inclusive the list of proposed amendments and the Environmental Reports (SEA and Appropriate Assessment Screening) will be displayed on the Council's website at [www.southdublin.ie](http://www.southdublin.ie), and at Lucan Library, Superquinn Centre, Lucan, Civic Offices Clondalkin and County Hall Tallaght, during normal opening hours (excluding public holidays).

Submissions and observations on the Proposed Amendments and the Environmental Reports (SEA and Appropriate Assessment Screening Report) can be made in writing to South Dublin County Council from the xx of October 2012 to 4.00pm on the xx of November 2013.

<b>Manager's Report</b>	<b>December 2013-January 2014</b>
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Not longer than 12 weeks after giving notice the Manager of a Planning Authority shall prepare a report on any submissions or observations received under that subsection and submit the report to the Elected Members of the authority for their consideration.

<b>Council Determination</b>	<b>January–February 2014</b>
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The Elected Members of the Council will then consider the amendments report and amendments to the Planning Scheme will be deemed to be made 6 weeks after the submission of the amendments report to the Elected Members unless the Planning Authority decides, by resolution, to—

- (i) further amend the Planning Scheme
- or
- (ii) not amend Planning Scheme.

<b>Appeal Period</b>	<b>March 2014</b>
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The development agency or any person who made submissions or observations in respect of the draft Planning Scheme may, for stated reasons, within 4 weeks of the date of the decision of the planning authority appeal the decision of the planning authority to An Bord Pleanala.

### **0.2.5 How to Make Written Submissions/Observations**

Submissions or observations with respect to the proposed amendments to the Planning Scheme and Environmental Report) on the likely significant effects on the environment of implementing the proposed amendments, may be made in one of the following ways:-

#### **1. Write to:**

Tony Shanahan,  
Administrative Officer  
Development, Economic and Transport Planning Department,  
South Dublin County Council,  
County Hall,  
Tallaght  
Dublin 24

#### **2. Email to:** [adamstownreview@sdublincoco.ie](mailto:adamstownreview@sdublincoco.ie)

#### **3. Online at:** [www.sdcc.ie](http://www.sdcc.ie)

When making a submission, the following points should be noted:

- All submissions must include the following information:
  - a name
  - a contact address
  - the Proposed Amendment number as shown
  - where relevant, details of any organisation, community group or company etc., represented.
  - a map, where appropriate.
- Submissions should be made by **one** medium only, i.e. hard copy, e-mail or online.

- Only submissions in relation to the proposed amendments and/or the Environmental Report (Addendum 2) will be taken into consideration. Submissions not adhering to these criteria will be considered invalid.
- The closing date for submissions is xxx
- Late submissions can not be accepted.
- This report is available on the Council's website [www.sdcc.ie](http://www.sdcc.ie)



## 0.2.6 Summary Table of Proposed Amendments to 2003 Adamstown SDZ Scheme

No.	Section	Page	Description
1	1.3 Background and Process	2	Insert additional sections 1.3.9 and 1.3.10 advising of current process and relocation of text to facilitate additions
2	1.6 Planning Context	2	Amendments to Sections 1.6.1-1.6.6 to reflect relevant updated and new national, regional and local guidance. Insert figure reflecting these changes. Regional Planning Guidelines 2010-2022, Retail Strategy for the Greater Dublin Area 2008-2016 Greater Dublin Area Draft Transport Strategy 2011-2030 South Dublin County Development Plan 2010-2016 Design Manual for Streets 2013 National Transport Strategy 2012-2030 (Ch 9 Walking and Cycling) The National Cycle Manual 2010
3 MA1	1.7 Area Characterisation	5	Table 1.1 updated to reflect adjustments to net development areas and density bands.
4	2.1 Types of Development	7	Amend text and Table 2.1 to reflect the type of development which may be permitted with development areas.
5 MA2	2.2 Extent of Development	7	Amend table 2.3 to reflect proposed changes in Minimum and Maximum extent of development.
6 MA3	2.2(ii) Breakdown of Total Extent	8	Replace section title 'Breakdown of Total Extent' with 'Total Extent of Residential Development' and amend Table 2.2 to reflect up dated residential figures: Min 6,870 Max 8,184.
7 MA4	2.2 Landmark Buildings		Amend section 2.2.8 to reflect proposed provision for landmark buildings.
8 MA5	2.2 Additional Employment		Insert new section to reflect proposed provision of employment use within the site in lieu of a certain no of residential units.
9	2.2 School Sites		Remove section 2.2 to reflect development which has occurred to date.
10 MA6	2.2 (iii) New Title Social and Affordable Housing		Replace title 2.2(iii) Total Residential Development with 'Social and Affordable Housing'. Amend text to reflect requirements to comply with Part V of the Planning Development Act, 2000 (as amended) and the provisions of the South Dublin County Council Housing Strategy. Text amended to reflect additional traveller accommodation unit. Add additional traveller accommodation site to Figure 2.4.

11 MA7	2.2(iv) Total Non Residential Development	8	Relocate 2.2.13 to end of Section 2.2(ii) and amend text to reflect proposed minimum and maximum quantum of residential development  Amend text to reflect proposed maximum (109,750m <sup>2</sup> ) extent of non-residential development and proposed minimum (24,065m <sup>2</sup> ) extent of non-residential development. Amend tables 2.5 and 2.6 to reflect this.
12	2.3 (i) Design Statement	8	Amend text 2.3.3 affirming the Adamstown urban design approach which is to move towards a more sustainable, compact and integrated urban format.
13	2.3 (ii) Layout	11	Amend text 2.3.4 and 2.3.5 and omit 2.3.6 and 2.3.7 to reflect guidance detailed in the Design Manual for Urban Roads and Streets (DMURS), DoTTs & DoEC&LG 2013, the National Cycle Manual, NTA, 2011 and the Adamstown Street Design Guide (ASDG), SDCC 2009
14 MA8	2.3(v) Development Density	13	Amend Section 2.3.20 and table 2.7 to reflect proposed densities and plot ratios.  Amend Section 2.3.21 to provide for infill development clarify density requirements (allowing for development to fall below or above density ranges) with provision made for addressing any shortfall within relevant landholding or development area.
15	2.3(iv) Residential Yield	13	Omit Section 2.3.23 (Reference to Adamstown LAP-not relevant)
16 MA9	2.3 (vii) Road/Street Width	14	Amend Section (vii) title to 'Road and Street Network' Amend text to reflect guidance detailed in the Design Manual for Urban Roads and Streets (DMURS), DoTTs & DoEC&LG 2013, the National Cycle Manual, NTA, 2011 and the Adamstown Street Design Guide (ASDG), SDCC 2009. Omit Table 2.8. Omit Figures 2.11 and 2.12.  Amend Figure 2.10 Road/Street Type Updated to reflect the new layout and system of classification used within the ASDG/DMURS
17	2.3(x) Building Language and Finishes		Amend section 2.3.46 to reflect DMURS
18 MA10	2.3(xi) Dwelling Size	15	Amend text to reflect the <i>Sustainable Urban Housing: Design Standards for New Apartments (2007)</i> and <i>Quality Housing for Sustainable Communities (2007)</i> . The Scheme is referenced in both of these documents. Amend Table 2.11 to reflect provisions of these document.
19	2.3(xii) Dwelling Type	19	Amend text to reflect requirements of <i>Quality Housing for Sustainable Communities (DoEHLG, 2007)</i> guidelines.  Omit text 2.3.55. Reference not relevant. Provisions of SDCC Housing Strategy apply

20	2.3(xiii) Private Amenity Space	19	Amend text to reflect provisions of <i>Sustainable Urban Housing: Design Standards for New Apartments (2007)</i> and <i>Quality Housing for Sustainable Communities (2007)</i> .
21	2.3 (xv) Electricity Supply	19	Text amended to reflect diversion of 200kv line which traversed site and granting of permission for 110kv Transformer Station within the SDZ lands.
22	2.4(i) Road Network	20	Sections 2.4.1-2.4.4 Text amended to reflect updated modelling exercise carried by NTA as part of scheme review
23	2.4(ii) Road Improvements	20	Sections 2.4.5-2.4.8 amended to reflect upgrades to road network since 2003. ORR, Adamstown Line Road and improvements to M50 and N4
24	2.4(iii) Suburban Rail	21	Sections 2.4.9-2.4.16 amended to reflect suburban rail upgrades, Adamstown Railway Station, twin tracking of Kildare line
25	2.4(iv) Busway/QBC	21	Section 2.4.17-2.4.22 amended to reflect current QBC and bus provision in Adamstown. QBC provided on opposite sides of Adamstown Link Road. QBC linking Adamstown with N4 and ORR provided.
26	2.4 (v) Transport Interchange	22	Section 2.4.23-2.4.28 text amended to reflect works carried out on Transport Interchange since 2003
27	2.4(vi) Walking and Cycling	22	Add Section 2.29 to reflect guidance detailed in the Design Manual for Urban Roads and Streets (DMURS), DoTTs & DoEC&LG 2013, the National Cycle Manual, NTA, 2011 and the Adamstown Street Design Guide (ASDG), SDCC 2009.
28	2.5(i) Water Supply	24	Sections 2.4.1-2.5.5 amended to reflect upgrades to update details of service provision
29	2.5(ii) Surface Water Drainage	24-25	Sections 2.5.6-2.5.19 amended to update details of service provision
30	2.5(iii) Foul Sewerage	26	Sections 2.5.20-2.5.31 amended to update details of service provision
31	2.5 (iv) Telecommunications/ Information Technology		Update section to reflect current telecommunications infrastructure provision.
32 MA11	2.5 (v) Environmental Sustainability and Sustainable Design	N/A	New Section to reflect the provisions of the National Climate Change Strategy 2007-2012 and the South Dublin Climate Change Strategy 2009-2020. Text highlights the fact that scheme sets out a coherent framework for sustainable development through consideration of aspect, orientation, location, mix and scale of development.
33 MA12	2.6(i) Major Parks and Public Open Spaces	28-29	2.6.1-2.6.5 amended in order to specify minimum requirements for active recreational facilities in each Park and to update text where necessary. Amendments to specify the requirements for the retention of natural features in parks. Amend Table 2.16 to reflect these changes
34	2.6 (ii) Green	N/A	Section added to formalise the requirement to

<b>MA13</b>	<b>Infrastructure</b>		protect, enhance and link key assets of public space network
<b>35</b>	<b>2.6 (iii) Education /Schools</b>	<b>29</b>	Sections 2.6.10-2.6.12 amended to provide update on school provision in Adamstown. Schools campus is now developed and incorporates 2 no 16-classroom primary schools and secondary school with capacity for up to 1,000 pupils. Updated scheme reflects this provision. Also reflects proposals to relocate primary school adjacent to Tandy's Lane Village.
<b>36</b> <b>MA14</b>	<b>2.6 (iv) Childcare Facilities</b>	<b>30</b>	Section 2.6.13-2.6.16 amended to reflect current thinking on childcare provision. Childcare provision to be linked to development of District and Local Centres and to reflect demand for childcare needs to be met in existing private residential properties or other flexible use buildings.
<b>37</b> <b>MA15</b>	<b>2.6 (vi) Children's Play Facilities</b>	<b>N/A</b>	New Section's 2.6.15-2.6.17 and new Table 2.6.18 to reflect SDCC's desire to provide a range of secure outdoor play facilities within appropriate distances of homes to encourage varied physical and active play. Playgrounds to be provided in each of 4 Major Parks and equipped play facilities in each development areas. Public realm design also to provide for informal play opportunities.
<b>38</b> <b>MA16</b>	<b>2.6(vii) Community Buildings</b>	<b>31</b>	Section 2.6.17-2.6.23 amended to reflect current practice in community building provision in SDCC. Pro rata provision not considered appropriate due to delivery and management issues. Provision of 1-2 facilities across the site is now considered more appropriate in terms of delivery and management. Omit table 2.18 Update Figure 2.38
<b>39</b> <b>MA17</b>	<b>2.6 (vi) Shopping and Retail Services</b>	<b>32</b>	Update Text and Table 2.19 to reflect Minimum and Maximum retail provision resulting from proposed reductions in non-residential floorspace across scheme
<b>40</b> <b>MA18</b>	<b>2.6(viii) Health Emergency/Religious</b>	<b>33</b>	Amend Section 2.6.40 to include provision of Primary Health Care Facility as per Amendment No1. Adopted 2006. Amend section 2.6.41 to provide for public worship to be 'open to consideration' in all areas subject to appropriate safeguards including within community buildings
	<b>Overarching Changes</b>		
<b>41</b>	<b>Neighbourhood Boundaries</b>		Minor amendments made to Development Area Boundaries within the scheme
<b>42</b>	<b>Road Layouts</b>		Minor amendments made to the road layout within the scheme
<b>43</b>	<b>Flexible Use Buildings</b>		Minor amendments made to the distribution of flexible use buildings within the scheme
<b>44</b>	<b>Open Space</b>		Minor amendments made to the distribution of open space within the scheme
<b>45</b>	<b>North Eastern School</b>		Relocation of the designated school site in

	<b>Site</b>		<b>Tandys Lane Village to the north to facilitate access ahead of development of this area.</b>
<b>Section 3</b>	<b>Development and Amenity Areas</b>		
<b>46</b>	<b>Amenity Areas</b>		<b>Update tables setting out statistical and physical parameters to reflect proposed amendments.</b>
<b>Section 4</b>	<b>Phasing and Implementation</b>		
<b>47</b> <b>MA 19</b>	<b>4.2 Sequence</b>		<b>Amend section 4.2.1-4.2.5 to reflect proposed amendments to phasing bands and overall min-max development potential. Amend phasing tables to reflect proposed amended phasing bands and to reflect current infrastructural developments to date and changing infrastructural requirements in the scheme.</b>
<b>48</b>	<b>4.3 Operation</b>		<b>Amend section 4.3.1-4.3.3 to reflect proposed phasing bands and operation of the scheme to date.</b>
<b>49</b> <b>MA 20</b>	<b>4.4 Timing</b>		<b>Amend section 4.4.1-4.4.5 to reflect operation and development of the scheme to date and the proposed amendments to phasing bands.</b>

## 1.0 Introduction

AMENDMENT REF. NO.01	
Section Ref.	Page Ref.
1.3 Background and Process	2

### 1.3 Background and Process

- 1.3.1 Part IX of the Planning and Development Act 2000 introduced Strategic Development Zones (SDZs) to facilitate specified development of economic or social importance to the State.
- 1.3.2 The Government designated 223.5 hectares of land at Adamstown, to the south-west of Lucan, County Dublin, as a site for a Strategic Development Zone for residential development, on 1 July 2001.
- 1.3.3 South Dublin County Council is the specified Development Agency for the Adamstown SDZ site, being the relevant Planning Authority for the area. A Draft Planning Scheme was prepared and submitted to the elected members of South Dublin County Council in December 2002.
- 1.3.4 The Draft Planning Scheme was displayed in public during January and February 2003, during which time submissions and observations were invited from all interested parties. A total of 123 valid submissions were made to the Planning Authority.
- 1.3.5 Reports on submissions and observations received were prepared and submitted to the elected members of the Planning Authority. The Reports recommended 40 changes to the Draft Planning Scheme. The elected members proposed 56 further changes in the form of motions during April 2003.
- 1.3.6 After several Council meetings at which the proposed changes were considered, the elected members of South Dublin County Council decided, by resolution, to 'make' the Draft Planning Scheme subject to a total of 62 variations and modifications, on 7 May 2003.
- 1.3.7 A total of 20 parties who had previously made submissions to the Planning Authority in respect of the Draft Planning Scheme, made appeals to An Bord Pleanala regarding the decision of South Dublin County Council, in June 2003.
- 1.3.8 An Bord Pleanala held an oral hearing in respect of the Draft Planning Scheme during July 2003. The Board approved the Planning Scheme, subject to 26 further modifications, on 25 September 2003. [This document comprises the consolidated Planning Scheme and incorporates all changes, variations and modifications.](#)
- 1.3.9 [On the 8<sup>th</sup> of May 2006 South Dublin County Council made amendments to the Adamstown SDZ Planning Scheme, 2003 to allow for \(a\) relocation of the combined schools and leisure campus and thereby revising the boundaries of the 'Adamstown Square' and 'Adamstown Castle' development areas and \(b\) to include a requirement for a Primary Health Care Facility in Phase 5.](#)
- 1.3.10 [On the xx of xxxx 2013 South Dublin County Council being the specified Development Agency for the Adamstown SDZ and the relevant Planning Authority, submitted xx no. proposed amendments to the Adamstown SDZ Planning Scheme, 2003](#)

(as amended) to the Elected Members of South Dublin County Council. A statutory consultation period in respect of the proposed amendments ran from the xx of xxxx 2013 to the xx of xxxx 2013. An Environmental Report under the provisions of the SEA regulations was prepared in support of the Scheme. Following a screening exercise the Planning Authority determined that an Appropriate Assessment was not required in respect of the Adamstown SDZ Planning Scheme 2003 and the proposed amendments.

**Rationale:**

This proposed amendment incorporate details of Amendment No. 1 (2006) and the current proposed amendments and refers to the current process.

AMENDMENT REF. N0.02	
Section Ref.	Page Ref.
1.6 Planning Context	3

## **~~1.6 Planning Context~~**

### **~~Adamstown Local Area Plan 2001~~**

~~1.6.1 A detailed Local Area Plan (LAP) exists for Adamstown (Figure 1.4. overleaf). The Adamstown LAP was adopted by South Dublin County Council in July 2001. The Plan sets out the framework for the future development of the lands at Adamstown and forms the basis for the preparation of the Adamstown SDZ Planning Scheme.~~

### **~~South Dublin County Development Plan 1998~~**

~~1.6.2 The South Dublin County Development Plan was adopted by South Dublin County Council in December 1998. The Adamstown SDZ lands were zoned "To provide for new residential communities in accordance with approved Action Area Plans".~~

### **~~Strategic Planning Guidelines for the Greater Dublin Area 1999~~**

~~1.6.3 Strategic Planning Guidelines for the Greater Dublin Area (SPGs) were published in March 1999. The Adamstown SDZ lands are located within the defined Metropolitan Area, for which the strategy is to consolidate development by increasing overall densities and thereby facilitating the provision of a considerably enhanced public transport system.~~

### **~~A Platform for Change - DTO Strategy 2000-2016~~**

~~1.6.4 A transport strategy for the Greater Dublin Area was published by the Dublin Transportation Office (DTO) in September 2000 and is the overall planning framework for the development of the transport system in Greater Dublin, including the Adamstown SDZ lands, over the period 2000-2016.~~

### **~~Residential Density Guidelines for Planning Authorities 1999~~**

~~1.6.5 Residential Density Guidelines for Planning Authorities were published by the Department of the Environment in September 1999. The Guidelines identify appropriate locations for higher residential densities including outer suburban / 'greenfield' sites and lands proximate to existing or proposed public transport corridors such as Adamstown.~~

### **~~Retail Planning Strategy for the Greater Dublin Area~~**

~~1.6.6 The Retail Planning Strategy for the Greater Dublin Area was published in January 2002. The purpose of the Strategy is to ensure that adequate provision is made for retail development and to advise on floorspace location. Potential is identified for a new District~~

## **1.6 Planning Context**

- 1.6.1 The amended Planning Scheme aims to be consistent with current guidance, strategies and policies at national and regional level and with the County Development Plan's core strategy. This approach ensures that the Scheme takes cognisance of and represents an appropriate fit with higher level plans at national and regional level and with the local planning context.

- 1.6.2 The overarching theme of national planning policy is the consolidation and sustainable use of land in urban areas, particularly those that are well served by public transport. Urban consolidation is key to the achievement of sustainable development, economic competitiveness, community well being, environmental protection and also to secure full economic value from investment in public infrastructure. The key strategies that have informed the review process are outlined below:

### **Regional Planning Guidelines Greater Dublin Area 2010-2022**

- 1.6.3 The Regional Planning Guidelines translate national strategies to regional level with an emphasis on Dublin as the driver of national development and the need to physically consolidate the growth of the metropolitan area, through greater integration of land-use and transport planning. The RPG settlement hierarchy seeks to prioritise and focus investment and growth to achieve integration in services, infrastructure, transport, economic activity and new housing. This approach reflects the prioritisation of public transport infrastructure, reducing the need to travel and a reduction in greenhouse gas emissions as set out in a number of government policy documents such as Transport 21, Smarter Travel, and the National Climate Change Strategy. Adamstown is designated as a metropolitan area consolidation town.

### **Retail Strategy for the Greater Dublin Area 2008-2016**

- 1.6.4 The purpose of the retail strategy is to guide the activities and policies for retail planning across the seven Councils of the Dublin and Mid East Region and to set out a coordinated, sustainable approach to the assessment and provision of retail within the GDA. This is to ensure retail is provided in tandem with population growth on suitable sites, and in areas of proven need.

### **Greater Dublin Area Draft Transport Strategy 2011 - 2030: 2030**

- 1.6.5 The goal of the Strategy is to support the GDA in meeting its potential as a competitive, sustainable city region with a good quality of life for all. The strategy represents the top level of transport plans within the regional hierarchy that will include an implementation plan and a strategic traffic management plan. The strategy identifies key transport principles important to quality of life, including:

- A strong focus on pedestrian and cycling movement for local trips;
- Exploring the ability of public transport to cater for the mass movement of people while using a fraction of the fuel and street space required for cars; and
- Intensification and consolidation of towns and cities by building on brownfield and vacant land or reusing underutilised lands.

### **South Dublin County Development Plan 2010-2016**

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



urban design principles. It is policy of the Council to ensure that Adamstown is developed in accordance with the existing Planning Scheme

**1.6.7 Design Manual for Urban Roads and Streets March 2013**

In 2011, South Dublin County Council published the Adamstown Street Design Guide (ASDG) to guide the design of roads and streets within the SDZ area. The ASDG acted as a precursor to the Design Manual for Urban Roads and Streets (DMURS), jointly published by the Department of Transport Tourism and Sport and the Department of Environment, Community and Local Government in 2013.

DMURS and the ASDG seek to promote an integrated approach to street design that promotes safety, sustainable transport patterns and a sense of place. These documents combine more conventional road design approaches with sustainable/place based design measures. This approach calms traffic by altering driver behaviour in response to the characteristics of the street environment.

**1.6.8 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages), 2009**

This guidance document was published by the Department of the Environment and is accompanied by the Urban Design Manual. It replaced the Residential Density Guidelines (1999) and focuses on sustainable residential development, including the promotion of layouts that prioritise walking, cycling and public transport, and minimise the need to use cars; layouts that are easy to access for all users and to find one's way around; that promote the efficient use of land and of energy, and minimise greenhouse gas emissions and provide a mix of land uses to minimise transport demand.

**1.6.9 Sustainable Urban Housing: Design Standards for New Apartments- Guidelines for Planning Authorities (2007)**

The aim of these guidelines is to promote sustainable urban housing, by ensuring that the design and layout of new apartments will provide satisfactory accommodation for a variety of household types and sizes, including families with children, over a medium to long term. The guidelines provide recommended minimum standards for floor areas for different types of apartments; storage spaces; sizes for apartment balconies/patios, and room dimensions for certain rooms.

**GUIDANCE, STRATEGY AND POLICY DOCUMENTS REFERENCED DURING REVIEW PROCESS**

<b>National:</b>	National Development Plan, 2007-2013; Smarter Travel- A Sustainable Transport Future, 2009; Design Manual for Urban Roads and Streets, 2013; National Climate Change Strategy 2007-2012; National Biodiversity Plan, 2011-2016; National Heritage Plan, 2002; National Anti-Poverty Strategy, 1997; National Action Plan for Social Inclusion, 2007-2016; National Transport Strategy 2012-2030; National Cycle Manual, 2011
<b>Regional:</b>	Regional Planning Guidelines, Greater Dublin Area 2010-2022; Retail Strategy for the Greater Dublin Area, 2008-2016, Greater Dublin Area Draft Transport Strategy, 2011-2030; Waste Management Plan for the Dublin Region, 2010-2022.
<b>Local:</b>	South Dublin County Development Plan, 2010-2016; South Dublin County Heritage Plan, 2010-2015; South Dublin County

	<p>Council Disability Act Implementation Plan, 2008-2010; South Dublin County Council Litter Management Plan, 2011-2014; Adamstown Street Design Guide (ASDG), 2011.</p>
<b>Guidelines:</b>	<p>Sustainable Residential Development in Urban Areas, 2009; Urban Design Manual -A Best Practice Guide, Part's 1 &amp; 2, 2009; Sustainable Urban Housing, Design Standards for New Apartments, 2007; Delivering Homes Sustaining Communities 2007; Quality Housing for Sustainable Communities - Best Practice Guidelines, 2007; Deign Manual for Urban Roads and Streets, 2013; Retail Planning Guidelines, 2012; Retail Design Manual, 2012; Childcare Facilities Guidelines, 2001; Provision of Schools and the Planning System, 2008; The Planning System and Flood Risk Management, 2009; Architectural Heritage Protection Guidelines, 2011; Landscape &amp; Landscape Assessment, 2000; Framework and Principles for the Protection of Archaeological Heritage, 1999; Green City Guidelines – Advice for the protection and enhancement of biodiversity in medium to high-density urban developments, 2008; Guidelines for Designing out Anti-Social Behaviour, 2007</p>

Figure 1.3 Guidance, Strategy and Policy Documents

**Rationale**

The National, Regional and Local documents referenced in the Planning Scheme have been superseded. The purpose of this amendment is to incorporate up to date guidance into the Scheme.

## 1.7 Area Characterisation

MATERIAL AMENDMENT NO 1		AMENDMENT REF. NO.03	
Section Ref.		Page Ref.	
1.7 Area Characterisation		5	

1.7.1 The gross developable area of the Adamstown SDZ Planning Scheme comprises 213.9 hectares and is subdivided into eleven development areas and four amenity areas. The purpose of this is to characterise each part of the SDZ as a smaller, more identifiable unit.

1.7.2 Excluding proposed main road and railway reservations, major public open spaces and sites for schools from the total gross developable area, the total net developable area is 155 hectares. Main road reservations include all required public space within the road corridor such as footpaths etc.

~~1.7.3 Area character type is based on the Adamstown Local Area Plan 2001 and in particular the three density zones identified, 'transitional', 'intermediate' and 'urban'. The Local Area Plan Density zones have been related to the Planning Scheme development areas, which are characterised as either low, medium or high development density.~~

1.7.3 Area Character type is based on a three tier approach of relatively low, medium and high density.

	Development or Amenity Area	Gross Area (hectares)	Net Area (hectares)	Area Character Type
1	Adamstown Castle	21.1	12.15	Low density
2	Somerton	14.5	12.8	Low density
3	Airlie Stud	15.6	14.5	Low density
4	Tobermaclugg Village	21.4	19.3	Low density
5	Tubber Lane	18.8	17.6	Low density
	Tandy's Lane Village	21.7	17.0	Medium density
7	St. Helen's	16.0	14.2	Medium density
8	Aderrig	21.7	17.8	Medium density
9	Adamstown Square	15.1	12.15	High density
10	Adamstown Boulevard	14.4	11.3	High density

<b>11</b>	Adamstown Station	8.3	6.2	High density
	<b>Subtotal</b>	<b>188.6</b>	<b>155.0</b>	
<b>A</b>	Tandy's Lane Park	8.0	7.7	Park
<b>B</b>	Tobermaclugg Park	3.8	3.4	Park
<b>C</b>	Airlie Park	11.6	10.85	Park
<b>D</b>	Central Boulevard	1.9	1.3	Urban Park
	<b>Subtotal</b>	<b>25.3</b>	<b>23.25</b>	
	<b>TOTAL</b>	<b>213.9</b>	<b>178.25</b>	

**Table 1.1 — Adamstown SDZ — Development and Amenity Areas**

	Development or Amenity Area	Gross Area (hectares)	Net Area (hectares)	Area Character Type
<b>1</b>	Adamstown Castle	22.3	13.6	Low density
<b>2</b>	Somerton	14.5	12.8	Low density
<b>3</b>	Airlie Stud	15.6	14.3	Low density
<b>4</b>	Tobermaclugg Village	21.4	19.3	Low density
<b>5</b>	Tubber Lane	18.8	17.6	Low density
	Tandy's Lane Village	21.7	17.0	Medium density
<b>7</b>	St. Helen's	16.0	14.2	Medium density
<b>8</b>	Aderrig	21.7	17.8	Medium density
<b>9</b>	Adamstown Square	13.5	10.9	High density
<b>10</b>	Adamstown Boulevard	14.6	11.5	High density
<b>11</b>	Adamstown Station	8.6	6.5	High density
	<b>Subtotal</b>	<b>188.7</b>	<b>155.0</b>	
<b>A</b>	Tandy's Lane Park	8.0	7.7	Park
<b>B</b>	Tobermaclugg Park	3.8	3.4	Park
<b>C</b>	Airlie Park	11.6	10.9	Park

<b>D</b>	Central Boulevard	1.9	1.3	Urban Park
	<b>Subtotal</b>	<b>25.3</b>	<b>23.3</b>	
	<b>TOTAL</b>	<b>214</b>	<b>178.8</b>	

**Table 1.1 Adamstown SDZ - Development and Amenity Areas**

**Rationale:**

There is an adjustment in net development areas of the Adamstown Castle, Adamstown Square, Adamstown Station and Adamstown Boulevard areas arising from Amendment No. 1 (2006), and to take account of reduced road reservations, revised alignments.

## 2.0 Proposals for Development

AMENDMENT REF. NO.04	
Section Ref.	Page Ref.
2.1 Types of Development	7

### 2.1 Types of Development

2.1.1 A Planning Scheme must indicate the type or types of development that may be permitted within the designated Strategic Development Zone (SDZ).

~~2.1.2 The South Dublin County Development Plan 1998 indicates the types of development that may be permitted in an area by identifying a zoning objective and specifying the types of development that are either 'permitted in principle', 'open for consideration' or 'not permitted' in that area.~~

<b>Permitted in Principle</b>	Advertisements & Advertising structures, Bed and breakfast, Betting office, Car park, Church/ Place of Worship, Community facility, <del>Creche/Nursery school</del> , Childcare Facilities, Cultural use, Dancehall/nightclub, Doctor/Dentist etc., Education, Enterprise centre, Funeral home, Guest house, Health centre, Hospital, Home-based economic activities, Hotel/motel, Industry-light, Office-based industry, Offices, Open space, Petrol station, Public house, Public services, Railway Station, Recreational buildings (commercial), Recreational facility/sports club, Residential, Residential caravan bays/Group housing, Residential institution, Restaurant/Cafe, Retirement home, Science and Technology based enterprise, Service garage, Retail service, Shop, Vet. Surgery
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<b>Open for Consideration</b>	Agricultural buildings, Caravan park-holiday, Cash and Carry/Wholesale outlet, Garden centre, Household fuel depot, Motor sales outlet, Refuse transfer station, Retail warehouse, Telecommunications support structures required to service Adamstown, Transport depot, Warehousing
<b>Not Permitted</b>	Abattoir, Aerodrome/Airfield, Boarding kennels, Cemetery, Concrete/Asphalt plant, Heavy vehicle park, Industry-Extractive, Industry-General, Industry-Special, Refuse landfill, Rural industry, Scrap yard

**Table 2.1 Types of Development Permissible in Adamstown - Development Areas**

- 2.1.3 The ~~Adamstown Local Area Plan 2001~~ Planning Scheme aims to “Create a sustainable and vibrant community based on a traditional town format, with a wide range and choice of dwellings, shopping, services, employment, education, community and leisure facilities and amenities”.
- 2.1.4 The Government Order designating Adamstown as a site for an SDZ. S.I. No. 272 of 2001, specifies “residential development and the provision of schools, commercial activities including employment, office and retail facilities, a rail halt, emergency services and the provision of community facilities as referred to in Part III of the First Schedule of the Planning and Development Act 2000, including health and childcare services”.

<b>Permitted in Principle</b>	Church/Place of Worship, Community facility, Cultural use, Open space, Recreational facility/sports club, Car park, Restaurant/Café,
<b>Open for Consideration</b>	Agricultural buildings, Bed and breakfast*, Caravan park-holiday, Church, <del>Creche/Nursery—school</del> , Childcare Facilities, Education, Garden centre, Guest house*, Home based economic activities*, , Public services, Residential caravan bays/Group housing, Residential institution*, Retirement home*, Recreational buildings (commercial), Telecommunications support structures required to service Adamstown.

<b>Not Permitted</b>	Abattoir, Advertisements & Advertising structures, Aerodrome/Airfield, Betting office, Boarding kennels, Cash and carry/Wholesale outlet, Cemetery, Concrete/Asphalt plant, Dancehall/nightclub, Doctor/Dentist etc., Enterprise centre, Funeral home, Health centre, Heavy vehicle park, Hospital, Hotel/motel, Household fuel depot, Industry(all categories), Motor sales outlet, Office-based industry, Offices, Petrol station, Public house, Railway Station, Refuse landfill, Residential, Retail warehouse, Scrap yard, Retail service, Shop, Transport depot, Vet. Surgery, Warehousing
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**Table 2.2 Types of Development Permissible in Adamstown - Amenity Areas**

**Rationale:**  
It is proposed to update the type or types of development that may be permitted within development areas and amenity areas to reflect the provisions of the Current South Dublin County Development Plan 2010-2016.

## 2.2 Extent of Development

MATERIAL AMENDMENT NO 2 AMENDMENT REF. NO.05	
Section Ref.	Page Ref.
2.2 Extent of Development	7-9

Development Type	Minimum Extent	Maximum Extent
<b>Total Residential and Non-Residential</b>	<del>840,000-square metres</del>	<del>1,035,000-square metres</del>
<b>Total Dwelling Units</b>	<del>8,250-units</del>	<del>10,150-units</del>
<b>Total Non-Residential Development</b>	<del>32,600-square metres</del>	<del>125,500-square metres</del>
<b>Additional Development</b>	<del>Railway station/transport interchange</del> <del>Three primary schools</del> <del>One secondary school</del> <del>Fire Station</del>	

Development Type	Minimum Extent	Maximum Extent
Total Residential	752,950 square metres	887,725 square metres
Total Dwelling Units	6,655 units	8,145 units
Total Non-Residential Development	29,185 square metres	125,500 square metres
Additional Development	Railway station/transport interchange  Four Primary Schools (2 in place on existing 4ha site)  One secondary school (in place on existing 4ha site)  Fire Station (if required)  Primary Health Care Facility	

**Table 2.3. Total Extent of Development Permissible in Adamstown\***

**Rationale:**

The review of the planning and economic context underpinning the scheme indicated that the densities set out under the approved scheme exceed those achievable in the housing market for the foreseeable future. The review revealed that there is a preference for housing formats that can be delivered on an incremental basis with less upfront investment. The review team is also cognisant of the principles of sustainable development and the fact that a new district with significant up front infrastructure provision has been realised through the Adamstown approach. Therefore, while accounting for economic circumstances, the review team must also retain the overall required sustainable development objectives of Adamstown and a balance is required.

The challenge is therefore to facilitate development in the short to medium term at densities that respond to national policy, the existing built context and the outer suburban rail-based location of the site, without compromising the longer term potential of Adamstown.

The review team has assessed a number of density options and considered implications for unit numbers, housing formats, population, urban design, mix of uses and transportation. While development areas continue to be characterised as low, medium or high density, a more in-depth assessment was carried out through spatial modelling. Densities were spatially arranged at incremental intervals of 200 metres radiating from Adamstown Rail Station and from the Local Centres. The minimum extent of development achievable under this scenario was calculated on a development area basis, using the net development areas for each area. This exercise resulted in an overall density reduction of 14%. This was later refined to 17% through the application of building envelopes/typologies within each neighbourhood.



Section Ref.	Page Ref.
2.2 (i) Total Extent of Residential Development	7-9

## 2.2(ii) Breakdown of Total Extent

2.2.4 The total extent of development in the Adamstown SDZ comprises:-

- Development in Net Development Areas;
- Development in Landmark Buildings;
- Development on School Sites;

### **Net Development Areas**

2.2.5 The vast majority of development in Adamstown will take place in the eleven net development areas. These areas exclude main road and railway reservations, major parks (amenity areas) and sites for schools, a primary health care facility and a fire station.

	Development Area	Total Development (square metres)		Total Dwelling Units (number)	
		Min	Max	Min	Max
1	Adamstown Castle	50,000	60,000	500	600
2	Somerton	45,000	55,000	450	550
3	Airlie Stud	57,500	70,000	575	700
4	Tobermaclugg Village	87,500	105,000	875	1,050
5	Tubber Lane	70,000	85,000	700	850
6	Tandy's Lane Village	85,000	102,500	850	1,025
7	St. Helen's	92,500	110,000	925	1,100
8	Aderrig	115,000	140,000	1,150	1,400
9	Adamstown Square	90,000	110,000	900	1,100
10	Adamstown Boulevard	85,000	102,500	850	1,025
11	Adamstown Station	62,500	75,000	475	550
	<b>TOTALS</b>	<b>840,000</b>	<b>1,015,000</b>	<b>8,250</b>	<b>9,950</b>

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~~Table 2.4 Development Permissible by Net Development Area\*~~

	Development Area	Total Development (square metres)		Total Dwelling Units (number)	
		Min	Max	Min	Max
1	Adamstown Castle	57,775	58,975	630	640
2	Somerton	54,000	64,800	450	540
3	Airlie Stud	67,425	72,600	630	675
4	Tobermaclugg Village	80,850	97,900	735	890
5	Tubber Lane	73,800	88,800	615	740
6	Tandy's Lane Village	74,800	89,650	680	815
7	St. Helen's	63,800	76,450	580	695
8	Aderrig	80,325	97,125	765	925
9	Adamstown Square	78,725	79,775	640	650
10	Adamstown Boulevard	72,450	87,150	690	830
11	Adamstown Station	49,000	58,500	490	585
	<b>Subtotal</b>	<b>752,950</b>	<b>871,725</b>	<b>6,905</b>	<b>7,985</b>
	<b>Landmark Sites</b>				<b>+160</b>
	<b>Employment Use Transfer of Units</b>			<b>-250</b>	
	<b>Total</b>	<b>726,700</b>	<b>887,725</b>	<b>6,655</b>	<b>8,145</b>

**Table 2.4 Development Permissible by Net Development Area\***

\*Adamstown Castle, Airlie Stud and Adamstown Square figures refer to the total extent of residential development permissible in these Development Areas, inclusive of existing development.

\*Adamstown Boulevard: Up to 250 no. residential units may be displaced in this development area to provide for employment uses.

\*Up to 2% of max may be provided to facilitate landmark buildings. This equates to an additional 160 units/ 16,000m<sup>2</sup> of development.

- 2.2.6 Within each of the eleven net development areas, the Planning Authority will allow flexibility in the relationship between the amount of floorspace and the number of dwelling units. For example, a developer may provide the minimum amount of floorspace and the maximum number of dwellings, or vice-versa. This allows for considerable variation in dwelling size and type.
- 2.2.7 There is generally a 20% variation between the minimum and maximum extent of development within each net development area. This is to counter excessive fluctuations throughout Adamstown.
- 2.2.8 There are a minimum of 6,655 units and a maximum of 8,145 units permissible in the Planning Scheme Area.

**Rationale:**

The review of the planning and economic context underpinning the scheme indicated that the densities set out under the approved scheme are exceed those achievable in the housing market for the foreseeable future. The review revealed that there is a preference for housing formats that can be delivered on an incremental basis with less upfront investment. The review team is also cognisant of the principles of sustainable development and the fact that a new district with significant up front infrastructure provision has been realised through the Adamstown approach. Therefore, while accounting for economic circumstances, the review team must also retain the overall required sustainable development objectives of Adamstown and a balance is required.

The challenge is therefore to facilitate development in the short to medium term at densities that respond to national policy, the existing built context and the outer suburban rail-based location of the site, without compromising the longer term potential of Adamstown.

The review team has assessed a number of density options and considered implications for unit numbers, housing formats, population, urban design, mix of uses and transportation. While development areas continue to be characterised as low, medium or high density, a more in-depth assessment was carried out through spatial modelling. Densities were spatially arranged at incremental intervals of 200 metres radiating from Adamstown Rail Station and from the Local Centres. The minimum extent of development achievable under this scenario was calculated on a development area basis, using the net development areas for each area. This exercise resulted in an overall density reduction of 14%. This was later refined to 17% through the application of building envelopes/typologies within each neighbourhood.

MATERIAL AMENDMENT NO 4		AMENDMENT REF. NO.07	
Section Ref.		Page Ref.	
2.2 Landmark Buildings		7-9	

**Landmark Buildings**

- 2.2.8 ~~Up to 1% of floorspace in the net development areas may be provided to facilitate landmark buildings at appropriate locations throughout Adamstown. This permits up to a maximum of 10,000 square metres of further development which may include up to 100 extra dwelling units.~~
- 2.2.9 To increase potential for future infill development, up to 2% on top of the maximum floorspace in each net development area may be provided to facilitate landmark buildings at the locations identified appropriate locations throughout Adamstown. This permits up to a maximum of 16,000 square meters of further development which may include up to 160 extra dwelling units.

~~2.2.9 Additional floorspace available for landmark buildings at any given time is calculated as 1% of already permitted floorspace throughout the Adamstown SDZ, up to a cumulative maximum of 10,000 square metres and is subject to certain design standards, detailed in Section 2.3 below~~

Rationale: To increase potential for future infill development.
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MATERIAL AMENDMENT NO 5      AMENDMENT REF. NO.08	
Section Ref.	Page Ref.
New Section Additional Employment	

### Additional Employment

2.2.9 To increase potential for future employment use within the site, up to 250 no. residential units may be displaced in the Adamstown Boulevard Development Area situated west of Adamstown Station. This will facilitate additional employment floor space of up to 26,250 square metres. Displaced units shall be accommodated elsewhere within the Adamstown Boulevard Development Area or in an adjoining Development Area.

Rationale: To increase potential for future infill development.
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AMENDMENT REF. NO.9	
Section Ref.	Page Ref.
2.2 School Sites	7-9

### ~~School Sites~~

~~2.2.10 Designated school sites do not form part of the net development areas. There are three sites identified for the provision of four schools: 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.~~

~~2.2.11 In addition to two schools, the large 4 hectare site may also include up to 10,000 square metres of development which may include up to 100 residential units.~~

~~2.2.12 Additional development on the large school site must have a clear design relationship with the school buildings and will be subject to maximum density standards relating to the site as a whole: site coverage up to 25% and plot ratio up to 1 : 0.5.~~

Rationale: It is proposed to remove the potential for an additional 100 residential units on the 4 hectare school site as the site has been developed with two primary schools and a second level school to date.
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MATERIAL AMENDMENT NO 6		AMENDMENT REF. NO.10	
Section Ref.		Page Ref.	
2.2 (iii) Total Residential Development		7-9	

## 2.2 (iii) ~~Total Residential Development~~ Social and Affordable Housing

2.2.13 ~~There are a minimum of 8,250 dwelling units and a maximum of 10,150 units permissible in the Planning Scheme area. It is an objective that in accordance with the South Dublin County Council Housing Strategy 2001, 15% of all dwelling units within each development area shall be provided as social and/or affordable units.~~

2.2.13 All development shall comply with the requirements of Part V of the Planning and Development Act, 2000 (as amended) and with the South Dublin County Council Housing Strategy with regard to the provision of Social and Affordable Housing.

2.2.14 In achieving the objective to provide social and affordable housing, the Planning Authority will consider the following:-

- Whether the proposal for social / affordable housing will contribute effectively and efficiently to the achievement of the objectives of the Council's Housing Strategy and this Planning Scheme;
- Whether the proposal would constitute the best use of the resources available to ensure an adequate supply of housing and any financial implications of the proposal for the Council in its functions as a Housing Authority;
- The overall need to counteract undue segregation in housing between persons of different social background in each of the development areas of this Planning Scheme and in the overall context of this Planning Scheme;
- The time within which the social/affordable housing element of the proposal is likely to be provided;
- The need to ensure the overall coherence of the proposal in the context of the Council's Housing Strategy and this Planning Scheme;
- The need to take into account the views of the applicant as set out in their proposal for compliance with the provisions of the Council's Housing Strategy and this Planning Scheme.

2.2.14 2.2.15 Social housing provision must include at least ~~three~~ ~~four~~ traveller accommodation ~~sites to accommodate at least 30 with capacity for up to 6 units of accommodation, two-thirds of which must be grouped houses and one third residential caravan bays~~ comprising grouped houses and/or residential caravan bays, depending on the requirements of South Dublin County Council.

2.2.16 The ~~three~~ four traveller accommodation sites shall generally be located in accordance with the symbols identified on Figure 2.4. ~~The proposed traveller accommodation sites in the Somerton and Tubber Lane development areas will comprise group housing and the proposed site in the Adderig development area will comprise halting site bays.~~

Rationale: Update scheme based on current SDCC Social and Affordable Housing Provisions and traveller accommodation needs.
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MATERIAL AMENDMENT NO 7		AMENDMENT REF. NO.11	
Section Ref.		Page Ref.	
2.2 (iv) Total Non-Residential Development		7-9	

## 2.2 (iv) Total Non-Residential Development

2.2.17 There is a maximum of 125,500 square metres of non-residential development permissible in the Planning Scheme area (excluding school buildings, **primary healthcare facility**, railway station and fire station). The maximum amount of non-residential floorspace is available for commercial, retail, community, office, employment, leisure, civic and cultural activities and uses.

2.2.18 In each of the eleven net development areas, the maximum extent of non-residential floorspace is related to total floorspace. Similarly, the maximum extent of retail floorspace is related to total non-residential floorspace.

	Development Area	Total Maximum Non-Residential		Total Maximum Retail	
		As a % of total floorspace	Floor Area (square metres)	As a % of total non-residential floorspace	Floor Area (square metres)
1	Adamstown Castle	5%	3,000	10%	300
2	Somerton	5%	2,750	50%	1,375
3	Airlie Stud	5%	3,500	10%	350
4	Tobermaclugg Village	10%	10,500	25%	2,625
5	Tubber Lane	5%	4,250	10%	425
6	Tandy's Lane Village	10%	10,250	25%	2,575

<del>7</del>	<del>St. Helen's</del>	<del>5%</del>	<del>5,500</del>	<del>10%</del>	<del>550</del>
<del>8</del>	<del>Aderrig</del>	<del>5%</del>	<del>7,000</del>	<del>10%</del>	<del>700</del>
<del>9</del>	<del>Adamstown Square</del>	<del>10%</del>	<del>11,000</del>	<del>10%</del>	<del>1,100</del>
<del>10</del>	<del>Adamstown Boulevard</del>	<del>10%</del>	<del>10,250</del>	<del>10%</del>	<del>1,025</del>
<del>11</del>	<del>Adamstown Station</del>	<del>50%</del>	<del>37,500</del>	<del>50%</del>	<del>18,750</del>
	<b>Subtotals</b>		<b>105,500</b>		<b>29,775</b>
	Landmark Buildings	100%	10,000	0%	0
	School Sites	100%	10,000	0%	0
	<b>TOTALS</b>		<b>125,500</b>		<b>29,775</b>

**Table 2.5—Maximum Extent of Non-Residential Development \***

	Development Area	Total Maximum Non-Residential		Total Maximum Retail	
		As a % of total floorspace	Floor Area (square metres)	As a % of total non-residential floorspace	Floor Area (square metres)
<b>1</b>	Adamstown Castle	5%	3,000	10%	300
<b>2</b>	Somerton	5%	3,250	50%	1,625
<b>3</b>	Airlie Stud	5%	3,750	10%	375
<b>4</b>	Tobermaclugg Village	7.5%	7,250	33%	2,250
<b>5</b>	Tubber Lane	5%	4,500	10%	450
<b>6</b>	Tandy's Lane Village	7.5%	6,750	33%	2,025
<b>7</b>	St. Helen's	5%	3,750	10%	375



8	Aderrig	5%	4,750	10%	475
9	Adamstown Square	10%	8,000	10%	800
10	Adamstown Boulevard	10%	8,750	10%	875
11	Adamstown Station	50%	29,250	50%	14,625
	<b>Subtotals</b>		<b>83,000</b>		<b>24,175</b>
	Landmark Buildings		16,000	0%	0
	Employment Use Transfer		26,250	0%	0
	<b>TOTALS</b>		<b>125,500</b>		<b>24,175</b>

**Table 2.5 Maximum Extent of Non-Residential Development\***

\* Figures refer to the total extent of development permissible in Development Areas, inclusive of existing development. Under approved scheme it appears that the landmark and School provision can be residential or non-residential floorspace so double counted!!!

\*Excludes school buildings, primary healthcare centre, railway station and fire station. Childcare spaces estimated at 5sq.m per child. Total maximum non-residential floor area figures rounded to nearest 250 square meters. Total maximum retail floor area rounded to nearest 25sq.meters.

2.2.19 There is a minimum of ~~32,600~~ 29,200 square metres approximately (excluding school buildings, primary healthcare facility, railway station and fire station) of non-residential floorspace required to ensure the provision of certain community, retail and retail service uses as follows:-

- ~~19,950~~ 19,640 sq.m. retail and retail services;
- 1 no. 1,000 sq.m. central civic building/library hall;
- 1 no. 1,500 sq.m. enterprise centre;
- ~~1 no. 150 sq.m. community centre per 1,000 dwelling units (8-10) no. in total;~~
- 1,200sq.m. community centre floorspace (up to 2 centres) in total;
- 1 no. 3,020sq.m Commercial Building
- 565 no. childcare places in at least 5 separate facilities (at 5 sq.m per child, estimated to be 2,825sq.m approximately).

~~• 1,449 no. childcare places in at least 15 separate facilities (at 5 sq.m. per child, estimated to be 7,245 sq.m. approximately).~~

	Development Area	Retail & Retail Services (sq.m.)	Community Buildings (sq.m.)	Childcare Places (no.)		Total (sq.m.)
				no.	sq.m.	
1	Adamstown Castle	0	0-150	133	665	665
2	Somerton	0	0-150	120	600	600
3	Airlie Stud	0	150	153	765	915
4	Tobermaclug g-Village	2,200	1,500+150	155	775	4,625
5	Tubber Lane	0	150	186	930	1,080
6	Tandy's Lane Village	2,125	1,500+150	151	755	4,530
7	St. Helen's	0	150	123	615	765
8	Aderrig	0	150	153	765	915
9	Adamstown Square	0	150	120	600	750
10	Adamstown Boulevard	0	150	113	565	715
11	Adamstown Station	15,625	1,000	42	210	16,835
	<b>TOTALS</b>	<b>19,950</b>	<b>5,200-5,500</b>	<b>1,449</b>	<b>7,245</b>	<b>32,395</b>

~~Table 2.6 Minimum Extent of Non-Residential Development \*~~

	Development Area	Retail & Retail Services (sq.m.)	Community Buildings	Enterprise/ Commercial Buildings	Childcare		Total (sq.m.)
					No. Of Spaces	Sq.m.	

1	Adamstown Castle	739	0		65	325	1,064
2	Somerton	0	0		0	0	0
3	Airlie Stud	0	0		0	0	0
4	Tobermaclugg Village	2,250	0		100	500	2,750
5	Tubber Lane	0	0		0	0	0
6	Tandy's Lane Village	2,025	0		100	500	2,525
7	St. Helen's	0	0		100	500	500
8	Aderrig	0	0		0	0	0
9	Adamstown Square	0	0		0	0	
10	Adamstown Boulevard	0	0		0	0	0
11	Adamstown Station	14,625	0		200	1,000	15,625
	<b>Civic Building/Library</b>		<b>1,000</b>				<b>1,000</b>
	<b>Community Building(s)</b>		<b>1,200</b>				<b>1,200</b>
	<b>Enterprise Centre</b>			<b>1,500</b>			<b>1,500</b>
	<b>Commercial/Office Building</b>			<b>3,020</b>			<b>3,020</b>
	<b>TOTALS</b>	<b>19,640</b>	<b>2,200</b>	<b>4,520</b>	<b>565 spaces</b>	<b>2,825</b>	<b>29,185</b>

\*Excludes school buildings, primary healthcare centre, railway station and fire station. Childcare places estimated at 5 sq.m per child.

**Table 2.6 Minimum Extent of Non-Residential Development\***

2.2.20 ~~Up to 20% of~~ Permissible non-residential floorspace in any development area **except for the three retail centres of Adamstown Station, Tandys Lane Village and Tobermaclugg Village** may be transferred to one or more immediately adjoining development areas or subject to Table 2.2, amenity areas, subject to the following:-

- 'Immediately adjoining' requires adjoining development areas to share a contiguous boundary within the Planning Scheme area;
- Transferred floorspace is additional to permissible development in the destination area or areas;

- Transferred floorspace causes a reduction in permissible development in the origin area or areas;
- Total permissible non-residential floorspace in the Adamstown Planning Scheme area as a whole shall remain unchanged;
- Transferred floorspace shall not apply cumulatively and shall be based on the non-residential floorspace figures detailed in this Planning Scheme;
- Floorspace may be transferred only with the written agreement of the owner(s) of the origin and destination landholding, which must accompany any relevant planning application;
- ~~The transfer of floorspace will not have the effect of reducing the minimum size or number of community buildings or minimum number of crèche places required in any development area.~~
- ~~A maximum of 20% of permissible retail floorspace in any one development area may be transferred in accordance with the above and total permissible retail floorspace in the Adamstown Planning Scheme area as a whole shall remain unchanged.~~

**Rationale:**

Update maximum and minimum extent of non residential development based on proposed amendments.

## 2.3 Overall Design of Development

AMENDMENT REF. NO.12	
Section Ref.	Page Ref.
2.3 (i) Design Statement	11-19

### 2.3 (i) Design Statement

2.3.1 Development in the Adamstown SDZ is based on a traditional urban town and village format, with a lively and interconnecting network of streets, squares and public parks and gardens, varied and interesting buildings and a mix of residential, commercial, public and community uses, all in close proximity.

2.3.2 The guiding principles of planning and design within Adamstown are:-

- Connectivity and permeability in layouts rather than enclosed and gated enclaves;
- Perimeter buildings addressing and abutting streets rather than set back on their sites;
- Integration of buildings and public amenity space to ensure overlooking and passive supervision;

- A mix of activities and uses focused on a hierarchy of identified centres with opportunities for non-residential development throughout the area;
- Greater variety in residential densities than in suburban areas to date;
- Greater variety in building height;
- Opportunities for landmark buildings at key nodes and focal points to promote urban legibility and a varied townscape;
- Good modern architecture with a building language that is varied and forward-looking rather than repetitive and retrospective;
- A range and choice of dwelling types and sizes;
- Apartments, duplexes and townhouses, with greater internal floor areas and private amenity space than before;
- Increased utilisation of shared/communal and well-defined on-street car parking.

2.3.3 These principles support a deliberate shift in the planning and design of Adamstown, away from the traditional suburban housing estate format ~~with over provision for car use, which has contributed to the problems of recent suburbanisation such as physical isolation, lack of facilities and traffic congestion.~~ towards a more sustainable, compact and integrated urban format of development.

Rationale: Reflect format of development already carried out.

AMENDMENT REF. NO.13	
Section Ref.	Page Ref.
2.3 (ii) Layout	11-19

## 2.3 (ii) Layout

2.3.4 2.3.4 To encourage connectivity and permeability whilst ensuring that maximum safety standards are maintained, the Planning Authority will base its assessment of residential road layouts in the Adamstown SDZ on the guidance detailed in ~~the UK Department of the Environment, Transport and the Regions (DETR) Design Bulletin 32 (DB 32), Residential Roads and Footpaths and its companion guide, Places Streets and Movement.~~ Design Manual for Urban Roads and Streets (DMURS), DoTTS & DoEC&LG, 2013, the National Cycle Manual, NTA, 2011 and the Adamstown Street Design Guide (ASDG), SDCC, 2009.

~~2.3.5 The most significant requirement of DB32 in relation to Adamstown is that roads serving more than 50 dwellings should be loops or through roads. Direct access to dwellings is considered appropriate from roads serving up to 300 units. Where more than 300 dwellings are proposed, the provision of additional access routes assists in reducing the number of dwellings served to that figure. The Design Manual for Urban Roads and Streets (DMURS) seeks to promote an integrated approach to street design that promotes safety, sustainable transport patterns and a sense of place. It combines~~

~~conventional road design approaches with place based design measures that calm traffic by altering driver behaviour and increase pedestrian/cyclist safety and mobility.~~

~~2.3.6 The Traffic Management Guidelines manual was published by the Departments of the Environment & Local Government and Transport and the Dublin Transportation Office (DTO) in August 2003. The manual supports the design and layout objectives of this Planning Scheme and regard shall be had to the guidance contained therein.~~

2.3.7 Proposed layouts must demonstrate standards of permeability that prioritise public walking and cycling routes that are direct, safe and secure. Major barriers to pedestrian/cyclist movement such as gated or fenced-off compounds around individual developments will not generally be permitted. Layouts shall be designed to ensure that defensible space is defined by buildings, which shall in turn provide passive supervision of the public realm.

2.3.8 Passive supervision of the public realm is the most effective means of preventing anti-social behaviour. All roads/streets, walking/cycling routes and public open spaces shall be overlooked by adjoining accommodation to ensure passive surveillance. Back-land spaces, rear access lanes, blind corners and long side-garden walls will not be permitted.

**Rationale:**

To encourage connectivity and permeability whilst ensuring that maximum safety standards are maintained, the Planning Authority will base its assessment of residential road layouts in the Adamstown SDZ on the *Design Manual for Urban Roads and Streets* (DMURS) and the *Adamstown Street Design Guide* (ASDG)

MATERIAL AMENDMENT NO 8		AMENDMENT REF. NO.14	
Section Ref.		Page Ref.	
2.3 (v) Development Density		11-19	

**2.3(v) Development Density**

2.3.19 Development densities in Adamstown are expressed in terms of plot ratio. Plot ratio is a measure of building density and is calculated by dividing the total floor area of a building by the total site area. It is considered an effective means of controlling the form of built development on a site.

2.3.20 Adamstown is subdivided into eleven development areas to identify and characterise each part of the SDZ. Each development area has been characterised as either low, medium or high development density and an appropriate range of min-max plot ratio standards applied:-

	Development Area	Development Density (plot ratio)	Residential Yield (dwelling	Area Character Type
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		<b>Min</b>	<b>Max</b>	<b>s-per hectare)</b>	
<b>1</b>	Adamstown Castle	1: 0.42	1:0.5	42—50	Low density
<b>2</b>	Somerton	1:0.35	1:0.4 2	35—42	Low density
<b>3</b>	Airlie Stud	1: 0.40	1:0.4 8	40—48	Low density
<b>4</b>	Tobermaclugg Village	1: 0.45	1:0.5 4	45—54	Low density
<b>5</b>	Tubber Lane	1: 0.40	1:0.4 8	40—48	Low density
<b>6</b>	Tandy's Lane Village	1: 0.50	1:0.6 0	50—60	Medium density
<b>7</b>	St. Helen's	1: 0.65	1:0.7 8	65—78	Medium density
<b>8</b>	Aderrig	1: 0.65	1:0.7 8	65—78	Medium density
<b>9</b>	Adamstown Square	1: 0.75	1:0.9	75—90	High density
<b>10</b>	Adamstown Boulevard	1: 0.75	1:0.9	75—90	High density
<b>11</b>	Adamstown Station	1 : 1.0	1:1.2	75—90	High density
	<b>Overall</b>	<b>1: 0.54</b>	<b>1:0.6 5</b>	<b>53—64</b>	<b>Medium Density</b>

	<b>Development Area</b>	<b>Residential Yield (dwellings per hectare)</b>	<b>Area Character Type</b>
<b>1</b>	Adamstown Castle	46 - 47	Low density

<b>2</b>	Somerton	35 - 42	Low density
<b>3</b>	Airlie Stud	44 - 47	Low density
<b>4</b>	Tobermaclugg Village	38-46	Low density
<b>5</b>	Tubber Lane	35-42	Low density
<b>6</b>	Tandy's Lane Village	40-48	Medium density
<b>7</b>	St. Helen's	41-49	Medium density
<b>8</b>	Aderrig	43-52	Medium density
<b>9</b>	Adamstown Square	59-60	High density
<b>10</b>	Adamstown Boulevard	60-72	High density
<b>11</b>	Adamstown Station	75-90	High density
	<b>Overall</b>	<b>44-51</b>	<b>Medium Density</b>

**Table 2.7 Min-Max Development Density and Residential Yield by Net Development Area**

~~2.3.21 Average net density on any individual development site, in each development area and in any future planning application, shall be within the minimum-maximum density range permissible on Table 2.7.~~

2.3.21 Average net density in each Development Area shall be within the minimum – maximum density range outlined in Table 2.7. Development on any individual development site may fall above or below the specified density ranges for that Development Area by a maximum of 15% subject to the specified min-max density ranges being achieved for the area as a whole. The applicant will be required to demonstrate at planning application stage that the provisions of the scheme with respect to density can feasibly be met through future development proposals within the applicants landholding or on adjoining landholdings within that Development Area subject to the written agreement of adjoining landowner(s).

Infill sites can be reserved to facilitate lower or higher densities at a later stage, subject to appropriate safeguards as follows:

- The applicant will be required to demonstrate that the undeveloped site will not have a seriously negative impact on urban form, streetscape and on the amenities of the area;



- The application will be required to submit a development proposal for the site to demonstrate that the higher or lower densities are achievable within the terms of the Planning Scheme;
- The infill site should be incorporated within the application site boundary so that the Planning Authority can consider the impact of same as part of the application assessment and attach conditions as appropriate.

Rationale:

Provide clarity on how density ranges operate in practice based on experience of implementing the scheme.

AMENDMENT REF. NO.15	
Section Ref.	Page Ref.
2.3 (vi) Residential Yield	11-19

### 2.3 (vi) Residential Yield

2.3.22 Residential yield in the Adamstown SDZ is expressed in terms of the number of dwellings per hectare. Dwellings per hectare is considered the most appropriate means of estimating future residential yield and is also a measure of overall residential density. In order to influence the form of development in Adamstown, dwellings per hectare is used in conjunction with plot ratio and other planning standards.

~~2.3.22 Based on the three density zones identified in the Adamstown Local Area Plan 2001 – ‘transitional’, ‘intermediate’ and ‘urban’, each development area has been characterised as either low, medium or high development density and an appropriate range of min-max dwellings per hectare standards applied (Table 2.7).~~

Rationale: Update basis for residential yield calculation.

MATERIAL AMENDMENT NO 9	AMENDMENT REF. NO.16
Section Ref.	Page Ref.
2.3 (vii) Road/Street Width	11-19

### 2.3 (vii) Road/Street Width

~~2.3.24 Road and street widths in the Adamstown SDZ are expressed in terms of building setback and street corridor width (in metres) and vary in relation to road type and function and car parking provision. Based on the Adamstown Local Area Plan and subsequent traffic modelling analysis, there are two principal types of road in Adamstown, Distributor Roads and Local Roads:-~~

Road Type	Carriageway Width	Car Parking Provision	Min-max Building Setback from Centreline	Min-max Street Width
Access Distributor	9m	None unless on adjoining parallel road	13—20m	26—40m
Busway Access Distributor	7.0m + 2 x 3.5m (+median)	None to allow for busway	13—20m	26—40m
Residential Distributor	7.5m	In most cases —parallel only	11—13.25m	22—26.5m
Busway Residential Distributor	7.0m + 2 x 3.5m (no median)	None to allow for busway	11—13.25m	22—26.5m
Local Roads	6m	Perpendicular	12—14m	24—28m
	5.5—6m	Parallel and in-curtilage	13.75—15m	27.5—30m
	5.5—6m	Parallel	9.25—11m	18.5—22m

**Table 2.8 Min-Max Building Setback and Street Widths by Road Type**

2.3.25 The required network of distributor roads has been identified as a result of traffic modelling. Distributor roads are 7.5-9m in width and Busway distributor roads are generally 14m in width to allow for two dedicated bus lanes parallel to the main carriageway. The distributor road network is designed to facilitate access to the maximum extent of development permitted on the SDZ lands whilst discouraging unnecessary through traffic.

2.3.26 To reinforce this function, there is no car parking provision on the 9m north-south access distributor road and on both 14m busways and on limited sections of the 7.5m residential distributor road network. Parallel car parking is required on 7.5m residential distributor roads. The access distributor road corridor may also include parallel local slip roads up to 6m in width.

~~2.3.27 Local roads are 5.5-6m in width and comprise the road network serving each of the eleven development areas. Local roads must include parallel or perpendicular car parking or a combination of parallel and in-curtilage car parking. A mix of parking types may be provided on different sides/sections of the same local road. Appropriate min-max distances from the centreline shall apply and minimum carriageway width shall be 6m in all cases where perpendicular parking is provided.~~

~~2.3.28 Minimum dimensions generally required for a footpath or a cycleway are 1.5m. A minimum distance of 1.5m is also required for a privacy setback/disabled access platform adjoining all buildings. Car parking spaces should generally be 2.5m x 5.5m where parallel and 2.5m x 5.0m where perpendicular.~~

~~2.3.29 A service strip of not less than 1m in width shall be provided on the footpath side of all road edges and shall be treated with cobblelock rather than grass, except where adjoining the 9m access distributor and busway with median.~~

2.3.24 In 2011 South Dublin County Council published the Adamstown Street Design Guide (ASDG) to guide the design of roads and streets within the SDZ area. The ASDG acted as a precursor to the Design Manual for Urban Roads and Streets (DMURS), jointly published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in 2013.

2.3.25 DMURS and the ASDG seek to promote an integrated approach to street design that promotes safety, sustainable transport patterns and a sense of place. These documents combine more conventional road design approaches with sustainable/place based design measures. This approach calms traffic by altering driver behaviour in response to the characteristics of the streets environment. The slower more cautious nature of driving within these streets will therefore increase pedestrian/cyclist safety and mobility.

2.3.26 The design of roads and streets within the Adamstown SDZ should be designed in accordance with DMURS. Regard should also be had to ASDG, and in particular the Street Typologies and Accepted Standards contained within Part B of the document. Part B of the ASDG is intended to be an evolving document and as new typologies and standards are accepted they will be incorporated into the document.

2.3.27 The principal network of streets within Adamstown is identified in Figure 2.10.

2.3.28 DMURS classifies streets as a hierarchy of *Arterial*, *Link* and *Local Streets*. Within the Adamstown Streets Design guide these street types are further defined as:

- Adamstown Boulevard: This is the premier *Link Street* within Adamstown. It is a key route for pedestrians, cyclists and public transport. The character of the street will be defined as a boulevard by a tree lined median and verges, dual vehicular carriageway, generous cycle and pedestrian facilities and use of high quality materials and finishes.
- Avenues: These are the main *Link Streets* that provide the main means of access and circulation for public transport services, pedestrians, cyclists and motor vehicles within the SDZ area. The character of these streets will be defined by higher levels of activity, particularly around local centres, nodes and places of civic importance.
- Side Streets: These are *Local Streets* that provide the main means of access to and circulation within individual neighbourhoods. The character of these streets will be defined by a wide range of design measures that passively calm traffic.
- Back Streets: These are *Local Streets* that provide access to and circulation within individual neighbourhoods, however permeability may be filtered to reduce traffic

flows such as via turning restrictions or vehicular cul-de-sacs. The character of these streets will be defined by a wide range of design measures that passively calm traffic.

The principal network of streets is identified in Figure 2.10.

Omit Figure 2.11 and 2.12.

**Rationale:**

In 2009, in the absence of specific national guidance for urban roads and streets, South Dublin County Council published the Adamstown Street Design Guide (ASDG) to guide the design of roads and streets within the SDZ area. The ASDG complemented the standards set out in the approved Planning Scheme. The ASDG was a precursor to and is superseded by the national Design Manual for Urban Roads and Streets (DMURS), published jointly published by the Department of Transport Tourism and Sport and the Department of Environment, Community and Local Government in May 2013. In 2011, the National Transport Authority published a new National Cycle Manual which sets out design standards for cycle ways in different contexts

AMENDMENT REF. NO.17	
Section Ref.	Page Ref.
2.3 (x) Building Languages and Finishes	11-19

### **2.3 (x) Building Language and Finishes**

- 2.3.42 Good modern architecture and design will be encouraged throughout Adamstown. Architectural diversity will be encouraged between the eleven development areas identified. Within the individual development areas, there shall be consistency in materials, brick and render colours, proportions, roof pitches and building detailing.
- 2.3.43 Building materials shall be durable and of high quality. Construction materials and detailing shall adhere to the principles of sustainability:- energy efficiency; renewable material sources; clean production processes and minimisation of waste. High maintenance detailing, such as large expanses of hardwood sheeting, shall be avoided. External steelwork in balconies or railings shall be galvanised and powder coated.
- 2.3.44 The Planning Scheme envisages a difference in urban and architectural quality between the buildings and streets at the perimeter of the blocks and the courtyard housing within the interior of these blocks. This difference should be modulated by height, choice of materials and scale of technologies employed, colour, proportion, and differences in treatment of street/pavement/parking surfaces, railings and treatment of landscape.
- 2.3.45 The perimeter blocks shall have design consistency along the length of the block. This will be reflected in consistent parapet heights and treatment, clear relationships between storey heights (particularly at ground floor level) and the use of datum lines on longer elevations to ensure continuity of line and proportions. Streets and pavements outside

the blocks shall be subject to a more urban treatment with, inter alia, good quality paving and kerbs, tree planters and guards, bollards and streetlighting etc.

- 2.3.46 Buildings within the block interiors shall be treated in a more informal architectural language with a greater emphasis on visual variety, colour and soft landscaping. This informality shall also be reflected in road and footpath arrangements with consideration to be given to the provision of shared surfaces etc. based on the ~~UK DETR Design Bulletin 32 (DB 32), Residential Roads and Footpaths and its companion guide, Places Streets and Movement.~~ *Design Manual for Urban Roads and Streets and Adamstown Streets Design Guide.*
- 2.3.47 The Adamstown District Centre area focused on the transport interchange is to be developed as a vibrant urban centre with mixed commercial and residential uses. Kerb and pavement materials, lighting, railings, bollards and other street furniture shall reflect the District Centre status and be of high quality. Along these streets trees shall be bedded in constructed tree pits with tree grids and protective rails.
- 2.3.48 Ground floor treatment in particular of buildings in the District Centre shall be of durable, high quality materials. High maintenance materials will be avoided in all circumstances. External roller shutter systems will not be acceptable. Entrance doors to larger buildings shall in size and quality and through the careful use of canopies reflect the scale of buildings accessed.
- 2.3.49 Internally illuminated box signs shall be avoided in all instances. Signage on buildings shall be individually made and/or illuminated letters or hand-painted on building fascias.
- 2.3.50 Larger public spaces shall use stone paving where possible and enhance the spatial and civic quality of these spaces through the judicious use of patterning in separate materials.

Rationale:

To reflect current guidelines including the *Design Manual for Urban Roads and Streets* and *Adamstown Streets Design Guide*.

MATERIAL AMENDMENT NO 10		AMENDMENT REF. NO. 18	
Section Ref.		Page Ref.	
2.3 (xi) Dwelling Size		11-19	

### 2.3 (xi) Dwelling Size

- 2.3.51 ~~The adopted Adamstown Local Area Plan requires that internal space standards for apartment, townhouse and duplex units should be approximately 20-25% in excess of the minimum city centre standards detailed in the 1995 DoE Guidelines on Residential Developments in Urban Renewal Designated Tax Incentive Areas.~~
- The Department of Environment, Heritage and Local Government guidance documents, *Quality Housing for Sustainable Communities Guidelines*, 2007 and *The Sustainable Urban Housing: Design Standards for New Apartments*, 2007 set out space standards for new dwellings. Table 2.11 sets out minimum required dwelling unit sizes for Adamstown that reflect the standards set out in these guidelines. Development should also comply

with the space provision and room size standards set out in these guidelines for living rooms, bedroom and storage areas.

Table 2.11

Unit Type	Apartments* (square meters)	Houses (square metres)
One Bedroom	45	50
Two Bedroom	73	80
Three Bedroom	94	110
Four Bedroom	105	120
Five or more bedrooms	120	125

**Table 2.11 Minimum Required Dwelling Unit Size**

~~2.3.52 Having regard to the Adamstown LAP and to the internal space standards detailed in the UK Parker Morris Report, *Homes for Today and Tomorrow*, which remains a good indication of residential space standards, the minimum internal floor areas for dwellings in Adamstown are detailed below.~~

Unit Type	Apartments <sup>2</sup> (square metres)	Houses (square metres)
<del>One bedroom</del>	45	50
<del>Two bedroom</del>	65	70
<del>Three bedroom</del>	85	90
<del>Four bedroom</del>	105	110
<del>Five or more bedrooms</del>	120	125

~~**Table 2.11 Minimum Required Dwelling Unit Size**~~

Rationale:  
The Adamstown SDZ Planning Scheme 2003 sets out minimum internal floor area standards for dwellings in Adamstown. The standards set out in the Planning Scheme represented a significant improvement on space standards at that time and had regard to best international practice, referencing the UK Parker Morris Report, *Homes for Today and Tomorrow*. Since 2003, the Department of Environment, Heritage and Local Government has published Irish guidelines that address minimum internal floor area standards for new housing, namely the *Sustainable Urban Housing: Design Standards for New Apartments (2007)* and *Quality Housing for Sustainable Communities (2007)*. The Adamstown Planning Scheme has informed these policy documents and is referenced in the documents as a good practice example. To ensure that the Planning Scheme is aligned with up to date national guidance and that the scheme continues to support best practice it is considered appropriate that new development within Adamstown is in compliance with the design principles and space standards outlined in the national guidance documents. It is proposed to amend Table 2.11 to reflect the upper gross floor areas outlined in the guidelines. Changes are proposed for two bed apartments (65 to 73sq.m) and two bed houses (70 to 80sq.m), for three bed apartments (85 to 94sq.m) and three bed houses (90 to 110sq.m) and for four bed houses (110 to 120sq.m).

AMENDMENT REF. NO.19	
Section Ref.	Page Ref.
2.3 (xii) Dwelling Type	11-19

### 2.3 (xii) Dwelling Type

2.3.53 The range of dwelling types permitted in the Adamstown SDZ includes houses, townhouses, duplex units and apartments. In order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of unit types is not specified.

2.3.54 When variable plot ratio, dwelling yield, building type/height and minimum dwelling size standards are combined, it is possible to provide a full range of dwelling types in response to market demand. This may range from five-bedroom detached bungalows in a lower density development area to one-bedroom apartments in a five-storey block in a higher density area.

Individual dwelling units should be capable of adaption to meet the changing needs of residents during the course of their lifetime based on the guidance set out in the guidelines *Quality Housing for Sustainable Communities (DoEHLG, 2007)*. In so far as practicable, the design should provide for flexibility in use of spaces, ease of access and circulation for all residents and adaptability.

~~2.3.55 The standard requirement for 15% social and affordable housing ensures further variety in dwelling type through the provision of a range of tenure options.~~

**Rationale:**

It is envisaged that a range of unit types and sizes will be provided within Adamstown over the lifetime of the scheme to cater for the needs of different household formations. The safeguards to ensure this are detailed in Section 2.3.54. Individual dwelling units also need to be capable of meeting the changing needs of occupants. The *Quality Housing for Sustainable Communities (DoEHLG, 2007)* guidelines recognises this, stating that the typical family dwelling will be required to meet the needs of infants, young children, adults and older people, either separately or in combination at various stages of its lifecycle and that adaptable housing solutions are needed to accommodate these varying needs. It is proposed to amend Section 2.3.54 to incorporate a requirement for adaptability in houses.

AMENDMENT REF. NO.20	
Section Ref.	Page Ref.
2.3 (xiii) Private Amenity Space	11-19

### 2.3 (xiii) Private Amenity Space

2.3.56 All dwellings shall be provided with a private amenity space in the form of a garden, patio or balcony. Private amenity space shall be designed to have a functional relationship

with the daytime rooms of the dwelling and shall be designed to optimise solar orientation and avoid both overshadowing and overlooking.

- 2.3.57 Apartments shall be provided with both private and semi-private shared or communal amenity space. Private amenity space may be provided in lieu of semi-private amenity space requirements. Semi-private amenity space may not be provided in lieu of minimum required private amenity space, however.

Rationale: Since 2003, the Department of Environment, Heritage and Local Government has published guidelines that address minimum private open space standards for new housing, namely the *Sustainable Urban Housing: Design Standards for New Apartments (2007)* and *Quality Housing for Sustainable Communities (2007)*. The Adamstown SDZ Planning Scheme is largely in compliance with the national guidance documents and as such no significant changes are proposed. It is proposed to amend the Planning Scheme to reference current guidance documents.

Unit Type	Apartments* (square metres)		Houses (square metres)
	Private Amenity Space	Semi-Private Amenity Space	
One bedroom	5	5	48
Two Bedroom	7.5	7.5	50
Three bedroom	10	10	60
Four bedroom	12.5	12.5	70
Five or more bedrooms	15	15	75

**Table 2.12 Minimum Required Private Amenity Space**

~~2.3.58 Having regard to the Adamstown Local Area Plan and to the private amenity space standards recommended in Paragraph 5.8.2 of the *Guidelines for Planning Authorities on Residential Density*, the minimum required private and semi-private amenity space standards for dwellings in Adamstown are detailed on the adjoining table.~~

2.3.59 Having regard to Department of Environment, Heritage and Local Government guidelines that address minimum private open space standards for new housing, namely the *Sustainable Urban Housing: Design Standards for New Apartments (2007)* and *Quality Housing for Sustainable Communities (2007)* the minimum required private and semi-private amenity space standards for dwellings in Adamstown are detailed on the adjoining table.

Rationale:

To comply with requirements of *Sustainable Urban Housing: Design Standards for New Apartments (2007)* and *Quality Housing for Sustainable Communities (2007)*



AMENDMENT REF. NO.21	
Section Ref.	Page Ref.
2.3 (xv) Electricity Supply	11-19

### 2.3 (xv) Electricity Supply

- 2.3.61 Provision will be made for electricity supply in consultation with service providers. ~~There is a 220kv powerline traversing the south eastern portion of the lands. This powerline shall be diverted or placed underground if permanent occupied buildings are constructed within a minimum distance of 30 metres of it.~~ The 200kV powerline that traversed the south eastern portion of the SDZ lands has been diverted to the lands south of the railway, with the exception of one remaining electricity pylon. This pylon is located at the junction of the Adamstown Link Road, Station Road and Adamstown Avenue adjacent to the Sentinel. The ESB intend to underground the line at this location in the future. An 110kV medium voltage electrical transformer station, required to guarantee electricity supply to Adamstown and the surrounding area, was constructed on the SDZ lands.

Rationale: Provide update on current infrastructure provision

### 2.4 Proposals for Transportation

AMENDMENT REF. NO.22	
Section Ref.	Page Ref.
2.4 (i) Road Network	20-23

#### 2.4 (i) Road Network

- 2.4.1 The purpose of the proposed road network is to adequately serve the maximum extent of development permitted in Adamstown whilst discouraging unnecessary through-traffic.

~~2.4.2 The road layout adopted in the Adamstown Local Area Plan 2001 was tested using traffic simulation modelling. The traffic demand model predicted significant volumes of through traffic on the two east-west routes running across the northern and southern parts of Adamstown, with relatively low volumes of north-south traffic within the SDZ lands. The reduction in quantum of development for Adamstown was modelled using the National Transportation Authority calibrated model.~~

~~2.4.3 In response, the Adamstown road layout was modified by slightly reducing the width of the two original east-west routes, by introducing two additional east-west routes and a new link to facilitate north-south traffic in the south-east of the SDZ lands.~~

~~2.4.4 These modifications were also modelled and the result is to 'filter' traffic via a greater number of 7.5m wide residential distributor roads, as opposed to 'funnelling' it onto two main 9m wide access distributors that function as through routes. When combined with appropriate junction control measures and on-street car parking, this facilitates greater north-south traffic movement within Adamstown whilst also discouraging east-west through traffic movement.~~

Rationale:  
To provide update on road network provision.

AMENDMENT REF. NO.23	
Section Ref.	Page Ref.
2.4 (ii) Road Improvements	20-23

## 2.4(ii) Road Improvements

2.4.5 Development in the Adamstown SDZ ~~will be~~ has been supported by several major road improvement schemes outside the SDZ lands. ~~Links to these roads will provide road access to Adamstown.~~ These include the completion of the Outer Ring Road extension.

~~2.4.6 The initial section of the Outer Ring Road (ORR) is scheduled for completion by the end of 2004. The required link from Adamstown to the ORR is known as the Adamstown Link Road. The Adamstown link is to be constructed as an access distributor road with two carriageways in each direction, separated by a central median, two of which will accomodate a dedicated QBC busway.~~

2.4.6 Improvements have been carried out to the N4 between the M50 and Leixlip Interchange including the provision of two additional traffic lanes on the N4 and new local slip roads.

~~The proposed improvements to the N4 between the M50 and Leixlip Interchange include grade separation of the existing N4 junction with the R120 Newcastle Road, two additional traffic lanes on the N4 and new local slip roads. The latest scheduled completion date for this work is 2006. Adamstown is linked to the N4 via the existing Newcastle and Millstream Roads.~~

2.4.7 The Celbridge/Leixlip West interchange on the N4 has also been completed. It is proposed to provide a link to the R403 Celbridge Road (Celbridge Link Road)

~~2.4.8 The completion of the new Celbridge/Leixlip West interchange on the N4 will reduce traffic on the R403 Lucan Celbridge Road and on the existing N4 Interchange serving Leixlip. The required link from Adamstown to the R403 is known as the Celbridge link road and is to be constructed as a 9m wide access distributor road.~~

Rationale:  
Amendments reflect road improvements carried out since 2003 and future proposed improvements.

AMENDMENT REF. NO.24	
Section Ref.	Page Ref.
2.4 (iii) Suburban Rail	20-23

## 2.4(iii) Suburban Rail

2.4.9 ~~The Dublin Heuston Station to Kildare suburban rail service is currently being upgraded by Iarnród Éireann (Irish Rail).~~ This work is being undertaken as part of a phased programme of improvement. Since the Adamstown SDZ was approved in 2003 major improvements have been carried out to the suburban rail network affecting the Adamstown area. These include;

- The completion of Adamstown Railway Station
- The doubling of the railway line to allow suburban services to operate on separate tracks from intercity services. This has increased peak hour suburban capacity on the line.

2.4.10 As the population of Adamstown grows existing rail services will be consolidated and improved as demand rises.

~~2.4.10 The first phase includes additional railcars, platform extensions to accommodate longer trains and a new train turnback facility at Newbridge. This will significantly increase peak hour suburban capacity on the line from 800 people in each direction at present, to 3,000 people in each direction from Autumn 2003.~~

~~2.4.11 The first phase of improvement allows for the provision of a new railway station on the existing two-track railway line at Adamstown. There will initially be peak hour capacity for 600 people with 2-3 trains in each direction to and from Adamstown Station.~~

~~2.4.12 The second phase of improvement is the doubling of the railway line to allow suburban services to operate on separate tracks from intercity services. This will further increase peak hour suburban capacity on the line to a total of 8,000 people in each direction and is scheduled for completion to Adamstown by 2008.~~

~~2.4.13 The second phase will allow one peak hour suburban train in each direction every ten minutes and an increase in peak hour capacity to a total of 3,000 people in each direction to and from Adamstown Station. There is also the potential for some intercity trains to stop at Adamstown.~~

~~2.4.14 The third phase of improvement is electrification of the suburban railway line. To increase capacity this also necessitates running trains beyond Heuston. The current proposal is for a new interconnector tunnel from Heuston to the Drogheda and Maynooth suburban lines by running underground via Christchurch, St. Stephen's Green, Pearse and Connolly Stations and the Docklands, by 2016.~~

~~2.4.15 The third phase offers the potential to operate one peak hour train in each direction at intervals of less than five minutes whilst increasing the peak hour capacity of the line to more than 20,000 people in each direction. It also includes direct services to the city centre and direct through services to destinations on other suburban lines.~~

~~2.4.16 The key elements for the development of Adamstown are a new station post 2003 and completion of four tracking post 2006. Future electrification and the proposed interconnector tunnel, although desirable, are of such a scale in capacity terms that the development of Adamstown is not dependent on their completion.~~

Rationale:

This section to be amended to reflect suburban rail upgrades carried out to date. These include completion of the Adamstown Railway Station and twin tracking of railway line.

AMENDMENT REF. NO.25	
Section Ref.	Page Ref.
2.4 (iv) Busway/QBC	20-23

**2.4 (iv) Busway/QBC**

2.4.17 ~~A dedicated north-south QBC busway is required through the centre of the Adamstown SDZ lands between the railway station and the existing N4 Quality Bus Corridor (QBC). The busway comprises two 3.5m wide reservations segregated from the adjoining 7.0m wide carriageway on the Plan lands.~~

A QBC has been provided on both sides of the Adamstown Link Road. A dedicated QBC busway linking Adamstown Station with the Outher Ring Road and the N4 has been provided.

2.4.18 A two way single carriageway has also been provided on the Adamstown Link Road.

2.4.19: It is a further objective to secure bus-only access route between the SDZ lands and the R120 subject to the agreement of relevant landowners

2.4.20 The provision of additional bus services from the Adamstown transport interchange and serving Lucan, Liffey Valley, Blanchardstown and Tallaght will be pursued.

~~2.4.18 The north-south QBC busway is routed north via Millstream Road, Dodsboro, the Celbridge Road and a bus-only left-in access to the citybound N4 QBC at Ardeevin. The westbound left-out exit from the N4 QBC is via Old Cornmill Road and Millstream Road at Dodsboro.~~

~~2.4.19 The completion of the north-south QBC shall include both on-site and off-site bus priority measures between the SDZ and the N4 which may include, inter alia, road markings, bus gates and/or bus priority signals. A dedicated bus lane is not required where available road width is constrained at Dodsboro and the Old Celbridge Road.~~

~~2.4.20 A second busway is proposed on the south-east of the Adamstown SDZ between the railway station and the proposed Outer Ring Road QBC. This busway comprises two 3.5m wide reservations segregated from the adjoining 7.0m wide carriageway.~~

~~2.4.21 Each busway will include bus priority measures and will have a peak hour capacity of up to 3,500 people in each direction. Busways may be used for local as well as strategic services.~~

~~2.4.22 It is a further objective to secure a bus-only access route between the SDZ lands and the R120 12th Lock (Newcastle) Road via Lucan (Superquinn) Shopping Centre, subject to the agreement of the relevant landowner(s).~~

**Rationale:**

Text to be amended to reflect current QBC and bus provision in Adamstown and to provide policy update.

AMENDMENT REF. NO.26	
Section Ref.	Page Ref.
2.4 (v) Transport Interchange	20-23

**2.4(v) Transport Interchange**

2.4.23 The railway station ~~will be~~ acts as an interchange between, rail, bus and car as well as walking and cycling modes of transportation. Provision ~~must be~~ has been made for conveniently accessible bus and taxi waiting areas, car drop off and car and bicycle parking. The role of the railway station as a public transport interchange will be consolidated and enhanced.

2.4.24 A permanent Park and Ride facility will be provided.

~~2.4.24 Provision shall be made for waiting areas for six buses, ten taxis and a surface car park to accommodate a total of 300 car parking/park and ride spaces and 100 bicycle parking spaces. The waiting, set down and car and bicycle parking areas shall be provided as public infrastructure to be managed by the local planning authority or future regional transport planning authority.~~

~~2.4.25 The park and ride facility may be incorporated into a building. It may also be located either west or east of the proposed District Centre. The transport interchange facility must incorporate shared ticketing, waiting, toilet, newsagent and refreshment facilities that are protected from the elements. The Transport Interchange may be incorporated into a larger, landmark building.~~

**Rationale:**

Text to be amended to reflect works carried out since 2003 and update policy.

AMENDMENT REF. NO.27	
Section Ref.	Page Ref.
2.4 (vi) Walking and Cycling	20-23

## 2.4 (vi) Walking and Cycling

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

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

2.4.28 Pedestrian and cyclist priority measures shall be provided at the locations identified on Figure 2.24 and may include, inter alia, traffic lights, road markings, raised surfaces and/or vehicular pinch points. The map illustrates the principal locations for such measures but is not exhaustive. Detail regarding measures to be provided shall be submitted for consideration at planning application stage.

2.4.29 Pedestrian and cyclist routes within Adamstown are also identified in Figure 2.24 and are defined as follows.

- **Major Pedestrian and Cycle Routes:** These are the principle pedestrian and cyclist links through and within Adamstown. These routes will generally follow Adamstown Boulevard/Avenues as they are the most direct and continuous routes through and within the SDZ area. Segregated pedestrian and cyclist facilities will be provided along these routes.
- **Pedestrian and Cycle Only Routes:** These supplement Major Routes by providing direct short cuts, and or alternative routes away from traffic. These routes will largely be provided through areas of open space and will be of a more recreational nature.
- **Shared Routes:** These supplementary routes provide a number of links between nodes and/or other routes. The routes integrate vehicular and cyclist movement (and in some cases pedestrian movement) in a clearly marked and purpose designed shared surface environment. Accordingly these streets will be highly traffic calmed with very low speeds of 30 km/h or less.

### Rationale:

Text to be amended to reflect current policy and provisions of *Design Manual for Urban Roads and Streets* (DMURS) and *Adamstown Streets Design Guide*.

## 2.5 Proposals for Services

AMENDMENT REF. NO.28	
Section Ref.	Page Ref.
2.5 (i) Water Supply	24-27

### 2.5 (i) Water Supply

~~2.5.1 There is no existing water supply infrastructure within Adamstown. An existing 150mm diameter water main runs north-south along the Newcastle Road immediately to the east of the SDZ.~~

~~2.5.2 The Lucan/Palmerstown High Level Water Supply Scheme (LPHLWSS) will provide additional water supply and boost pressures in the local area. The LPHLWSS comprises the construction of a new reservoir near Peamount and series of network improvements including a new 600mm diameter supply main through the Adamstown SDZ site.~~

~~2.5.3 Work on the LPHLWSS project commenced in 2002 and is scheduled for completion by early 2004. Completion of the LPHLWSS will ensure adequate supply to satisfy demand arising from the development of Adamstown.~~

~~2.5.4 The route of the 600mm diameter supply main through Adamstown follows the proposed main road layout and will directly serve the SDZ via a proposed distribution network of 100-300mm diameter pipes. The proposed distribution network is also routed in accordance with the proposed main road layout.~~

~~2.5.5 Development levies will be required in respect of development in Adamstown served by the LPHLWSS.~~

Replace Section 2.5.1 to 2.5.5 with the following text

2.5.1 The water supply infrastructure within Adamstown is served by a 600mm delivery water main from Peamount, constructed as part of the Lucan/Palmerstown High Level Water Supply Scheme (LPHLWSS).

2.5.2 The Lucan/Palmerstown High Level Water Supply Scheme (LPHLWSS) provides additional water supply and boost pressures in the local area. Works to upgrade the LPHLWSS comprised of the provision of a new storage reservoir near Peamount and a series of network improvements which were fully commissioned in October 2004. This ensures an adequately supply to satisfy demand arising from the development of Adamstown

2.5.3 The route of the 600mm diameter supply main through Adamstown follows the main road layout and directly serves the SDZ via a distribution network of 100-300mm diameter pipes. The distribution network is also routed in accordance with the main road layout

2.5.4 Development levies will be required in respect of development in Adamstown served by the LPHLWSS.

Rationale:

Update text to reflect current water infrastructure provision on site

AMENDMENT REF. NO.29	
Section Ref.	Page Ref.
2.5(ii) Surface Water Drainage	24-27

## 2.5 (ii) Surface Water Drainage

~~2.5.6 There is no existing surface water drainage infrastructure within Adamstown. The lands are currently drained by several existing streams and drains, all of which feed pipes and watercourses that ultimately discharge to the River Liffey.~~

~~2.5.7 Adamstown is subdivided into three surface water drainage sub-catchment as follows:-~~

### ~~**Tobermaclugg**~~

~~2.5.8 Approximately 65% of the SDZ is drained by the Tobermaclugg Stream which flows northwards through the western part of the site. 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.~~

~~2.5.9 The options for a surface water drainage network within the Tobermaclugg catchment are a gravity fed system of pipes ranging from 450-1,650mm in diameter that fully enclose the existing Tobermaclugg Stream, or, a more open system that incorporates the Tobermaclugg Stream as a water feature fed by a series of pipes ranging from 450-1,200mm in diameter into a proposed network of public spaces. Both are considered acceptable, although the latter is preferred.~~

~~2.5.10 Either option necessitates upgrading the capacity of the existing channel of the Tobermaclugg Stream along Tubber Lane. This includes replacing the current series of small diameter pipes and culverts with larger 1800mm diameter pipes. It is also necessary to regrade sections of channel and improve the capacity of the existing culvert under the N4.~~

### ~~**North East Griffeen Tributary**~~

~~2.5.11 Approximately 20% of the SDZ is drained by a tributary of the Griffeen River which flows in a north-easterly direction across the north-east of the site. On leaving Adamstown, the North-East Griffeen Tributary drains to an existing 1,200mm diameter pipe to the rear of the Superquinn District Centre which connects to a larger 1,350mm diameter pipe before discharging to the main channel of the Griffeen River.~~

~~2.5.12 The proposed surface water drainage network within the North-East catchment comprises a gravity fed system of pipes ranging from 450mm to 1,050mm in diameter. The largest, 1,050mm diameter pipe discharges direct to the existing 1,200mm diameter pipe to the rear of the Superquinn District Centre after exiting the SDZ. The proposed network is routed in accordance with the proposed main road layout.~~



~~2.5.13 Due to capacity limitations in the downstream 1350mm diameter pipe that discharges to the Griffeen River, it is proposed to restrict flows to the 1200mm diameter pipe to the rear of Superquinn through the attenuation of storm water within Adamstown. This necessitates the storage of approximately 2,000 cubic metres in the vicinity.~~

~~2.5.14 It is proposed that attenuation be achieved using underground storage in the form of a combination of oversized pipes and/or a suitable form of proprietary high void material in conjunction with flow control devices.~~

### ***South East Griffeen Tributary***

~~2.5.15 Approximately 15% of the SDZ is drained by a tributary of the Griffeen River which flows east through the south-eastern corner of the site. On leaving Adamstown, the South-East Griffeen Tributary drains to an existing 450mm diameter pipe under the Newcastle Road before continuing eastwards and discharging to the main channel of the Griffeen River.~~

~~2.5.16 The proposed surface water drainage network within the South-East catchment comprises a gravity-fed system of pipes ranging from 300mm to 450mm in diameter. The largest, 450mm diameter pipe discharges direct to the existing 450 mm diameter pipe under the Newcastle Road on exiting the SDZ. The proposed network is routed in accordance with the proposed main road layout.~~

~~2.5.17 Due to capacity limitations in the 450mm diameter pipe under the Newcastle Road, it is proposed to restrict flows through the attenuation of storm water within Adamstown. This necessitates the storage of approximately 11,000 cubic metres in the vicinity.~~

~~2.5.18 It is proposed that attenuation be achieved using underground storage in the form of a combination of oversized pipes and/or a suitable form of proprietary high void material in conjunction with flow control devices.~~

~~2.5.19 Development levies will be required in respect of development in Adamstown served by surface water drainage works undertaken by South Dublin County Council.~~

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

### **Tobermaclugg**

2.5.6 Most of the SDZ (45%) 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.

2.5.7 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.

### **North East Griffeen Tributary**

2.5.8 This catchment consists of approximately 20% of the SDZ and is drained to the surface water outfall and attenuation pond at Tobermaclugg.

- 2.5.9 Attenuation has been achieved by using underground storage in the form of a combination of precast concrete tanks and oversized pipes in conjunction with flow control devices.

#### **South East Griffeen Tributary**

- 2.5.10 This catchment consists of approximately 15% of the SDZ. A section of this area drains to the Griffeen River via oversized pipes into precast attenuation tanks. On leaving Adamstown, it drains to an existing 450mm diameter pipe under the Newcastle Road before continuing eastwards and discharging to the main channel of the Griffeen River.
- 2.5.11 The remainder of the South-East Catchment comprises of a gravity-fed system via oversized pipes and precast concrete attenuation tanks with flow control devices, discharging to the Griffeen River.
- 2.5.12 Development levies will be required in respect of development in Adamstown served by surface water drainage works undertaken by South Dublin County Council.

#### **Rationale:**

Update text to reflect current surface water drainage infrastructure provision on site

AMENDMENT REF. NO.30	
Section Ref.	Page Ref.
2.5 (iii) Foul Sewerage	24-27

#### **2.5 (iii) Foul Sewerage**

~~2.5.20 There is no existing foul sewerage infrastructure within the SDZ. As with surface water drainage, the site is sub-divided into three sub-catchments for the purposes of foul sewerage as follows:-~~

#### **~~Western~~**

~~2.5.21 Approximately 65% of Adamstown is within this catchment. The proposed foul sewerage network in the western catchment comprises a gravity fed system of pipes ranging from 225mm to 525mm in diameter and the construction of a new pumping station at Tobermaclugg. The proposed network is routed in accordance with the proposed main road layout.~~

~~2.5.22 Foul sewage will be pumped from the new Tobermaclugg pumping station via two new 500mm diameter rising mains direct to the existing '9B' branch of the main gravity sewer at Balgaddy.~~

#### **~~North-East~~**

~~2.5.23 Approximately 20% of Adamstown is within this catchment. The proposed foul sewerage network within the northeastern catchment comprises a gravity fed system of pipes ranging from 225mm to 300mm in diameter. The largest, 300mm diameter pipe will flow direct to the existing foul sewerage system to the rear of the Superquinn District Centre~~

~~after exiting the SDZ. The proposed network is routed in accordance with the proposed main road layout.~~

~~2.5.24 The existing sewer to the rear of the Superquinn District Centre flows to the existing Lucan Low Level pumping station which in turn pumps to the existing Lucan Esker pumping station, from which sewage is pumped direct to the existing '9B' branch of the main gravity sewer.~~

### ~~South East~~

~~2.5.25 Approximately 15% of Adamstown is within this catchment. The proposed foul sewerage network within the southeastern catchment comprises a gravity fed system of pipes ranging from 225mm to 300mm in diameter. The largest, 300mm diameter pipe will flow to a new 450mm diameter pipe under the Newcastle Road after exiting the SDZ. The proposed network is also routed in accordance with the proposed main road layout.~~

~~2.5.26 The proposed 450mm diameter sewer under the Newcastle Road will join an existing 450mm pipe and flow along the Griffeen Valley via an existing 525mm diameter sewer to the existing Lucan Esker pumping station, from which sewage is pumped direct to the existing '9B' branch of the main gravity sewer.~~

### ~~Off Site Foul Drainage Works~~

~~2.5.27 The output of all three foul drainage catchments in the SDZ ultimately drains to the '9B' branch of the main gravity sewer. The output of both the northeast and southeast catchments drains via the existing Lucan Esker pumping station and the output of the northeast catchment also initially drains via the existing Lucan Low Level pumping station.~~

~~2.5.28 It is necessary to upgrade both the existing Lucan Esker and Lucan Low Level pumping stations through the provision environmental screening works in order to provide foul drainage to serve Adamstown.~~

~~2.5.29 At a later stage it will be necessary to undertake work to increase the capacity of the existing '9B' main sewer, to serve both Adamstown and the wider Lucan Clondalkin area. Required work on the '9B' main sewer includes CCTV surveys, the identification and implementation of measures to prevent surface water infiltration and the relief of bottlenecks.~~

~~2.5.30 The commencement of development in Adamstown is not dependent on the completion of work on the '9B' sewer, which serves the entire Lucan Clondalkin foul drainage catchment.~~

~~2.5.31 Development levies will be required in respect of development in Adamstown served by foul drainage works undertaken by South Dublin County Council.~~

2.5.13. As with surface water drainage, the site is sub-divided into three sub- catchments for the purposes of foul sewerage as follows:-

## **Western**

- 2.5.14 Approximately 65% of Adamstown is within this catchment. The foul sewerage infrastructure consists of a pumping station located at Tobermaclugg. This pumping station, which was completed in 2008, discharges the foul water from the SDZ lands to the 9B trunk sewer at Balgaddy, via twin rising mains and a gravity sewer.

## **North East**

- 2.5.15 Approximately 20% of Adamstown is within this catchment. The foul sewerage network within the north eastern catchment is directed westwards to the Tobermaclugg Pumping Station. The system of pipes, ranging from 225mm to 900mm pipes in diameter, are routed in accordance with the proposed main road layout.

## **South East**

- 2.5.16 Approximately 15% of Adamstown is within this catchment. The foul sewerage network within the southeastern catchment comprises a gravity fed system of pipes ranging from 225mm to 300mm in diameter. The largest, 300mm diameter pipe flows to a 450mm diameter pipe under the Newcastle Road after exiting the SDZ. This in turn flows to the existing Lucan Esker pumping station, from which sewage is pumped direct to the existing 9B trunk sewer.

## **Off Site Foul Drainage Works**

- 2.5.17 The output of all three foul drainage catchments in the SDZ ultimately drains to the 9B trunk sewer.
- 2.5.18 At a later stage it will be necessary to undertake work to increase the capacity of the existing 9B trunk sewer, to serve both Adamstown and the wider Lucan- Clondalkin area. Required work on the 9B trunk sewer includes CCTV surveys, the identification and implementation of measures to prevent surface water infiltration and the relief of bottlenecks and to minimise overflows to the surface water system.
- 2.5.19 The continued development of Adamstown is not dependent on the completion of work on the 9B trunk sewer, which serves the entire Lucan-Clondalkin foul drainage catchment.
- 2.5.20 Development levies will be required in respect of development in Adamstown served by foul drainage works undertaken by South Dublin County Council.

Rationale:

Update text to reflect current foul drainage infrastructure provision on site

<b>AMENDMENT REF. NO.31</b>	
<b>Section Ref.</b>	<b>Page Ref.</b>
2.5 (iv) Telecommunications/Information Technology	24-27

## **2.5 (iv) Telecommunications/Information Technology**

- 2.5.32 The development of Adamstown as a new mixed-use urban district is an opportunity to incorporate modern information technology infrastructure into the overall design and layout of the area.

- 2.5.33 This shall be achieved through the provision of a data infrastructure spine comprising a network of fibre-optic ~~and broadband (ISDN) capacity~~ cables routed in accordance with the main road layout. All dwelling units shall be connected to the data spine. Each shall provided with at least two telecoms ducts and shall be serviced by carrier neutral multi - duct infrastructure having regard to *Recommendations for Underground Telecommunications Cable Works*, issued by the Department of Communications, Marine and Natural Resources.
- 2.5.34 The purpose of this is facilitate the creation of an e-enabled community in Adamstown based on an internally and externally linked community network. There are potential benefits in relation to employment:-teleworking/flexibility; service provision:- single point entry to local public service providers; shopping/business:- local e-commerce; and most significantly, to the community:- via a live local information platform.
- 2.5.35 The latter presents particular opportunities for Adamstown as a new urban community. Possibilities include up-to-date and 'real time' information on matters such as public transport routes and timetables, traffic congestion, car pooling, station and shopping car parking availability, local meetings and events, park activities and opening hours, refuse collection and recycling, childcare and schools.
- 2.5.36 The proposed data infrastructure and community network would also support and complement the optimal use of the more traditional forms of proposed infrastructure in Adamstown, including the new railway station, busways, community centres, civic building, enterprise centres, childcare facilities and schools, as well as local shops and businesses.

Rationale:

Update text to reflect current telecommunications infrastructure provision.

MATERIAL AMENDMENT NO 11		AMENDMENT REF. NO.32	
Section Ref.		Page Ref.	
2.5 (v) New Section Environmental Sustainability and Sustainable Design			

## 2.5 (v) Environmental Sustainability and Sustainable Design

- 2.5.1 The Planning Scheme supports environmental sustainability through ensuring a coherent framework for sustainable development at Adamstown, ensuring that sustainable design is integral to the development of the area and aligning new development with public transport. This will assist greatly towards meeting the aims contained in the National Climate Change Strategy and the Councils Climate Change Strategy. Environmental sustainability is promoted in Adamstown through four approaches:
- A mix of use types in the area, to support the development of sustainable residential communities.
  - Buildings to be designed and constructed to energy standards prescribed by the Building Regulations Part L – Dwellings as a minimum. 2011 requirements prescribe that a building shall be designed and constructed so as to ensure that the energy performance

of the building is such as to limit the amount of energy required for the operation of the dwelling and the amount of carbon dioxide (CO<sub>2</sub>) emissions associated with this energy use. The regulations also prescribe that a reasonable proportion of the energy consumption to meet the energy performance of a dwelling should be provided by renewable energy sources.

- Encouraging high levels of use of sustainable modes of transport by promoting walking, cycling and public transport.
- Promoting and supporting improvements in the public realm which reduce energy consumption, support SUDS, increase carbon sequestering and support CHP (combined heat and power) schemes.

2.5.2 Through the implementation of a coherent framework for sustainable development, new development should have an inherently low carbon footprint. The proximity of local, well established amenities should lessen travel needs and the proximity of public transport shall reduce the need for car based trips from the site. New developments within the SDZ area should, where possible, seek to maximise energy efficiency through their location and design. In combination with the materials chosen and physical attributes of building design, sustainability should also inform key urban design elements such as creating attractive micro climates in key public or private public spaces, maximising passive solar gain, reducing overshadowing and addressing wind tunnel impacts. A key part of sustainable building and reduced carbon footprint is the energy consumption of heat, light and power of a building. Opportunities to source energy from sustainable sources should be exploited where possible.

2.5.3 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.

**Rationale:**

The National Climate Change Strategy 2007 - 2012 sets out a range of measures to ensure Ireland reaches its target under the Kyoto Protocol. The Strategy provides a framework for action to reduce Ireland's greenhouse gas emissions. This framework is translated to the local level by the South Dublin County Council Climate Change Strategy 2009-2020. The Adamstown SDZ Planning Scheme 2003 addresses the issue of climate change and environmental sustainability by setting out a coherent framework for a sustainable format of development and ensuring appropriate location, scale and mix of development and integrating transport and land-use planning. Given the scale of the Adamstown site there is an opportunity to create a truly sustainable neighbourhood and it is recognised that the successful implementation of a sustainable development requires both a coherent framework for sustainable design and requirements for environmental performance. It is therefore proposed to incorporate a new section "Environmental Sustainability and Sustainable Design" into the SDZ Planning Scheme.

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

MATERIAL AMENDMENT NO 12		AMENDMENT REF. NO.33	
Section Ref.		Page Ref.	
2.6 (i) Major Parks and Public Open Spaces		28-33	

### 2.6 (i) Major Parks and Public Open Spaces

2.6.1 In accordance with the *South Dublin County Development Plan* ~~1998~~, 2010-2016 minimum required public open space within the Adamstown SDZ Planning Scheme Area is calculated as follows:-

County Development Plan 1998 Zoning Objective	Total Area subject to each Zoning Objective within the Planning Scheme Area (hectares)	County Development Plan 1998 Open Space Requirement	
		%	Hectares
A1 'to provide new residential communities' (excludes Tandy's Lane)	211.54	14%	29.62
A 'to preserve residential amenity'	0.12	10%	0.01
Unzoned (Tandy's Lane, adjoining roads, railway line and site boundaries)	7.14	None	None
<b>TOTAL</b>	<b>218.8</b>	<b>30 hectares approximately</b>	

**Table 2.15 Minimum Required Public Open Space**

- 2.6.2 It is proposed to provide the majority of proposed public open space – at least 23.25 hectares or approximately 10% of the total Planning Scheme area, in four major parks, each of which comprise a separate amenity sub-area, detailed in Section 3.2 below.
- 2.6.3 The balance of required public open space, at least 6.75 ha or approximately 4% of the total Planning Scheme area, is to be provided as smaller local public spaces within each of the eleven development areas. These range from hard landscaped civic spaces and green boulevards to less formal kickabout greens and play areas.
- 2.6.4 For each of the major parks, a plan to include a detailed schedule of work shall be agreed with South Dublin County Council. **Existing trees and natural features shall be retained and enhanced in all parks and open spaces, as far as is practical.** All public open spaces, regardless of size, will include a significant amount of hard and soft landscaping and sensitive boundary treatment. Children's play areas and sports courts will be provided in both Airlie Park and on the Central Boulevard. Airlie Park shall also include all-weather playing pitch and changing facilities.
- 2.6.5 It is an important feature of the Adamstown SDZ that all public open spaces are linked by a network of 'green' walking and cycling routes.

	Development or Amenity Area	Gross Developme nt Area (hectares)	Public Open Space (hectares)	Area Character Type
<b>A</b>	Tandy's Lane Park	8.0	7.7	Major Park
<b>B</b>	Tobermaclugg Park	3.8	3.4	Major Park
<b>C</b>	Airlie Park	11.6	10.85	Major Park
<b>D</b>	Central Boulevard	1.9	1.3	Urban Park
	<b>Subtotal</b>	<b>25.3</b>	<b>23.25</b>	
<b>1</b>	Adamstown Castle	21.1	0.76	Low density
<b>2</b>	Somerton	14.5	0.52	Low density
<b>3</b>	Airlie Stud	15.6	0.56	Low density
<b>4</b>	Tobermaclugg Village	21.4	0.77	Low density
<b>5</b>	Tubber Lane	18.8	0.67	Low density
<b>6</b>	Tandy's Lane Village	21.7	0.78	Medium density
<b>7</b>	St. Helen's	16.0	0.57	Medium density
<b>8</b>	Aderrig	21.7	0.78	Medium density
<b>9</b>	Adamstown Square	15.1	0.54	High density
<b>1</b>	Adamstown	14.4	0.5	High



<del>0</del>	<del>Boulevard</del>			<del>density</del>
<del>1</del> <del>4</del>	<del>Adamstown</del> <del>Station</del>	<del>8.3</del>	<del>0.3</del>	<del>High</del> <del>density</del>
	<b>Subtotal</b>	<b>188.6</b>	<b>6.75</b>	
	<b>TOTAL</b>	<b>243.9</b>	<b>30</b>	

**Table 2.16 Minimum Required Public Open Space by development and amenity area**

	Development or Amenity Area	Gross Development Area (hectares)	Public Open Space (hectares)	Minimum Requirements for Active Recreational Facilities*	Area Character Type
A	Tandy's Lane Park	8.0	7.7	2 full size playing pitches, changing & shower facilities, 2 x district level LEAP/NEAP play facilities at opposite ends and running / cycle loops.	Major Park
B	Tobermaclug Park	3.8	3.4	1 x LEAP/NEAP play facility and running / cycle loops.	Major Park
C	Airlie Park	11.6	10.9	2 full size playing pitches, changing & shower facilities, 2 x district level LEAP & NEAP play facilities at opposite edges, four tennis courts, five-a-side all weather playing pitches and running / cycle loops.	Major Park
D	Central Boulevard	1.9	1.3	1 x district level LEAP & NEAP play facility.	Urban Park
	<b>Subtotal</b>	<b>25.3</b>	<b>23.3</b>		
1	Adamstown Castle	22.3	0.76	LEAP – existing	Low Density
2	Somerton	14.5	0.52	Close to play facility in major park	Low Density
3	Airlie Stud	15.6	0.56	1 x LEAP	Low Density
4	Tobermaclug Village	21.4	0.77	Close to play facility in major park	Low Density
5	Tubber Lane	18.8	0.67	1 x LEAP	Low Density
6	Tandy's Lane Village	21.7	0.78	Close to play facility in major park	Medium Density
7	St. Helen's	16.0	0.57	Close to play facility in major park	Medium Density
8	Aderrig	21.7	0.78	Close to play facility in major park	Medium Density
9	Adamstown Square	13.5	0.54	1 x LEAP	High Density
10	Adamstown Boulevard	14.6	0.5	1 x LEAP	High Density
11	Adamstown Station	8.6	0.3	Close to play facilities in urban park	High Density
	<b>Subtotal</b>	<b>188.7</b>	<b>6.75</b>		
	<b>TOTAL</b>	<b>214</b>	<b>178.8</b>		

\* Playing fields in major parks shall be laid out and sized so as to accommodate Gaelic Games, Soccer, Cricket or other field games based on an assessment of community needs.

**Table 2.16 Minimum Required Public Open Space by development and amenity area**

**Rationale:**

The open space network outlined in figure 2.34 forms part of the primary urban structure of Adamstown and is a strategic linking element that cuts across all neighbourhoods. The network incorporates 3 no. major parks, 1 no. urban park and a network of public spaces in each of the 11

no. development areas. All public spaces are linked by a network of 'green' walking and cycling routes.

The original Planning Scheme recognises the role of public open spaces in contributing to the sustainability and attractiveness of this area. It is envisaged that the public open space network will provide a diverse range of opportunities for active and passive recreation within walking and cycling distance of all households. The level of public open space (15 percent of total area) is consistent with the County Development Plan standard. The amendments also reflect the children's play area requirements of the County Development Plan 2010-2013. These provisions originally set out in 'Provision of Children's Play Facilities in New Development Areas, 2007'

MATERIAL AMENDMENT NO 13		AMENDMENT REF. NO.34	
Section Ref.		Page Ref.	
2.6 (ii) New Section Green Infrastructure			

### Green Infrastructure

2.6.5 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.

2.6.5 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. Opportunities to extend this green infrastructure network into individual schemes should also be explored where possible through use of sustainable design techniques at the local level that have beneficial environmental impacts.

#### Rationale:

The desire to protect and enhance landscape and ecological features was implicit in the original Planning Scheme and informed the positioning of Parks and Open Spaces and the links between them. The open space network will play a key role in protecting, enhancing and linking key assets both within and adjoining Adamstown, thereby enhancing the sustainability and attractiveness of the area. It is proposed to formalise the requirement to protect, enhance and link key assets by incorporating the above amendments.

AMENDMENT REF. NO.35	
Section Ref.	Page Ref.
2.6 (iii) Education/Schools	28-33

### 2.6 (iii) Education/Schools

2.6.10 There are three sites identified for the provision of four 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.

2.6.11 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.

~~2.6.12 The large combined school site is situated closer to the proposed Adamstown district centre and can accommodate a primary school with up to 32 classrooms and a secondary school for up to 1,000 pupils. Subject to certain design criteria the large school site may also include additional development floorspace (refer to Section 2.2.). Complementary land uses on the site could include a third level outreach centre or leisure facility.~~

2.6.12 The large combined school site is situated close to the proposed Adamstown District Centre. This site has been developed and accommodates two 16 classroom primary schools and a post primary school with capacity for 1,000 pupils. The campus is situated in the Adamstown Castle development area.

Rationale: The Adamstown SDZ Planning Scheme, 2003 identified three sites for the provision of four schools in Adamstown. Two 1.2 hectare primary school sites are identified in the northern area of the site adjacent to the Tandy's Lane and Tobermaclugg Local Centres. A larger 4 hectare combined school site, capable of accommodating both secondary school and a primary school is identified in the southern area of the site. The primary school sites can accommodate up to 32 classrooms.

Variation No 1 of the Planning Scheme in 2006, reconfigured the combined school site in the southern area from a square to rectangular configuration.

The schools campus is now developed and incorporates two 16-classroom primary schools and a secondary school with capacity for up to 1,000 pupils. It is proposed to update the Planning Scheme text to reflect the existing provision.

The Department of Education and Skills and the Adamstown developers seek a relocation of the primary school site adjacent to Tandy's Lane village, to the north, to facilitate access in the short-medium term. This is considered to represent a minor amendment to the Planning Scheme.

The review team have consulted with the Department of Education and Skills in relation to the capacity of identified sites to cater for the needs of the area moving forward. The Department have indicated that existing provision is adequate.

Rationale:

Update text to reflect school development carried out to date. 2 no primary schools and 1 secondary school.

MATERIAL AMENDMENT NO 14		AMENDMENT REF. NO.36	
Section Ref.		Page Ref.	
2.6 (IV) Childcare Facilities		28-33	

## 2.6 (iv) Childcare Facilities

~~2.6.13 The Guidelines on Childcare facilities for Planning Authorities advise that an average of one childcare facility for every 75 dwelling units in new housing areas should be required unless there are significant reasons to the contrary. The Guidelines further state that one facility providing a minimum of 20 childcare places is a reasonable starting point.~~

~~2.6.14 It is proposed to apply the recommended standard in all five low density development areas and a reduced standard in the medium and high density development areas. The proposed standard is one childcare facility for every 150 dwelling units in the three medium density development areas and in two of the three high density areas. In the highest density Adamstown Station development area, one childcare facility for every 225 dwelling units is proposed.~~

	<b>Development Area</b>	<b>Dwellings per 20 child facility (no.)</b>	<b>Childcare Places (no.)</b>	<b>Floor Area* (sq.m. approx.)</b>
<b>1</b>	Adamstown Castle	75	133	665
<b>2</b>	Somerton	75	120	600
<b>3</b>	Airlie Stud	75	153	765
<b>4</b>	Tobermaclugg Village	112.5	155	775
<b>5</b>	Tubber Lane	75	186	930
<b>6</b>	Tandy's Lane Village	112.5	151	755
<b>7</b>	St. Helen's	150	123	615
<b>8</b>	Aderrig	150	153	765
<b>9</b>	Adamstown Square	150	120	600
<b>10</b>	Adamstown Boulevard	150	113	565
<b>44</b>	Adamstown Station	225	42	210
	<b>TOTALS</b>		<b>1,449</b>	<b>7,245</b>

**Table 2.17 — Minimum Childcare Provision by Development Area**

~~2.6.15 Minimum proposed childcare provision is 1,449 childcare places. This is the equivalent of 74 facilities with 20 childcare places each. It is considered appropriate that a single facility may accommodate up to a maximum of 100 places. Accordingly, a minimum of 15 separate childcare facilities is required. Childcare facilities shall be located at identifiable nodes throughout Adamstown.~~

~~2.6.16 The higher figures for childcare provision, specified for each development area in Section 3.0 of this Planning Scheme, are based on the maximum number of dwelling units permissible.~~

2.6.12 The Planning Scheme seeks to facilitate the sustainable development of good quality and accessible early childhood care and education infrastructure in Adamstown. It is considered that a requirement for pro-rata childcare provision will not necessarily meet the needs of an evolving population or ensure sufficient flexibility in the longer-term and that market factors and government policy will have a greater role.

2.6.13 The scheme requires a two tier approach to early childhood care and education infrastructure provision that combines area based and market led provision. In addition to the existing facility in Adamstown Castle, the scheme requires one or more purpose built facilities in or adjacent to the District Centre and Local Centres and in the approved facility at Airlie House. The minimum requirements for childcare spaces in the required facilities are set out in Table 2.17 below. These facilities will be within walking and cycling distance of all homes and close to other educational, community and commercial facilities. The scheme will also support proposals for early childhood care and education in flexible use buildings, community buildings such as community centres and schools and in homes subject to appropriate safeguards.

**Table 2.17 Childcare Infrastructures - Minimum Capacity**

Development Area	Childcare Places (no.)*
Adamstown Castle	65 (existing)
Adamstown Station	200
Tobermaclugg Village	100
Tandy's Lane Village	100
St. Helens Airlie House	100
<b>TOTAL</b>	<b>565</b>

\* Refers to full day care spaces.

Rationale:

Text amended to reflect current thinking on childcare provision. Childcare provision to be linked to development of District and Local Centres and to reflect demand for childcare needs to be met in existing private residential properties

MATERIAL AMENDMENT NO 15 REF. NO.37	
Section Ref.	Page Ref.
2.6 (v) New Section Children's Play Facilities	

## **2.6 (v) Children's Play Facilities**

2.6.14 The Planning Scheme requires the provision of publicly accessible playgrounds in each of the four Major Parks to cater for the needs of children and young people up to 18 years of age.

2.6.15 The Planning Scheme requires the provision of equipped play facilities in all Development Areas. A hierarchical network of equipped play facilities catering for children of different age groups is required, with frequent smaller play areas for younger children close to their homes and less frequent, larger more centralised play facilities for older children up to age 18. The minimum requirements for YCAP facilities are set out in Table 2.18.

2.6.16 Public realm design shall incorporate opportunities for informal play through innovative design solutions on streets and in open spaces.

Table 2.18 Play Facilities Hierarchy:

	<b>Young Children's Area for Play (YCAP)</b>	<b>Local Equipped Area for Play (LEAP)</b>	<b>Neighbourhood Equipped Area for Play (NEAP)</b>
Description	Play space with min activity area of 100m <sup>2</sup> that provides opportunities for play by toddlers and young children up to the age of 6. To contain equipment for younger children and opportunities for informal play.	Play space with a min activity area of 400m <sup>2</sup> that provides play facilities for children up to 8 years of age. To contain at least 5 types of play equipment to stimulate different senses and encourage activity.	Play space with min activity area of 1000m <sup>2</sup> that provides play facilities for a wider age range, particularly 8-18 age groups. To include play equipment and a hard surface area for ball games. Equipment for older children might include games walls, basketball 'half' courts with hoops and associated areas for sitting, watching and talking with friends.
Thresholds	1 YCAP per 50 units.	1 per Development Area, excluding areas close to major and urban parks – see Table 2.16.	2 in Tandy's Lane and Airlie Parks (=4); 1 in Airlie Park and Central Boulevard (=2) – see Table 2.16.
Location	Semi-private or public open spaces that are close to dwellings.	Local public open spaces; co-locate with NEAP in Parks	Major Parks and Urban Park; co-locate with LEAP.
Min. separation from dwellings	5m	15m	30m
<ul style="list-style-type: none"> <li>• Management &amp; Maintenance: Developer (or private management company) where open space and play facility are not taken in charge by South Dublin County Council;</li> <li>• Play Space Activity Area: Area designed for children's play and can include play equipment, safety surfacing, seating, and fencing where appropriate. The size should relate to the number of units served with specified minimums referring to the minimum area required to make the facility viable for the purpose specified.</li> <li>• The Planning Authority can operate discretion in respect of the minimum thresholds set out in the Table, to take account of existing provision in the vicinity.</li> </ul>			

**Rationale:**

South Dublin County Council recognises the importance of play for children of 0 to 18 years. It is envisaged that Adamstown will be a child-friendly and playful place where all children and young people can enjoy their right to play.

A number of pre-draft plan submissions from existing residents, outlined a need for additional play facilities for children and young people and referred to children playing in streets and areas that are not designed for this purpose.

A range of safe and secure outdoor play opportunities should be provided within an appropriate distance of homes to encourage varied and physically active play. The availability of accessible, good quality play facilities that are well maintained and managed is considered important. It is therefore proposed to focus the bulk of provision into the Major Parks, with additional facilities for younger children closer to their homes.

It is proposed that publicly accessible playgrounds be provided in each of the four Major Parks to cater for the needs of children and young people up to 18 years of age. It is also considered appropriate that equipped play areas are provided in conjunction with new residential development, in semi-private and public spaces to cater for the needs of smaller children. Public realm design should also incorporate opportunities for informal play through innovative design solutions on streets and in open spaces.

The amendments also reflect the children's play area requirements of the County Development Plan 2010-2013. These provisions originally set out in 'Provision of Children's Play Facilities in New Development Areas, 2007'

MATERIAL AMENDMENT NO 16		AMENDMENT REF. NO.38	
Section Ref.		Page Ref.	
2.6 (v) Community Buildings		28-33	

## **2.6 (v) Community Buildings**

~~2.6.17 It is proposed that one community centre per 1,000 dwellings be provided in Adamstown. Each community centre shall be at least 150 square metres in area and include a main meeting space, office and basic kitchen and toilet facilities. There is a minimum of eight community centres required throughout the SDZ.~~

2.6.17 1-2 community centres shall be provided in Adamstown. A single facility with a minimum internal floor area of 1200sq.meters that incorporates a large sports hall (33m by 18m), 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities would meet the requirements of the Planning Scheme. Alternatively, two separate facilities with a minimum internal floor area of 600 sq.meters that incorporates a large sports hall (33m by 18m), 2 x multi-purpose meeting rooms, a kitchenette and toilet facilities would meet the requirements of the Planning Scheme.

~~2.6.18 The purpose of the centres is to provide a community focus with the capacity to accommodate local meetings, youth activities, training, teleworking support, social events etc. within each sub-area of Adamstown. The centres shall be located at identifiable nodes, ideally adjoining both housing and other local facilities such as creches, play areas etc.~~

2.6.18 A Community Centre for the purpose of the Planning Scheme refers to a public building where members of a community can gather for group activities, social support, public



information and other purposes and where community use is the primary use. Facilities that have other primary uses, such as school sports halls, can provide an important function, but would not be considered to meet the community floorspace requirements of the Planning Scheme.

2.6.19 It is proposed that one large civic hall be provided in the centre of Adamstown. The large civic hall shall be at least 1,000 square metres in area and include a large space with a stage and flexible seating, two smaller studio spaces, changing rooms with showers, storage rooms, office, meeting/training facilities, toilets and a public café.

2.6.20 The purpose of the large civic hall is for community meetings, conferences and gatherings, performance generally including theatre and the arts as well as public worship, training and social events etc. The civic hall shall be located in a landmark mixed-use building within the Adamstown district centre.

	<b>Development Area</b>	<b>Community Centre (150 sq.m.)</b>	<b>Enterprise Centre (1,500 sq.m.)</b>	<b>Civic Hall (1,000 sq.m.)</b>
<b>1</b>	<del>Adamstown Castle</del>	0-1	0	0
<b>2</b>	<del>Somerton</del>	0-1	0	0
<b>3</b>	<del>Airlie Stud</del>	1	0	0
<b>4</b>	<del>Tobermaclugg Village</del>	1	1	0
<b>5</b>	<del>Tubber Lane</del>	1	0	0
<b>6</b>	<del>Tandy's Lane Village</del>	1	1	0
<b>7</b>	<del>St. Helen's</del>	1	0	0
<b>8</b>	<del>Aderrig</del>	1	0	0
<b>9</b>	<del>Adamstown Square</del>	1	0	0
<b>10</b>	<del>Adamstown Boulevard</del>	1	0	0
<b>11</b>	<del>Adamstown Station</del>	0	0	1
	<b>TOTALS</b>	<b>8-10</b>	<b>2</b>	<b>1</b>

**Table 2.18 — Community Building Provision by Development Area**

2.6.21 It is proposed that ~~two~~ **one** enterprise centres be provided in Adamstown. Each enterprise centre shall be at least 1,500 square metres in area and comprise 8-10 small own door units of approximately 70-120 square metres each, toilets with shower, office, meeting canteen and training facilities.

~~2.6.22 One of the two enterprise centres shall be an ICT enterprise centre incorporating an incubation centre, third level outreach centre, (HEA Report, 1999) and a SME education support centre.~~

2.6.23 The purpose of the enterprise centres is to provide office, studio and workshop accommodation backed up by support and training facilities for local business start-ups. The enterprise centres shall be located in **one of** the two proposed local centres at Tandys' Lane Village and Tobermaclugg Village, together with local shopping, schools, childcare, community centres and possibly other employment activities.

**Rationale:**

The Adamstown SDZ Planning Scheme 2003 seeks one community centre of 150sq.m in area per 1,000 dwellings, translating into a requirement for 8-10 small facilities across the scheme area. Community Centre 1 is required as part of Phase 2 of the development. Development is currently in Phase 2 and to date no centre has been provided.

In South Dublin County there is a network of district level community centres. These are active and vibrant community hubs that offer a range of facilities and activities throughout the day and evening time. The majority of centres are managed by local volunteers with the support of the SDCC Community Services Department.

While there was a move towards a larger number of smaller facilities in the early 2000's, it was found that such centres did not achieve the critical mass needed to be sustainable and many have closed or are poorly used. On foot of this experience, it is now SDCC policy to achieve a network of larger district level centres throughout the County. This type of facility achieves a better critical mass, is more efficient to manage and maintain and is considered to provide a better community resource.

It is considered that the Planning Scheme requirement for pro-rata provision of approximately 150sq.meters per 1,000 dwellings remains appropriate, subject to a minimum provision of 1,200sq.meters. To ensure a viable model for the delivery and management of centres in Adamstown, it is proposed to amend the scheme to require 1-2 larger centres in lieu of the 8-10 smaller facilities. Provision can take the form of:

- Two separate centres with a minimum internal floor area of 600sq.meters and incorporating a large sports hall (33m by 18m), 2 x multi-purpose meeting rooms, a kitchenette and toilet facilities; or
- One larger facility with a minimum internal floor area of 1,200sq.meters and incorporating a large sports hall (33m by 18m), 2 x multi-purpose meeting rooms, a kitchenette and toilet facilities.

It is also proposed to amend the Planning Scheme to incorporate a definition of a Community Centre for the purposes of the scheme. A Community Centre for the purpose of the Planning Scheme refers to a public building where members of a community can gather for group activities, social support, public information and other purposes and where community use is the primary use. Facilities that have other primary uses, such as school sports halls, can provide an important function, but would not be considered to meet the community floorspace requirements of the Planning Scheme.

MATERIAL AMENDMENT NO 17		AMENDMENT REF. NO.41	
Section Ref.		Page Ref.	
2.6 (vi) Shopping and Retail Services			

## 2.6 (vi) Shopping and Retail Services

2.6.24 It is proposed that shopping and retail services be provided in three principal centres within the Adamstown SDZ, although an element of shopping and retail service floorspace is permissible in all eleven development areas.

2.6.25 The maximum amount of retail floorspace permitted is expressed in percentage terms as follows:-

- 50% of total non-residential floorspace in Adamstown Station, which is the Adamstown District Centre and in Somerton, which adjoins the existing Superquinn District Centre;
- ~~25%~~ 33% of total non-residential floorspace in the Tobermaclugg Village and Tandy's Lane Village development areas, which are identified as the two major local centres;
- 10% of total non-residential floorspace in all other areas.

	Development Area	Minimum Retail and Retail Services	Maximum Retail	
		Floor Area (square metres)	As a % of total non-residential floorspace	Floor Area (square metres)
1	Adamstown Castle	0	10%	300
2	Somerton	0	50%	1,375
3	Airlie Stud	0	10%	350
4	Tobermaclugg Village	2,200	25%	2,625
5	Tubber Lane	0	10%	425
6	Tandy's Lane Village	2,125	25%	2,575
7	St. Helen's	0	10%	550

8	Aderrig	0	10%	700
9	Adamstown Square	0	10%	1,100
10	Adamstown Boulevard	0	10%	1,025
11	Adamstown Station	15,625	50%	18,750
	<b>TOTALS</b>	<b>15,625</b>		<b>20,775</b>

	Development Area	Minimum Retail Area Floor Area Square Metres	Maximum Retail % of total non-residential floorspace	Maximum Retail Floor Area Square Metres
1	Adamstown Castle		10	300
2	Somerton		50	1,625
3	Airlie Stud		10	375
4	Tobermaclugg Village	1,800	33	2,250
5	Tubber Lane		10	450
6	Tandy's Lane Village	1,620	33	2,025
7	St. Helen's		10	375
8	Aderrig		10	475
9	Adamstown Square		10	800
10	Adamstown Boulevard		10	875
11	Adamstown Station	11,700	50	14,625
	Total	15,120		24,175

**Table 2.19 Min-Max. Retail Provision by Development Area \***

### ***Proposed Adamstown District Centre***

**2.6.26** There is one major District Centre proposed in Adamstown, focused on the Transport Interchange. Shopping up to a maximum ~~of 20,875~~ of 16,300 is permitted. This includes up 875 sqm and 800sq m ~~to 1,025 sq.m. and 1,100 sq.m.~~ in the adjoining Adamstown Boulevard and Adamstown Square development areas respectively.

2.6.27 It is proposed that shops be provided principally at ground level in both the Adamstown Station development area and immediately adjoining parts of the Adamstown Boulevard and Adamstown Square development areas.

2.6.28 Adamstown District Centre may include more than one large supermarket and a significant quantum of comparison shopping floorspace. Retail service, community, leisure, employment, civic and cultural uses may be provided in addition to shopping.

2.6.29 There is a minimum requirement for ~~15,625 sq.m.~~ 11,700 sq metres of shop and retail service floorspace in Adamstown District Centre. As an absolute minimum, the District Centre must include one large supermarket and units suitable for use as individual shops and retail service outlets, such as newsagent, pharmacy, video store, doctor's/dentist's surgery, bank and/or estate agency uses. The District Centre must also include at least one public house.

### **Existing ~~Superquinn~~ Lucan District Centre**

- 2.6.30 There is a maximum ~~of 1,375 sq.m. of~~ **1,625 sq metres** shopping floorspace permissible in the Somerton development area which includes lands adjoining the existing ~~Superquinn~~ Lucan District Centre.
- 2.6.31 It is proposed that any additional shopping in this area would comprise an extension to the existing District Centre. This could be by means of an extension to an existing shop unit and/or new shop unit(s). New access to the existing ~~Superquinn~~ Lucan District Centre from Adamstown is required to facilitate this, although this may not necessarily include a vehicular through route.
- 2.6.32 An extension to the existing District Centre to provide additional shopping may comprise part of an overall development proposal that also includes all other non-residential floorspace permissible in the Somerton development area.

### **Proposed Local Centres**

- 2.6.33 There are two proposed local centres, at Tandy's Lane Village and Tobermaclugg Village. Retail and retail service floorspace of up to a maximum of ~~2,575 sq.m.~~ and ~~2,625 sq.m.~~ **2,025sq m and 2,250 sq m** is permitted in each local centre respectively and a minimum of ~~2,125 and 2,200 sq.m.~~ **1,620sq m and 1,800 sq m** is required in each centre respectively.
- 2.6.34 It is required that each local centre includes a large convenience store/small supermarket together with units suitable for use as individual shops and retail service outlets, such as newsagent, pharmacy, video store, doctor's surgery or estate agency uses. Each Local Centre may also include a public house.

### **Local Parades**

- 2.6.35 Five out of a total of eleven development areas permit only a small element of local shopping/service outlets either as individual shops or small parades, with maximum floor areas in the range of 300 - 700 sq.m. It is noted that a typical convenience store is less than 500 sq.m. in area.
- 2.6.36 There is no minimum requirement for shopping floorspace in these areas. Suitable locations include local nodes and intersections and ground floor frontage on the main pedestrian and road network.
- 2.6.37 For the purposes of this Planning Scheme, the definition of 'shop' accords with that outlined in the Planning and Development Regulations 2001 and includes:-
- The retail sale of goods;
  - A post office;
  - The sale of tickets or a travel agency;
  - The sale of sandwiches or other food for consumption off the premises where the sale of such food is subsidiary to the main retail use;
  - Hairdressing;
  - The display of goods for sale;

- The hiring out of domestic goods or articles;
- A launderette or dry cleaners;
- A premises for the reception of goods to be washed, cleaned or repaired.

2.6.38 For the purposes of this Planning Scheme, a retail service is defined as a service provided principally to visiting members of the public in accordance with the Planning and Development Regulations 2001 and includes:-

- Financial services;
- Professional services;
- Any other service.

Rationale:

Update retail requirements to reflect overall amendments to scheme.

MATERIAL AMENDMENT NO 18 AMENDMENT REF. NO.40	
Section Ref.	Page Ref.
2.6 (vii) Health/Emergency/Religious	28-33

## 2.6 (vii) Health/Emergency/Religious

2.6.38 Given the nature and scale of development proposed in Adamstown provision has been made to reserve a site of approximately 0.4 hectares (1 acre) for a fire station within the SDZ.

2.6.39 The proposed fire station site will be levelled, grassed and seeded to form an area of public open space, pending determination of the need for a fire station in this area and selection of this site for such a facility. This work should comprise part of the development of the adjoining 'Somerton' development area and phased accordingly. Should it be determined by Dublin Fire Brigade and the Planning Authority that the site is not required for a fire station, it may be developed for 'courtyard' housing in accordance with this Planning Scheme.

2.6.40 ~~It is expected that the South Western Area Health Board will indicate a requirement for at least one new health centre in Adamstown. There is adequate non-residential floorspace permissible to accommodate this and any such facilities will be located in the proposed new District and/or Local centres.~~

Provision is made for a Primary Health Care Facility within the SDZ lands.

2.6.41 ~~There is no new Church or place of worship proposed to serve Adamstown. The proposed Civic Hall and Community Centre buildings may be used for public worship, however.~~

Group worship and associated cultural activities are a fundamental and integral part of life for many and the needs of the Adamstown community may be varied and diverse in this regard. There is no new Church or place of worship proposed to serve Adamstown. Public worship is "open for consideration" in all areas subject to appropriate safeguards and the Civic Hall and Community Centre buildings may be used for public worship. While proposals for independent facilities will be considered at all locations, flexible use buildings that are close to district and local centres are likely to present as the most

suitable locations. Accessibility, traffic, parking, noise and impact on the amenity of the area will be important considerations in assessing individual applications for places of worship.

#### Rationale

The population profile of west Dublin has become increasingly diverse since 2003, and in turn the communities worship requirements have also become more diverse and varied. Public worship is 'open for consideration' in all areas of Adamstown. However, the habitual use of a building as a place of public workshop or religious instruction can generate noise and traffic impacts. It is therefore important that places of worship are appropriately positioned. The approved scheme states that there is no new Church or place of worship proposed to serve Adamstown and that Civic Hall and Community Centre buildings may be used for public worship. While this continues to be the case, it is acknowledged that there may be a demand for independent facilities and that some guidance may be required in relation to appropriate positioning.

## 2.7 Overarching Changes – Reflected in Mapping

### AMENDMENT REF. NO.41

#### Neighbourhood Boundaries

A number of minor amendments are proposed to Development Area boundaries within the scheme, as follows:

- Amend the Adamstown Castle and Adamstown Square areas to reflect Amendment No. 1 (2006) and correspond with the realignment of Adamstown Avenue in the vicinity of the District Centre.
- Amend Adamstown Station to correspond with the realignment of Adamstown Avenue and the north-south link over the railway (see below).
- Amend Adamstown Boulevard to correspond with the realignment the north-south link over the railway (see below).

### AMENDMENT REF. NO.42

#### Road Layouts

A number of minor amendments were made to the road layouts within the Scheme, as follows:

- The alignment of Adamstown Avenue was adjusted to correspond with that approved under SDZ10A/0001 and earlier applications.
- The alignment of the north-south road that divides the Adamstown Boulevard and Adamstown Station neighbourhoods was moved to the east correspond with the location of the existing bridge over the railway so as to set up a future north-south link.
- The classification of streets was amended to correspond with the *Design Manual for Urban Roads and Streets* and the *Adamstown Streets Design Guide*.
- The local street networks have been illustrated to:

- Reflect the revised block structure
- Place less emphasis on the use of vehicular cul-de-sacs to prevent through movement (as encouraged by the Design Manual for Urban Roads and Streets).

#### **AMENDMENT REF. NO.43**

##### Flexible Use Buildings

A number of minor amendments were made to the distribution of flexible use buildings within the SDZ Planning Scheme, as follows:

- Distribution of flexible buildings within the local centres was shifted to the northward to the main east-west route through the north of the site. This will calm east-west traffic along this route and provide greater commercial opportunities for businesses from passers by.
- Distribution of flexible buildings within the district centres was amended to reflect the realignment of Adamstown Avenue.
- Flexible use buildings added where pavilion type buildings may be located (i.e. those surrounded by public space on all sides) as they are better suited to commercial activities, particularly at the ground floor level).

#### **AMENDMENT REF. NO.44**

##### Open Space

A number of minor amendments were made to the distribution of open space within the SDZ Planning Scheme, as follows:

- The area of Central Boulevard was adjusted to correspond with the realignment of Adamstown Avenue as approved under SDZ10A/0001 and earlier applications.
- The existing park within the Westbury Estates has been extended into the SDZ area.
- Neighbourhood parks have been adjusted to correspond with the indicative street layout/block structure.

#### **AMENDMENT REF. NO.45**

##### North Eastern School Site

The designated school site in Tandy's Lane Village has been relocated to the north to facilitate access ahead of development of this area.



## Section 3.0 Development and Amenity Areas

### AMENDMENT REF. NO.46

Section Ref.  
**3**

Page Ref.  
**36**

### 3.2 Amenity Areas

3.2.1 Proposals for each of the four main amenity areas are also illustrated by a series of plans and drawings. The amenity areas must be subject to the high standard of finish detailed.

#### Development Area 1 Adamstown Castle

- ~~500-600~~ **630-640** dwelling units
- Up to ~~3,000 sq. m.~~ **3,000sq m** of non-residential development
- **2** Primary and **1** Post Primary School site

Adamstown Castle	
Area character type	Low development density
Gross area	<del>21.4</del> <b>22.3</b> hectares
Net development area	<del>12.15</del> <b>13.6</b> hectares
Min-max plot ratio	<del>1 ÷ 0.42 – 1 ÷ 0.50</del> <b>1:042-1:0:43</b>
Min-max total <i>residential</i> development	<del>50,000 – 60,000 sq. m.</del> <b>57,775-58,795</b>
Min-max dwellings per Ha	<del>42 – 50</del> <b>46-47</b>
Min-max total dwelling units	<del>500 – 600</del> <b>630-640</b>
Min affordable/social dwellings	15% of total dwellings
Min non-residential development	<del>133 – 160 no. childcare places</del> <b>65 Childcare Spaces</b>
Max non-residential development	5% of total development <del>up to 3,000 sq. m.</del> <b>up to 3,000sq m</b>
Max retail development	10% of total non-residential <del>up to 300 sq. m.</del> <b>up to 300 sq. m</b>

<i>Min-max courtyard building height</i>	<b>1 - 2 storeys with up to 3 storeys at corner/feature buildings</b> <b>1 - 2 where reduced</b>
<i>Min-max perimeter building height</i>	<b>3 - 4 storeys with up to 5 storeys at corner/feature buildings</b> <b>2 - 3 with up to 4 where reduced</b>
<i>Max landmark building height</i>	<b>15 metres (up to 5 storeys approx.)</b>
<i>Min local public open space</i>	<b>0.76 hectares</b>

### Urban Design Characteristics

- Clear pedestrian and cyclist network
- Landmark buildings at 'arrival' points, especially Adamstown Link Road
- School buildings provide street edge and internal protected play areas
- Retain existing trees
- Overlooked open space / cycleway to edge of Finnstown tree belt
- Apply orientation principles where possible - south facing living space etc.
- Permeable development areas
- Opportunities for creches off primary routes and adjacent to local park

### Development Area 2 Somerton

- 450 ~~550~~ 540 Dwelling units
- Up to ~~2,750~~ 3,250 sq. m. of non-residential development
- Extension to existing District Centre
- Possible Fire Station site

<b>Somerton</b>	
<i>Area character type</i>	<b>Low development density</b>

<i>Gross area</i>	<b>14.5 hectares</b>
<i>Net development area</i>	<b>12.8 hectares</b>
<i>Min-max plot ratio</i>	<del>1 : 0.35 – 1 : 0.42</del> <b>1:0:42-1:0:51</b>
<i>Min-max total <b>residential</b> development</i>	<del>45,000 – 55,000 sq. m.</del> <b>54,000-64,800</b>
<i>Min-max dwellings per hectare</i>	<b>35 - 42</b>
<i>Min-max total dwelling units</i>	<b>450 – <del>550</del> 540</b>
<i>Min affordable/social dwellings</i>	<b>15% of total dwellings to include 1 x traveller accommodation facility</b>
<i>Min non-residential development</i>	<del>120 – 146 no. childcare places</del>
<i>Max non-residential development</i>	<b>5% of total development up to <del>2,750</del> 3,250 sq. m.</b>
<i>Max retail development</i>	<b>50% of total non-residential up to <del>1,375</del> 1,625sq. m.</b>
<i>Min-max courtyard building height</i>	<b>1 - 2 storeys with up to 3 storeys at corner/feature buildings 1 - 2 where reduced</b>
<i>Min-max perimeter building height</i>	<b>3 - 4 storeys with up to 5 storeys at corner/feature buildings 2 - 3 with up to 4 where reduced</b>
<i>Max landmark building height</i>	<b>15 metres (up to 5 storeys approx.)</b>
<i>Min local public open space</i>	<b>0.52 hectares</b>

### Urban Design Characteristics

- Development on boundary edge to Westbury housing to be of similar scale and nature. Back to back gardens
- Permeable housing courts to incorporate pedestrian and cyclist routes
- Housing overlooks Newcastle Road
- Potential extended commercial use at Superquinn, link(s) to Adamstown

- Retain existing trees on boundaries
- Apply orientation principles where possible - south facing living space etc.
- Good public lighting to edge of parks

### Development Area 3

#### Airlie Stud

- ~~575—700~~ 635-684 Dwelling units
- Up to ~~3,500~~ 3,750 sq.m. of non-residential development

Airlie Stud	
Area character type	Low development density
Gross area	15.6 hectares
Net development area	<del>14.5</del> 14.3 hectares
Min-max plot ratio	<del>1 ÷ 0.40—1 ÷ 0.48</del> 1:0.47 1:0.51
Min-max total <i>residential</i> development	<del>57,500—70,000 sq. m.</del> 67,425-72,595 sq. m.
Min-max dwellings per Ha.	<del>40—48</del> 44-47
Min-max total dwelling units	<del>575—700</del> 630-675
Min affordable/social dwellings	15% of total dwellings
Min non-residential development	<del>153—186 no. childcare places</del> <del>1 x 150 sq. m. community centre</del>
Max non-residential development	5% of total development up to <del>3,500</del> 3,750 sq. m.
Max retail development	10% of total non-residential up to <del>350</del> 375 sq. m.
Min-max courtyard building height	1 - 2 storeys with up to 3 storeys at corner/feature buildings 1 - 2 where reduced
Min-max perimeter building	3 - 4 storeys with up to 5 storeys at corner/feature

<i>height</i>	<b>buildings</b> <b>2 - 3 with up to 4 where reduced</b>
<i>Max landmark building height</i>	<b>15 metres (up to 5 storeys approx.)</b>
<i>Min local public open space</i>	<b>0.56 hectares</b>

### Urban Design Characteristics

- Development on boundary edge to Hillcrest housing to be of similar scale and nature; back to back gardens
- Strong, permeable pedestrian and cyclist network
- Strong edge treatment to main roads, including overlooking, tree planting etc..
- Local park acts as a focus for the area
- Good access to dedicated QBC busway

### Development Area 4

#### Tobermaclugg Village

- ~~875~~—~~1,050~~ **735-890** Dwelling units
- Up to **10,500** ~~5,000~~ sq. m. of non-residential development
- New Local Centre

Tobermaclugg Village	
<i>Area character type</i>	<b>Low development density</b>
<i>Gross area</i>	<b>21.4 hectares</b>
<i>Net development area</i>	<b>19.3 hectares</b>
<i>Min-max plot ratio</i>	<del>1 ÷ 0.45</del> — <del>1 ÷ 0.54</del> <b>1:0.42 1:0.51</b>
<i>Min-max total residential development</i>	<del>87,500—105,000 sq. m.</del> <b>80,850-97,900</b>
<i>Min-max dwellings per Ha.</i>	<del>45—54</del> <b>38-46</b>
<i>Min-max total dwelling units</i>	<del>875—1,050</del> <b>735-890</b>
<i>Min affordable/social</i>	<b>15% of total dwellings</b>

<i>dwelling</i> s	
<i>Min non-residential development</i>	<del>155</del> <del>186</del> <del>100</del> <del>no. childcare places</del> <del>1 x 150 sq. m. community centre</del> <del>1 x 1,500 sq. m. enterprise centre</del> <del>2,200</del> <del>2,250</del> sq. m. retail/retail services
<i>Max non-residential development</i>	<del>40</del> 7.5% of total development up to <del>40,500</del> 7,250 sq. m.
<i>Max retail development</i>	<del>25</del> 30% of total non-residential up to <del>2,625</del> 2,250 sq. m.
<i>Min-max courtyard building height</i>	2 - 3 storeys with up to 4 storeys at corner/feature buildings 1 - 2 where reduced
<i>Min-max perimeter building height</i>	3 - 4 storeys with up to 5 storeys at corner/feature buildings 2 - 3 with up to 4 where reduced
<i>Max landmark building height</i>	15 metres (up to 5 storeys approx.)
<i>Min local public open space</i>	0.77 hectares

#### Urban Design Characteristics

- Development on boundary edge to Dodsboro housing to be of similar scale and nature; back to back gardens
- Potential access points to facilitate development of the long rear gardens of Dodsboro housing
- South facing Crescent to Park to encourage sense of surveillance and safety
- Gateway buildings identify entrance to Park
- Change in road surface signals Local Centre. Buildings form urban edge
- Stream runs through Local Centre 'street' as feature.
- Permeable pedestrian and cyclist network with good access to dedicated Busway
- Good public lighting to edge of Parks

**Development Area 5**  
**Tubber Lane**

- ~~700-850~~ **615-740** Dwelling units
- Up to ~~4,250~~ **4500** sq. m. of non-residential development

Tubber Lane	
<b>Area character type</b>	Low development density
<b>Gross area</b>	18.8 hectares
<b>Net development area</b>	17.6 hectares
<b>Min-max plot ratio</b>	<del>1:0.4-1:0.48</del> <b>1:0.42 1:0.50</b>
<b>Min-max total residential development</b>	<del>70,000-85,000 sq. m.</del> <b>73,800-88,800 sq.m</b>
<b>Min-max dwellings per Ha.</b>	<del>40-48</del> <b>35-42</b>
<b>Min-max total dwelling units</b>	<del>700-850</del> <b>615-740</b>
<b>Min affordable/social dwellings</b>	15% of total dwellings to include <b>1x traveller accommodation facility</b>
<b>Min non-residential development</b>	<del>186-226 no. childcare places</del> <del>1 x 150 sq. m. community centre</del>
<b>Max non-residential development</b>	5% of total development up to <del>4,250</del> <b>4,500</b> sq. m.
<b>Max retail development</b>	10% of total non-residential up to <del>425</del> <b>450</b> sq. m.
<b>Min-max courtyard building height</b>	2 - 3 storeys with up to 4 storeys at corner/feature buildings <b>1 - 2 where reduced</b>
<b>Min-max perimeter building height</b>	3 - 4 storeys with up to 5 storeys at corner/feature buildings <b>2 - 3 with up to 4 where reduced</b>
<b>Max landmark building height</b>	15 metres (up to 5 storeys approx.)
<b>Min local public open space</b>	0.67 hectares

**Urban Design Characteristics**

- Strong terrace of development to linear park to encourage sense of surveillance and safety

- Permeable housing courts with good pedestrian and cyclist links
- Landmark buildings close vistas
- Opportunities for crèches off primary routes and adjacent to local parks
- Traffic calming through design of road hierarchy

#### Development Area 6 Tandy's Lane Village

- ~~850-1,025~~ 680-816 Dwelling units
- Up to ~~10,250~~ 8,976 sq. m. of non-residential development
- New Local Centre
- Primary School Site

Tandy's Lane Village	
Area character type	Medium development density
Gross area	21.7 hectares
Net development area	17 hectares
Min-max plot ratio	<del>1:0.5-1:0.6</del> 1:0.44 1:0.53
Min-max total <i>residential</i> development	<del>85,000-102,500</del> sq. m. 74,800-89,650sq.m.
Min-max dwellings per Ha.	<del>50-60</del> 40-48
Min-max total dwelling units	<del>850-1,025</del> 680 - 815
Min affordable/social dwellings	15% of total dwellings
Min non-residential development	<del>151-182</del> 100 no. childcare places <del>1 x 150 sq. m. community centre</del> <del>1 x 1,500 sq. m. enterprise centre</del> <del>2,125</del> 2,025 sq. m. retail/retail/services



<i>Max non-residential development</i>	<del>10</del> <b>7.5%</b> of total development up to <del>10,250</del> <b>6,750</b> sq. m.
<i>Max retail development</i>	<del>25</del> <b>30%</b> of total non-residential up to 2,575 <b>2,250</b> sq. m.
<i>Min-max courtyard building height</i>	<b>2 - 3 storeys with up to 4 storeys at corner/feature buildings</b>
<i>Min-max perimeter building height</i>	<b>3 - 5 storeys</b>
<i>Max landmark building height</i>	<b>21 metres (up to 7 storeys approx.)</b>
<i>Min local public open space</i>	<b>0.78 hectares</b>

#### Urban Design Characteristics

- Local Centre and school as the focus of the Area
- Primary School close to Park
- Linear Park organised around existing trees links Tandy's Lane towards the Central Boulevard
- Cross link from QBC to Local Centre, on to the school and Tandy's Lane Park
- Good public lighting to edge of Parks
- Pedestrian and cyclist permeability

#### Development Area 7

##### St. Helen's

- ~~925-1,100~~ **580-695** Dwelling units
- Up to ~~5,500~~ **3,750** sq. m. of non-residential development

St. Helen's	
<i>Area character type</i>	<b>Medium development density</b>
<i>Gross area</i>	<b>16 hectares</b>
<i>Net development area</i>	<b>14.2 hectares</b>
<i>Min-max plot ratio</i>	<del>1 ÷ 0.65 - 1 ÷ 0.78</del>

	<b>1:0.45-1:0.54</b>
<i>Min-max total <b>residential</b> development</i>	<del>92,500 – 110,000 sq. m.</del> <b>63,800 - 76,450 sq.m.</b>
<i>Min-max dwellings per Ha.</i>	<del>65 – 78</del> <b>41-49</b>
<i>Min-max total dwelling units</i>	<del>925 – 1,100</del> <b>580-695</b>
<i>Min affordable/social dwellings</i>	<b>15% of total dwellings</b>
<i>Min non-residential development</i>	<del>123 – 146</del> <b>100</b> no. childcare places <del>1 x 150 sq. m. community centre</del>
<i>Max non-residential development</i>	<b>5% of total development up to 5,500 3,750sq. m.</b>
<i>Max retail development</i>	<b>10% of total non-residential up to 550 375 sq. m.</b>
<i>Min-max courtyard building height</i>	<b>2 - 3 storeys with up to 4 storeys at corner/feature buildings</b>
<i>Min-max perimeter building height</i>	<b>3 - 5 storeys</b>
<i>Max landmark building height</i>	<b>21 metres (up to 7 storeys approx.)</b>
<i>Min local public open space</i>	<b>0.57 hectares</b>

### Urban Design Characteristics

- The Eastern Boulevard is the neighbourhood focus
- A series of projecting elements define a series of public and semi-public 'rooms' or gardens
- Enclosure is provided by curved Landmark buildings or 'bookends'
- The cycleway becomes a part of the park without the cyclist being removed from the urban network
- Airlie House as secondary focus with views to Airlie Park

- Permeable pedestrian and cyclist links with good links to QBC busway

## Development Area 8

### Aderrig

- 1,150 - 1,400 **765-918** Dwelling units
- Up to 7,000 **4,920** sq. m. of non-residential development
- **Primary School Site**

Aderrig	
<i>Area character type</i>	Medium development density
<i>Gross area</i>	21.7 hectares
<i>Net development area</i>	<del>47.8</del> <b>17.8</b> hectares
<i>Min-max plot ratio</i>	<del>1 : 0.65 – 1 : 0.78</del> <b>1:0.45- 1:0.55</b>
<i>Min-max total <b>residential</b> development</i>	<del>115,000 – 140,000 sq. m.</del> <b>80,325-97,125 sq.m</b>
<i>Min-max dwellings per Ha</i>	<del>65 – 78</del> <b>43-52</b>
<i>Min-max total dwelling units</i>	<del>1,150 – 1,400</del> <b>765-925</b>
<i>Min affordable/social dwellings</i>	15% of total dwellings to include 1 x traveller accommodation facility
<i>Min non-residential development</i>	<del>153 – 186 no. childcare places</del> <del>1 x 150 sq. m. community centre</del>
<i>Max non-residential development</i>	5% of total development up to 7,000 <b>4,750</b> sq. m.
<i>Max retail development</i>	10% of total non-residential up to <del>700</del> <b>475</b> sq. m.
<i>Min-max courtyard building height</i>	2 - 3 storeys with up to 4 storeys at corner/feature buildings
<i>Min-max perimeter building height</i>	3 - 5 storeys

<i>Max landmark building height</i>	<b>21 metres (up to 7 storeys approx.)</b>
<i>Min local public open space</i>	<b>0.78 hectares</b>

### 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

### Development Area 9

#### Adamstown Square

- ~~900–1,100~~ **645-656** Dwelling units
- Up to ~~11,000~~ **6,888** sq. m. of non-residential development
- New District Centre periphery

Adamstown Square	
<i>Area character type</i>	<b>High development density</b>
<i>Gross area</i>	<del>15.4</del> <b>13.5</b> hectares
<i>Net development area</i>	<del>12.15</del> <b>10.9</b> hectares
<i>Min-max plot ratio</i>	<del>1 ÷ 0.75 – 1 ÷ 0.90</del> <b>1:0.72 – 1:0.73</b>
<i>Min-max total <b>residential</b> development</i>	<del>90,000 – 110,000 sq. m.</del> <b>49,000-58,500sq.m.</b>
<i>Min-max dwellings per Ha</i>	<del>75 – 90</del> <b>59-60</b>
<i>Min-max total dwelling units</i>	<del>900 – 1,100</del> <b>640-650</b>
<i>Min affordable/social</i>	<b>15% of total dwellings</b>

<i>dwelling</i> s	
<i>Min non-residential development</i>	<del>120-136 no. childcare places</del> <del>1 x 150 sq. m. community centre</del>
<i>Max non-residential development</i>	10% of total development up to <del>11,000</del> 8,000 sq. m.
<i>Max retail development</i>	10% of total non-residential up to <del>1,100</del> 800 sq. m.
<i>Min-max courtyard building height</i>	2 - 4 storeys with up to 5 storeys at corner/feature buildings
<i>Min-max perimeter building height</i>	3 storeys plus setback to 5 storeys plus setback
<i>Max landmark building height</i>	30 metres (up to 10 storeys approx.)
<i>Min local public open space</i>	0.54 hectares

### Urban Design Characteristics

- End of eastern boulevard and urban square as focal point
- Landmark buildings edge the Square on two sides providing a back 'wall' to the plaza which looks south
- The road edges are defined by quality street furniture and lighting
- Strong urban blocks edge the Central boulevard to the east
- Pedestrian and cyclist permeability

### Development Area 10 Adamstown Boulevard

- ~~850-1,025~~ 690-830 Dwelling units
- Up to ~~10,250~~ 8,750 sq. m. of non-residential development
- New District Centre periphery

<b>Adamstown Boulevard</b>
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<i>Area character type</i>	<b>High development density</b>
<i>Gross area</i>	<del>14.4</del> <b>14.6</b> hectares
<i>Net development area</i>	<del>11.3</del> <b>11.5</b> hectares
<i>Min-max plot ratio</i>	<del>1 ÷ 0.75 – 1 ÷ 0.90</del> <b>1:0.63 – 1:0.76</b>
<i>Min-max total <b>residential</b> development</i>	<del>85,000 – 102,500 sq. m.</del> <b>72,450 – 87,150 sq.m.</b>
<i>Min-max dwellings per Ha</i>	<del>75 – 90</del> <b>60-72</b>
<i>Min-max total dwelling units</i>	<del>850 – 1,025</del> <b>690 - 830</b>
<i>Min affordable/social dwellings</i>	<b>15% of total dwellings</b>
<i>Min non-residential development</i>	<b>113 - no. childcare places</b> <b>1 x 150 sq. m. community centre</b>
<i>Max non-residential development</i>	<b>10% of total development up to <del>10,250</del> <b>8,750</b>sq. m.</b>
<i>Max retail development</i>	<b>10% of total non-residential up to <del>1,025</del> <b>875</b>sq. m.</b>
<i>Min-max courtyard building height</i>	<b>2 - 4 storeys with up to 5 storeys at corner/feature buildings</b>
<i>Min-max perimeter building height</i>	<b>3 storeys plus setback to 5 storeys plus setback</b>
<i>Max landmark building height</i>	<b>30 metres (up to 10 storeys approx.)</b>
<i>Min local public open space</i>	<b>0.5 hectares</b>

- In the Western Boulevard the Water feature is treated with a more urban edge, and hard landscaping
- The Central Boulevard has more uses and a mixture of hard and soft landscaping with an active edge
- Pedestrian and cyclist permeability
- Crèches to be associated with Public Open Space

**Development Area 11**  
**Adamstown Station**

- ~~475—550~~ 490-585 Dwelling units
- Up to ~~37,500~~ 29,250sq. m. of non-residential development
- New District Centre core
- Railway Station - Transport Interchange

Adamstown Station	
Area character type	High development density
Gross area	<del>8.3</del> 8.6 hectares
Net development area	<del>6.2</del> 6.45 hectares
Min-max plot ratio	<del>1 : 1.0—1 : 1.2</del> 1 ; 0.72-1:0.73
Min-max total <i>residential</i> development	<del>62,500—75,000 sq. m.</del> 49,000 – 58,500sq.m.
Min-max dwellings per Ha.	75 – 90
Min-max total dwelling units	<del>475—550</del> 490 - 585
Min affordable/social dwellings	15% of total dwellings
Min non-residential development	<del>42—48</del> 200 no. childcare places <del>1 x 1,000 sq.m. central civic facility</del> <del>15,625</del> 14,625sq. m. retail/retail services
Max non-residential development	50% of total development up to <del>37,500</del> 29,250sq. m.
Max retail development	50% of total non-residential up to <del>18,750</del> 14,625sq. m.
Min-max courtyard building height	2 - 4 storeys with up to 5 storeys at corner/feature buildings

<i>Min-max perimeter building height</i>	<b>3 storeys plus setback to 5 storeys plus setback</b>
<i>Max landmark building height</i>	<b>30 metres (up to 10 storeys approx.)</b>
<i>Min local public open space</i>	<b>0.3 hectares</b>

### Urban Design Characteristics

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

### Amenity Area A Tandy's Lane Park

<b>Tandy's Lane Park</b>	
<i>Area character type</i>	<b>Major Park</b>
<i>Gross area</i>	<b>8.0 hectares</b>
<i>Net area</i>	<b>7.7 hectares</b>

### DESCRIPTION OF PARK

The park setting benefits from the existing mature trees in this area, located mainly within private properties and Finnstown House. The proposed open space will visually link these wooded areas.

The open space will provide a mainly passive environment. A programme of tree planting will be established to create an arboretum that will continue the woodland character of this areas as the planting matures.



Secured boundaries will be established to the perimeter of the site, with particular attention being given to where the park adjoins main transport routes.

Minimum Requirements: See Table 2.6

#### **Amenity Area B Tobermaclugg Park**

<b>Tobermaclugg Park</b>	
<i>Area character type</i>	<b>Major Park</b>
<i>Gross area</i>	<b>3.8 hectares</b>
<i>Net area</i>	<b>3.4 hectares</b>

#### **DESCRIPTION OF PARK**

Set in a natural hollow this areas contains historical and archeological remains, with a holy well and the ruins of Tobermaclugg House within the proposed park area.

The park will focus on developing the stream and woodland habitats in addition to highlighting the links with the past. This will be achieved through enhancing the historical traces within focal areas, where appropriate, and a planting mix of mainly native species suitable to the location.

The existing steep sided slopes of the river valley will be terraced to allow maximum use for surrounding residents and to facilitate access for all. A bridge will allow access across the Tobermaclugg stream.

Minimum Requirements: See Table 2.6

#### **Amenity Area C Airlie Park**

##### **Key - Main Plan**

Boundary of Gross Development Area

Public Open Space

Established Tree to be Preserved

#### **A DESCRIPTION OF PARK**

Centred on the old stud complex and positioned to allow the retention of existing trees and hedges the proposed Airlie Park is 11 hectares and is one of the main parkland areas proposed within the SDZ.

The park will contain a mix of active and passive areas and will also incorporate the existing Tober stream within a wildlife area. It will adjoin both main circulation routes and housing areas and appropriate links to surrounding areas will be detailed.

In addition to providing an open green space, it is proposed to create sports, play and amenity areas.

Minimum Requirements: See Table 2.6

#### **Amenity Area D Central Boulevard**

<b>Central Boulevard</b>	
<i>Area character type</i>	<b>Major Park</b>
<i>Gross area</i>	<b>11.6 hectares</b>
<i>Net area</i>	<b>10.85 hectares</b>

#### **Key - Main Plan**

Boundary of Gross Development Area

Hard Landscaped Public Space

Public Open Space

Established Tree to be Preserved

#### **DESCRIPTION OF PARK**

A spine of open space linking Airlie park to the central area. The space will be for pedestrian use and will be buffered from surrounding roads by appropriate planting and feature elements.

The space will be designed to incorporate a number of linked but differently themed areas for various uses. Play elements will be incorporated along with active spaces but opportunities will also be there for passive areas. By creating various rooms within the overall spine areas can be versatile both in design and management terms.

Minimum Requirements: See Table 2.6

## 4.0 Phasing and Implementation

MATERIAL AMENDMENT NO. 19 AMENDMENT REF. NO. 47	
Section Ref.	Page Ref.
4	87

### 4.2 Sequence

- 4.2.1 To ensure flexibility, the proposed phasing schedule is sequential rather than time-specific. There are thirteen sequential phases of development in the Adamstown Planning Scheme, with the critical first phase being split into phases 1A and 1B. Phase 1 comprises 1,000 units, evenly split between the two sub-phases. ~~Phase 2 has 800 units and.~~ The remaining phases with the except of the last phase, which allows for maximum roll out of the scheme each have ~~800~~ 600 units.
- 4.2.2 A 'Roll - Over' mechanism may operate between any two phases. In the event of the maximum permissible number of units being completed before the required facilities and infrastructure in any phase, a 'Roll - Over' of up to ~~250~~ 200 dwelling units may be constructed in the following phase, subject to planning permission. These residential units may not be occupied until the required facilities and infrastructure in the previous phase have been completed.
- 4.2.3 The thirteen sequential phases facilitate a gradual east-west progression across the SDZ lands. Prior to the completion of phase ~~seven~~ nine, or between ~~5,001~~ 5,201 and 5,800 dwelling units, all of the SDZ lands will have been opened up for development and all major public transportation, external road links internal road loops and sanitary services infrastructure will have been completed.
- 4.2.4 Phases eight to ten allow for consolidation and completion of development throughout Adamstown and prior to the commencement of phase eleven, or more than ~~8,200~~ 6,400 dwelling units, all infrastructure, services, facilities and amenities necessary to facilitate the minimum required quantum of residential development in the SDZ will have been completed.
- 4.2.5 Phases eleven to thirteen comprise further intensification that allow additional residential development up to the permitted Planning Scheme ceiling of ~~10,150~~ 8,145 dwelling units. The key elements of the proposed phasing sequence are illustrated and described on the following pages:-

**Phase 1A — 0-500 dwellings**

~~4.2.6 Phase 1A allows development to commence at two separate locations on the east of the SDZ lands and requires completion of:-~~

- ~~• The upgrade of the R120 Newcastle Road to 9 metre distributor road standard with footpath on both sides adjoining the Adamstown Castle and Somerton development areas and the Finnstown House Hotel;~~
- ~~• One side of the Adamstown Link Road i.e. the road linking Adamstown to the Outer Ring Road (ORR) as a haul road to include a new bridge over the railway and Adamstown Link Road on the R120 Lock/ Newcastle Road;~~
- ~~• A new junction on the R120 Newcastle Road at Adamstown Castle;~~
- ~~• The initial section of the Main Adamstown Station Road as far as its junction with the Adamstown Link Road;~~
- ~~• The initial northern section of Loop Road #1 to replace the acute bend on the existing north-eastern section of Tandy's Lane;~~
- ~~• The Lucan Palmerstown High Level Water Supply Scheme (not illustrated);~~
- ~~• Pro-rata childcare provision as per the Planning Scheme (not illustrated);~~

~~If the full quota of development permissible in phase 1A, i.e. all 500 dwelling units, occurs on the southeast of the SDZ lands, replacement of the acute bend on the existing north-eastern section of Tandy's Lane is not required as part of phase 1A.~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
<b>PHASE COMPLETE: Phase 1A allowed for development to commence at two separate locations on the east of the SDZ lands and required completion of:-</b>		
<b>1A</b>	<b>0-500 dwellings</b>	<p>The upgrade of the R120 Newcastle Road to 9 metre distributor road standard with footpath on both sides adjoining the Adamstown Castle and Somerton development areas and the Finnstown House Hotel;</p> <p>One side of the Adamstown Link Road i.e. the road linking Adamstown to the Outer Ring Road (ORR) as a haul road to include a new bridge over the railway and Adamstown Link Road on the R120 Lock/ Newcastle Road;</p> <p>A new junction on the R120 Newcastle Road at Adamstown Castle;</p> <p>The initial section of the Main Adamstown Station Road as far as its junction with the Adamstown Link Road;</p> <p>The initial northern section of Loop Road #1 to replace the acute bend on the existing north-eastern section of Tandy's Lane;</p> <p>The Lucan-Palmerstown High Level Water Supply Scheme (not illustrated);</p> <p>Pro-rata childcare provision as per the Planning Scheme (not illustrated);</p>

~~Phase 1B 501-1,000 dwellings~~

~~4.2.7 Phase 1B allows further development at two separate locations on the east of the SDZ lands and requires completion of:-~~

- ~~The Outer Ring Road (ORR) between the N4 and the N7 (not illustrated);~~
- ~~One side of the Adamstown Link Road i.e. the road linking Adamstown to the Outer Ring Road (ORR) as a two-way single carriageway road;~~
- ~~The Main Adamstown Station Road;~~
- ~~Adamstown Railway Station and surface park and ride car park to a basic operational standard;~~
- ~~The remaining parts of Loop Road #1 as a haul road;~~
- ~~The provision of surface water works required for the northeast and southeast drainage catchments on a pro rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;~~
- ~~Pro-rata childcare provision as per the Planning Scheme (not illustrated);~~

~~If the full quota of development permissible in both phases 1A and 1B, i.e. all 1,000 dwelling units, occurs on the southeast of the SDZ lands, completion of Loop Road #1 as a haul road is not required as part of phase 1B.~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
<b>PHASE COMPLETE: Phase 1B allowed for further development at two separate locations on the east of the SDZ lands and required completion of:-</b>		
<b>1B</b>	<b>501-1,000 dwellings</b>	<p>The upgrade of the R120 Newcastle Road to 9 metre distributor road standard with footpath on both sides adjoining the Adamstown Castle and Somerton development areas and the Finnstown House Hotel;</p> <p>One side of the Adamstown Link Road i.e. the road linking Adamstown to the Outer Ring Road (ORR) as a haul road to include a new bridge over the railway and Adamstown Link Road on the R120 Lock/ Newcastle Road;</p> <p>A new junction on the R120 Newcastle Road at Adamstown Castle;</p> <p>The initial section of the Main Adamstown Station Road as far as its junction with the Adamstown Link Road;</p> <p>The initial northern section of Loop Road #1 to replace the acute bend on the existing north-eastern section of Tandy's Lane;</p> <p>The Lucan-Palmerstown High Level Water Supply Scheme (not illustrated);</p> <p>Pro-rata childcare provision as per the Planning Scheme (not illustrated);</p>

## **~~Phase 2 — 1,001-1,800 dwellings~~**

~~4.2.8 Phase 2 ensures that both parts of the east of the SDZ lands are linked and requires completion of:-~~

- ~~Loop Road #1. The existing eastern section of Tandy's Lane is subject to alternative access arrangements to be determined by the Planning Authority in consultation with the residents of that section of the Lane;~~
- ~~The Link Road to the rear of the existing Superquinn District Centre;~~
- ~~The Adamstown Station access road adjoining the railway line as a haul road;~~
- ~~The works to upgrade the existing Lucan-Esker and Lucan Low Level pump stations (not illustrated);~~
- ~~Construction of Primary School #1 with a minimum of 8 no. classrooms of permanent construction (illustrated) or, construction of a Secondary School with a minimum of 12 no. class rooms of permanent construction;~~
- ~~Community Centre #1 (not illustrated);~~
- ~~The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;~~
- ~~Pro-rata childcare provision as per the Planning Scheme (not illustrated);~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
Phase 2 ensures that both parts of the east of the SDZ lands are linked and requires the completion of:-		
2	1,001-1,600 dwellings	<p>The Adamstown Station access road adjoining the railway line as a haul road. (Complete)</p> <p>The works to upgrade the existing Lucan-Esker and Lucan Low-Level pump stations. (Complete)</p> <p>Construction of Primary School #1 with a minimum of 8 no. classrooms of permanent construction (illustrated) or, construction of a Secondary School with a minimum of 12 no. class rooms of permanent construction. (Primary School #1 and Secondary School Complete)</p> <p>Community Centre #1; provision of facility with minimum internal floor area of 600m<sup>2</sup> to incorporate large sports hall (33m x 18m), 2 x multi-purpose meeting rooms, a kitchenette and toilet facilities. A 2<sup>nd</sup> such facility to be provided in Phase 8 ; <b>or</b> provision of 1 no. larger facility with minimum internal floor area of 1,200m<sup>2</sup> to incorporate large sports hall (33m x 18m), 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities with no further requirement in future phases.</p> <p>Loop Road #1. Alternative access arrangements for existing eastern section of Tandy's Lane to be determined by the Planning Authority in consultation with the residents.</p> <p>The provision of surface water drainage on a pro-rata basis.</p>

### ~~Phase 3 — 1,801-2,600 dwellings~~

~~4.2.9 Phase 3 supports consolidation of development on the east of the SDZ lands and requires completion of:-~~

- ~~Both sides of the Adamstown Link Road i.e. the road linking Adamstown to the ORR to provide a two-way dedicated QBC busway in addition to a two-way single carriageway road;~~
- ~~The dedicated QBC busway on the main Adamstown Station Access Road;~~
- ~~A District Centre busway loop road adjoining Adamstown Station;~~
- ~~The Adamstown Station access road adjoining the railway line;~~
- ~~The eastern section of the Loop Road around Adamstown District Centre;~~
- ~~Construction of a leisure centre with a swimming pool and all-weather pitch at the flexible use building location beside the site identified as Primary School #1;~~
- ~~The northern section of Loop Road #2 to replace the existing western section of Tandy's Lane;~~
- ~~Part of the northern section of Loop Road #3 as a haul road to facilitate construction of the Tobermaclugg Pump Station;~~
- ~~Tobermaclugg pump station, associated overflow management measures and rising mains (pump station illustrated);~~
- ~~Works to upgrade Tobermaclugg Stream between the SDZ lands and the N4 to include upgrading the Tubber Lane surface water drain, regrading sections of the channel and enhancing the capacity of the N4 culvert (not illustrated);~~
- ~~Adamstown District Centre phase #1, to include a minimum of 3,000 sq.m. of retail and retail services;~~
- ~~Community Centre #2 (not illustrated);~~
- ~~The provision of surface water works required for the northeast and southeast drainage catchments on a pro rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;~~
- ~~Pro-rata Childcare Provision as per the Planning Scheme (not illustrated);~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
Phase 3 supports the consolidation of development on the east of the SDZ lands and requires completion of:-		
3	1,601-2,200 dwellings	<p>Both sides of the Adamstown Link Road i.e. the road linking Adamstown to the ORR to provide a two-way dedicated QBC busway in addition to a two-way single carriageway road; (Complete)</p> <p>Adamstown Station Access road adjoining the railway line. (Complete)</p> <p>Part of the northern section of Loop Road #3 as a haul road to facilitate construction of the Tobermaclugg Pump Station. (Complete)</p> <p>Tobermaclugg pump station, associated overflow management measures and rising mains (pump station illustrated). (Complete).</p> <p>Works to upgrade Tobermaclugg Stream between the SDZ lands and the N4 to include upgrading the Tubber Lane surface water drain, regrading sections of the channel and enhancing the capacity of the N4 culvert (not illustrated). (Complete)</p> <p>A dedicated QBC busway on the main Adamstown Station Access Road. (Complete)</p>

		<p>Commencement of Tandy's Lane Park <b>OR</b> Airlie Park to include provision of all-weather pitches</p> <p>Provision of minimum floor space of Tandy's Lane Village <b>OR</b> Tobermaclugg Local Centre (1,620m<sup>2</sup> or 1,800 m<sup>2</sup>) and 100 full time childcare spaces</p> <p style="text-align: center;"><b>Or</b></p> <p>Equivalent floorspace provision in the District Centre. Provision of a minimum of 65 full-time childcare spaces, the eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station.</p> <p>The provision of surface water drainage on a pro-rata basis.</p>
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#### Phase 4      2,601-3,400 dwellings

~~4.2.10 Phase 4 allows development to extend to the centre and northwest of the SDZ lands and requires completion of:-~~

- ~~• Part of the northern section of Loop Road #3;~~
- ~~• A new junction on the R403 Celbridge Road;~~
- ~~• Both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as haul roads;~~
- ~~• The northernmost, central and southernmost sections of the central spine of Loop Road #2 and provision of a dedicated QBC Busway;~~
- ~~• Two cross links between Loop Roads #1 and #2, one of which comprises the northeastern section of the Loop Road around Adamstown District Centre;~~
- ~~• Construction of a Secondary School with a minimum of 12 no. classrooms of permanent construction (illustrated) if not constructed as part of Phase 2, or, construction of Primary School # 1 with a minimum of 8 no. classrooms, of permanent construction;~~
- ~~• Tandy's Lane Park including at least one playing field and a children's playground;~~
- ~~• Community Centre #3 (not illustrated);~~
- ~~• The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;~~
- ~~• Pro-rata childcare provision as per the Planning Scheme (not illustrated);~~

~~If the full quota of development permissible in phases 1A to 4, i.e. all 3,400 dwelling units, occurs east of Adamstown Railway Station, completion of part of the northern section of Loop Road #3, of a new junction on the R403 Celbridge Road and of both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as a haul road, are not required as part of phase 4~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
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Phase 4 allows development to extend to the centre and northwest of the SDZ lands and requires completion of:-		
4	2,201-2,800 dwellings	<p>Construction of a Secondary School with a minimum of 12 no. classrooms of permanent construction (illustrated) if not constructed as part of Phase 2, or, construction of Primary School # 1 with a minimum of 8 no. classrooms, of permanent construction. (Primary School #1 and Secondary School Complete)</p> <p>Completion of Park commenced (Airlie or Tandy's Lane) in Phase 3 including pitches/courts, play facilities, landscaping and footpaths.</p> <p>The Link Road to the rear of the existing Lucan District Centre with pedestrian/cycle or vehicular access to the centre;</p> <p>The northernmost, central and southernmost sections of the central spine of Loop Road #2 (Adamstown Boulevard) and provision of a dedicated QBC Busway;</p> <p>Part of the northern section of Loop Road #3;</p> <p>A new junction on the R403 Celbridge Road;</p> <p>Both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as haul roads;</p> <p>Two cross links between Loop Roads #1 and #2, one of which comprises the north eastern section of the Loop Road around Adamstown District Centre;</p> <p>The provision of surface water drainage on a pro-rata basis.</p>

If the full quota of development permissible in phases 1A to 4, i.e. all 2,800 dwelling units, occurs east of Adamstown Railway Station, completion of part of the northern section of Loop Road #3, of a new junction on the R403 Celbridge Road and of both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as a haul road, are not required as part of phase 4.

#### **Phase 5            3,401-4,200 dwellings**

##### ~~4.2.11 Phase 5 ensures further links between the north and the south of the SDZ lands and requires completion~~

- ~~• All elements of Phase 4 not previously completed, as allowed for above;~~
- ~~• The doubling of the Dublin-Kildare suburban railway line or such other works to upgrade the rail line as part of the Kildare Route Project to accommodate a minimum of 3,000 peak hour direction trips serving Adamstown\*;~~
- ~~• Adamstown Railway Station and surface Park and Ride car park to a finished standard;~~
- ~~• A District Centre loop road west of Adamstown Station;~~
- ~~• The western section of the Loop Road around Adamstown District Centre as a haul road;~~

- ~~• The northwestern section of Loop Road #3 as a haul road;~~
  - ~~• Adamstown District Centre phase #2, to include a minimum of a further 5,000 sq.m. of retail and retail services;~~
  - ~~• Further assesment of sewerage works and the works to upgrade the 9B sewer if required at this phase or a later one specified by the Development Agency arising from the assesment (not illustrated);~~
  - ~~• The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;~~
  - ~~• Pro-rata childcare provision as per the Planning Scheme (not illustrated);~~
- ~~• To provide for rail infrastructure such as would accomodate a capacity of 3,000 peak hour trips in each direction, i.e.~~
- ~~–a.m. 3,000 peak hour trips from Adamstown in the direction of the city centre~~
  - ~~–p.m. 3,000 peak hour trips to Adamstown from the direction of the city centre.~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
Phase 5 ensures further links between the north and south of the SDZ lands and requires the completion of :-		
5	<b>2,801-3,400</b> dwellings	<p>All elements of Phase 4 not previously completed, as allowed for above;</p> <p>Health Centre</p> <p>Commencement of Tandy's Lane Park <b>OR</b> Opening of Airlie Park</p> <p>Provision of minimum floor space of Tandy's Lane Village <b>OR</b> Tobermaclugg Local Centre (1,620m<sup>2</sup> or 1,800 m<sup>2</sup>) and 100 full time childcare spaces</p> <p style="text-align: center;">Or</p> <p>Equivalent floorspace provision in the District Centre. Provision of a minimum of 65 full-time childcare spaces, the eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station.</p> <p>Site made available for primary school No. 3 (min 16 classrooms)</p> <p>The doubling of the Dublin-Kildare suburban railway. (Completed)</p> <p>Adamstown Railway Station. (Completed)</p> <p>The north-western section of Loop Road #3 as a haul road;</p> <p>Further assessment of sewerage works and the works to upgrade the 9B sewer if required at this phase or a later one specified by the Development Agency arising from the assessment;</p> <p>The provision of surface water drainage on a pro-rata basis.</p>

**~~Phase 6 — 4,201-5,000 dwellings~~**

~~4.2.12 Phase 6 supports further consolidation of development on the east and centre of the SDZ lands and requires completion of:-~~

- ~~• A further cross link road between Loop Roads #1 and #2;~~
- ~~• A link road south from Loop Road around Adamstown District Centre to the west of Adamstown Station;~~
- ~~• Construction of Primary School #2, with a minimum of 8 no. classrooms of permanent construction;~~
- ~~• Community Centre #4 (not illustrated);~~
- ~~• The Central Boulevard Urban Park;~~
- ~~• Enterprise Centre #1 (not illustrated);~~
- ~~• The provision of surface water works required for the northeast and southeast drainage catchments on a pro rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;~~
- ~~• Pro rata childcare provision as per the Planning Scheme (not illustrated);~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
Phase 6 supports further consolidation of development on the east and centre of the SDZ lands and requires completion of :-		
6	<b>3,401-4,000 dwellings</b>	A further cross link road between Loop Roads #1 and #2;  Opening of primary school No. 3 (min 16 classrooms)  Provision of Civic Centre/Library Building  Completion of Park commenced (Airlie or Tandy's Lane) in Phase 3 including pitches/courts, play facilities, landscaping and footpaths.  The provision of surface water drainage on a pro-rata basis.

**~~Phase 7 — 5,001-5,800 dwellings~~**

~~4.2.13 Phase 7 allows development to extend to the west of the SDZ lands and requires completion of:-~~

- ~~• The Celbridge Link Road;~~
- ~~• All but the southernmost section of Loop Road #3;~~
- ~~• Construction of Airlie Park including at least two playing fields, a children's playground, four tennis courts, four five-a-side all-weather playing pitches and permanent changing and shower facilities. Playing fields within the Planning Scheme area shall be laid out and sized so as to accommodate Gaelic games or soccer or other field games as appropriate;~~
- ~~• Tandy's Lane Local Centre;~~
- ~~• Community Centre #5 (not illustrated);~~
- ~~• The Central Civic building in Adamstown District Centre;~~

- ~~• The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;~~
- ~~• Pro-rata childcare provision as per the Planning Scheme (not illustrated);~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
Phase 7 allows development to extend to the west of the SDZ lands and requires completion of:-		
7	<b>4,001-4,600 dwellings</b>	<p>Adamstown District Centre Phase #2: to include a minimum of a 8,000m2 (inc. any earlier provision) of retail and retail services and provision of a minimum of 130 (including earlier provision) full-time childcare spaces. A District Centre loop road west of Adamstown Station;</p> <p style="text-align: center;">Or</p> <p>Min. provision of Tandy's Lane Village <b>OR</b> Tobermaclugg Local Centre (1,620m2 or 1,800 m2) and 100 full time childcare spaces if not already provided.</p> <p>Permanent Railway Park and Ride;</p> <p>The western section of the Loop Road around Adamstown District Centre as a haul road;</p> <p>A link road south from Loop Road around Adamstown District Centre to the west of Adamstown Station;</p> <p>Commencement of The Central Boulevard Urban Park;</p> <p>Construction of a Leisure Centre with a swimming pool</p> <p>Site made available for primary school No. 4 (min 16 classrooms)</p> <p>The Celbridge Link Road;</p> <p>All but the southernmost section of Loop Road #3;</p> <p>The provision of surface water drainage on a pro-rata basis.</p>

#### ~~Phase 8 — 5,801-6,600 dwellings~~

~~4.2.14 Phase 8 allows development to continue on the west of the SDZ lands and requires completion of:-~~

- ~~• The southernmost section of Loop Road #3;~~
- ~~• A cross link road between loop roads #2 and #3 to the south of Airlie Park;~~

- ~~A link road south from the northern section of Loop Road #3 to intersect with the cross link south of Airlie Park;~~
- ~~Construction of Primary School #3, with a minimum of 8 no. classrooms of permanent construction;~~
- ~~Tobermaclugg Local Centre;~~
- ~~Community Centre #6 (not illustrated);~~
- ~~Pro rata childcare provision as per the Planning Scheme (not illustrated);~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
Phase 8 allows the development to continue on the west of the SDZ lands and requires completion of		
8	<b>4,601-5,200</b> dwellings	<p>The southernmost section of Loop Road #3;</p> <p>A cross link road between loop roads #2 and #3 to the south of Airlie Park;</p> <p>A link road south from the northern section of Loop Road #3 to intersect with the cross link south of Airlie Park;</p> <p>Opening of Primary School on site #4, with a minimum of 16 no. classrooms of permanent construction</p> <p>Completion of Central Boulevard Park to include courts, landscaping, footpaths etc.</p> <p>Enterprise Centre</p>

#### ~~Phase 9~~ ~~6,601-7,400 dwellings~~

~~4.2.15 Phase 9 supports further consolidation of development on the centre and east of the SDZ lands and requires completion of:-~~

- ~~A central north-south link between the two cross links joining Loop Roads #2 and #3;~~
- ~~Adamstown District Centre phase #3, to include a minimum of a further 7,625 sq.m. of retail and retail services;~~
- ~~Construction of Tobermaclugg Park including at least one children's playground;~~
- ~~Community Centre #7 (not illustrated);~~
- ~~Pro rata childcare provision as per the Planning Scheme (not illustrated);~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
Phase 9 supports further consolidation of development on the centre and east of the SDZ lands and requires completion of :-		
9	<b>5,201-5,800</b> dwellings	<p>A central north-south link between the two cross links joining Loop Roads #2 and #3;</p> <p>Local Centre 2 if not yet already provided: Tandy's Lane <b>OR</b></p>

		<p>Tobermaclugg Local Centre to include required minimum retail and retail services floor area provision (1,620 or 1,800 sq.m) and 100 full-time childcare spaces.</p> <p>Community Centre #2 if larger 1,200m<sup>2</sup> facility is not yet provided with minimum internal floor area of 600m<sup>2</sup> to incorporate large sports hall (33m x 18m), 2 x multi-purpose meeting rooms, a kitchenette and toilet facilities.</p> <p>Commencement of Tobermaclugg Park</p>
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~~4.2.16 Phases 10-13 (not illustrated) comprise completion of the development of Adamstown, including intensification up to the permitted Planning Scheme ceiling of 10,150 dwelling units and require:-~~

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
Phases 10 & 11 comprise the completion of the development of Adamstown, including intensification up to the proposed maximum of 8,184 dwelling units.		
10	<b>5,801-6400</b> dwellings	<p>Adamstown District Centre phase #3, to provide for the remainder of the minimum requirement of retail and retail services and provision of a minimum of 200 (including earlier provision) full-time childcare spaces.</p> <p>Completion of Tobermaclugg Park including pitches/courts, play facilities, landscaping and footpaths</p>

**~~Phase 10 — 7,401-8,200 dwellings~~**

- ~~Enterprise Centre #2;~~
- ~~Pro-rata childcare provision as per the Planning Scheme;~~

**~~Phase 11 — 8,201-9,000 dwellings~~**

- ~~Community Centre #8;~~
- ~~Pro-rata childcare provision as per the Planning Scheme;~~

Phase 11-13 Further Intensification of development up to the maximum no. of dwellings 8,145

**~~Phase 12 — 9,001-9,800 dwellings~~**

- ~~Community Centre #9;~~
- ~~Pro-rata childcare provision as per the Planning Scheme;~~

**Phase 13 — 9,801-10,150 dwellings**

- ~~Community Centre #10;~~
- ~~Pro-rata childcare provision as per the Planning Scheme.~~

AMENDMENT REF. NO. 48	
Section Ref.	Page Ref.
4	87

### 4.3 Operation

4.3.1 The proposed sequential phasing schedule operates as follows:-

- There are a certain amount of works, i.e. infrastructure, services, facilities and/or amenities required for each phase of residential development, i.e. per ~~800~~-600 dwelling units;
- Any required works may be brought forward and completed sooner than scheduled. However, unless all required works for a particular phase of residential development are completed, the total number of dwelling units that may be ~~permitted~~ occupied will not increase beyond that phase;
- Certain required works may take longer than one phase of residential development to complete, in which case it may be necessary to seek planning permission for the works sooner than the phase of dwellings for which they are required;
- There is no limit on the amount of works i.e. infrastructure, services, facilities and amenities that may be subject to any single planning application;
- There is no limit on the number of dwellings that may be included in any single planning application, but ~~any~~ the ~~implementation of~~ permissions granted will be subject to a sequence of phasing that accords with this Planning Scheme;
- All planning applications submitted for either works and/or dwellings within the Adamstown Planning Scheme area shall include a schedule detailing exactly the required works i.e. infrastructure, services, facilities and amenities and number, type and location of dwellings completed to date;
- Prior to any phase of development, a schedule detailing compliance with the requirements of the previous phase or phases of development as appropriate, together with a report assessing the implications of the cumulative impacts of the proposed phase or phases of development as appropriate, with particular reference to traffic and transportation and drainage (including flooding), shall be submitted to the Planning Authority, the outcome of which shall influence, if

necessary, the detailed design of the elements of the phase or phases for which planning permission is to be sought;

- Dwelling location is not specified for any phase of residential development and is flexible. The required sequence of phasing and the min-max criteria detailed in the Planning Scheme will result in a gradual east-west shift across the Planning Scheme lands.

4.3.2 A mid-term review of the Planning Scheme shall be undertaken as part of phase six, i.e. before phase seven can commence, to ensure that the required infrastructure and facilities detailed in phases 1-5 of the Planning Scheme have been provided and are operational and that the overall Scheme is progressing and continues to progress in a satisfactory manner.

4.3.3 To facilitate ongoing monitoring, evaluation and implementation of the Planning Scheme, ~~it is proposed to establish:-~~ the following have been established:-

- 1) A Steering Group, which ~~shall~~ comprises representatives of the Elected Members and Officers of the Planning Authority/ Development Agency together with representatives of relevant statutory agencies and Government Departments;
- 2) A Project Implementation Team to comprise relevant technical and administrative ~~staff of the Planning Authority/ Development Agency together with other relevant technical and administrative representation as may be applicable from time to time-~~ representation.

4.3.4 Haul roads (construction roads) are a key feature of the proposed phasing sequence and will ensure that heavy construction vehicles do not have to use the existing local road network or the local Adamstown road network as it is completed. For the purposes of this Planning Scheme, a haul road described as a drained and hard-surfaced (with clause 804 or similar) road that is open only to site/construction traffic.

4.3.5 It is clarified that required public transport provision relates to the provision of land, facilities and infrastructure. It is further clarified that required schools are to be provided with associated toilets and staff rooms etc., and to a standard specified by the Dept. of Education.

4.3.6 In some cases, the completion of works required to facilitate residential development in a phased manner within the Adamstown SDZ are outside the direct control of either the SDZ landowners or the Development Agency, South Dublin County Council.

4.3.7 Such works include major upgrades to the strategic rail, road and drainage network, the provision of rail and bus services and the provision of school buildings and teaching staff.

4.3.8 To ensure phased development in accordance with proper planning and sustainable development it is necessary to programme these works into the schedule of phasing. If not carried out, further development will not be permitted.



- 4.3.9 It shall be a requirement of this Planning Scheme to pursue the development of a Section 49 Planning Scheme to support the funding of necessary infrastructure, facilities and amenities to serve Adamstown.

MATERIAL AMENDMENT NO 20      AMENDMENT REF. NO. 49	
Section Ref.	Page Ref.
4	87

## 4.4 Timing

- 4.4.1 Time limits are not applied to the phasing of development in the Adamstown SDZ. This is to facilitate flexibility and allow for changing market conditions over time. The required sequence of phasing has been formulated with regard to the ~~capacity of the construction industry in the Lucan area and the likely timescale for completion of major infrastructural projects.~~ changing pace of construction in Adamstown from historically high completions to a historically low level of construction.
- 4.4.2 During the period 1996-2001, in excess of 1,000 dwellings per annum were constructed throughout the Lucan area. ~~This figure represents historically high levels of output, but could feasibly be exceeded in the Adamstown SDZ.~~ Phase 1a and 1b comprising 1000 units is completed. Phases 2-13 will comprise 600 units per phase in order to achieve shorter, more focused phases with a reduced number of delivery requirements within each phase.
- 4.4.3 A substantial level of infrastructure has been delivered ahead of schedule in Adamstown. Phases 2-13 will ensure the continued pattern of development from east to west across the SDZ lands and required the early delivery of community infrastructure and services.
- ~~4.4.3 In reality, it is likely that there will be one or more peaks or troughs in annual dwelling completions in Adamstown. One phase of development, or 800 dwellings, is therefore regarded as a reasonable estimate of the annual average level of dwelling completion. Development is likely to commence before the end of 2004 with the first dwellings completed in 2005.~~
- ~~4.4.4 The estimated annual average figure of 800 dwellings per annum is consistent in the context of the timescale for completion of major infrastructural projects. The Outer Ring Road (ORR) is scheduled for completion before the end of 2004 and the proposed phasing sequence requires that not more than 1,000 dwellings may be completed before a single carriageway link to the ORR is in place.~~
- ~~4.4.5 Similarly, four-tracking of the Dublin-Kildare Railway Line is scheduled for completion to Adamstown by 2008 and the proposed phasing sequence requires that not more than 4,200 dwellings may be completed before four-tracking is in place.~~