

Adamstown SDZ Planning Scheme: Draft Amendments 2013

Manager's Report on Submissions Received During Consultation Process on Draft Amendments



**Development, Economic and Transport Planning Department
January 2014**

Introduction

South Dublin County Council has carried out a review of the Adamstown Strategic Development Zone (SDZ) Planning Scheme, 2003 and initiated a statutory process in October 2013, pursuant to Part IX of the Planning and Development Act 2000 (as amended), to amend the approved Planning Scheme. South Dublin County Council undertook non-statutory pre-draft public consultation in March/April 2013 to inform the review process. The Draft Amendments Report was completed in October 2013. A statutory public consultation process was carried out between 23rd October 2013 and 3rd December 2013. The purpose of this Manager's Report is to summarise issues raised during the statutory consultation process and to present the Manager's response to the issues raised.

Outline of the Public Consultation Programme

A pre-draft consultation programme undertaken in preparation for a Draft Amendments Report took place between March and April 2013. Taking the pre-draft submissions and consultation feedback into consideration, the Adamstown SDZ Draft Amendments Report was prepared and then placed on public display in October 2013.

The consultation took place over a six week period from Wednesday 23rd October to Tuesday 3rd of December 2013 and involved the following steps:

- Notification of consultation was published in the Irish Times on Wednesday 23rd October 2013 and issued to the Minister for the Environment, Community and Local Government, An Bord Pleanála and the Prescribed Authorities. The public notice included an invitation for written submissions/observations by 4pm on 3rd December 2013.
- Notification of Environment Report and Appropriate Assessment Screening documents 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.

Information displays together with copies of the Draft Amendments and Environmental Reports were placed in County Hall Tallaght, Civic Offices, Clondalkin and Lucan Library for the duration of the consultation period. The display material included hard copies of the Draft Amendments and Environmental Reports, a copy of the Newspaper Notice, information posters and leaflets.

- Information on the Draft Amendments consultation programme together with an invitation for submissions and a press release was placed on the South Dublin County Council website. The information displayed included the Draft Amendments, the SEA Environmental Report, the Appropriate Assessment Screening Report, the Draft Amendments consultation information leaflet and posters. Details were also placed on the Council's Facebook and Twitter pages together with regular reminders.
- Council staff was made available to answer queries on a one to one basis at County Hall Tallaght every Wednesday afternoon during the Draft Amendments consultation period. Direct contact information for making additional queries during the consultation period was provided on public notices, letters and leaflets.

- Circa 1,400 information leaflets were distributed to all residents within Adamstown.
- Information posters were placed at several locations around Adamstown including Londis, several junctions within and at the entrances to the area, including along the Newcastle Road and Dodsboro Road/Tandys Lane and at Lucan Shopping Centre.
- 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 Country House Hotel on Monday 11th November and Thursday 14th November 2013 from 7.30 – 9.30 pm.
- A series of Landowner meetings were undertaken. SDCC hosted a briefing meeting for commercial landowners on Thursday 28th November 2013. Separate meetings were held with each of the three commercial landowners on 18th, 20th and 27th November 2013.
- The Adamstown Steering Group met on 6th November 2013. The meeting included a briefing in relation to the Draft Amendments to the Planning Scheme.
- A Community Stakeholder briefing meeting was held on 7th November 2013. The meeting was attended by education, community and religious stakeholders.

Outcome of the Draft Amendments Consultation Programme

The total number of people that attended the consultation workshops in Finnstown Country House Hotel in November 2013 and who spoke to Council Staff in County Hall on Wednesday afternoons came to 96. The number of submissions that were received during the prescribed public consultation period came to 176.

An additional 5 late submissions were received by the Council.

A list of all the persons/bodies that made valid submissions is provided in Table 1 below together with a reference number that can be clicked as a link (on electronic copies of this Manager's Report) to a database containing scanned copies of each submission. For reasons of data protection, these links can only be accessed by Elected Members of South Dublin County Council.

TABLE1: PERSONS/BODIES THAT MADE VALID SUBMISSIONS

Ref	Company	Name
DraftAdamRev0001	Irish Aviation Authority	Deirdre Forrest
DraftAdamRev0002		Martin Finn
DraftAdamRev0003		Piotr Stanczak
DraftAdamRev0004		Stephen Byrne
DraftAdamRev0005		Gillian Myers
DraftAdamRev0006		Bhava Mada
DraftAdamRev0007	NRA	Michael McCormack
DraftAdamRev0008		Alice Whyte
DraftAdamRev0009	Department of Agriculture,	Michael Mackey

Ref	Company	Name
	Food and the Marine	
DraftAdamRev0010		Michael Roche
DraftAdamRev0011		Edel Cannon
DraftAdamRev0012	Geological Survey Of Ireland	Mary Brady
DraftAdamRev0013		Marketa Puzman
DraftAdamRev0014		Kelly Rush
DraftAdamRev0015		Robert Breen
DraftAdamRev0016		Barry Rafferty
DraftAdamRev0017	SDCC	Councillor William Lavelle
DraftAdamRev0018		Frank Egan
DraftAdamRev0019		Kazimierz Orłowski
DraftAdamRev0020		Ralph Slattery
DraftAdamRev0021		Adrienne Sullivan
DraftAdamRev0022		Caoimhin Ua Buachalla
DraftAdamRev0023		Mary Dunning
DraftAdamRev0024		Michele Ui Bhuachalla
DraftAdamRev0025	Environmental Protection Agency	Cian O'Mahony
DraftAdamRev0026	Goodrock Project Management Limited	Brendan Jackson
DraftAdamRev0027	NTA	David Clements
DraftAdamRev0028	John Spain Associates	Paul Turley
DraftAdamRev0029		Margaret Killeen
DraftAdamRev0030		Hanumantha Rao Marepalli
DraftAdamRev0031		Minister Frances Fitzgerald TD
DraftAdamRev0032		Lukasz Szuminski
DraftAdamRev0033		Norrie Sheridan
DraftAdamRev0034	Castlethorn Construction	James Leonard
DraftAdamRev0035		Paul Nicholas Gogarty
DraftAdamRev0036	Fenton & Associates	Tracy Armstrong
DraftAdamRev0037		Brian Mercer
DraftAdamRev0038		Sanjeeb Barik
DraftAdamRev0039		Aisling Gibb
DraftAdamRev0040		Olakumle Kadiri
DraftAdamRev0041		Alexsandra Swieca
DraftAdamRev0042		Marie Dignam
DraftAdamRev0043		Patrick Colclough
DraftAdamRev0044		Jan Micey
DraftAdamRev0045		Monica Savage
DraftAdamRev0046		Yvonne Browne
DraftAdamRev0047		Diarmuid Walsh
DraftAdamRev0048		Deirdre Lynch
DraftAdamRev0049		Gary Shaw

Ref	Company	Name
DraftAdamRev0050		Jewel Mazumder
DraftAdamRev0051		Paul McDonnell
DraftAdamRev0052		Frances McEniff
DraftAdamRev0053		Catherine Watson
DraftAdamRev0054		David Logue
DraftAdamRev0055		Maria Treacy
DraftAdamRev0056		Sean Walsh
DraftAdamRev0057		Ian McCabe
DraftAdamRev0058		David Sheridan
DraftAdamRev0059		Paul O'Grady
DraftAdamRev0060		Resident
DraftAdamRev0061		Peter McCallum
DraftAdamRev0062		Alfredo Garcia
DraftAdamRev0063		Ines Molinos
DraftAdamRev0064		Rafael Cid
DraftAdamRev0065		Caroline Donnelly
DraftAdamRev0066		Grainne O Ceallaigh
DraftAdamRev0067		Abhiseet Podder
DraftAdamRev0068		Kamal Rkumar
DraftAdamRev0069		Resident
DraftAdamRev0070		Tauqeer Khan
DraftAdamRev0071		Gautam Hutti
DraftAdamRev0072		Soitern Kesavan
DraftAdamRev0073		Michael Traynor
DraftAdamRev0074		R Rybitistve
DraftAdamRev0075		D Sawness
DraftAdamRev0076		Niall Byrne
DraftAdamRev0077		Paul Duff
DraftAdamRev0078		Bava Mada
DraftAdamRev0079		Pankaj Gabba
DraftAdamRev0080		Subhendu Mohapatro
DraftAdamRev0082		Kamil Mahajan
DraftAdamRev0083		Vikas Vashistha
DraftAdamRev0084		Santosh Pattanayak
DraftAdamRev0085		Sanjeeb Barik
DraftAdamRev0086		Chandra Sekhar Panda
DraftAdamRev0087		Tevinder Singh
DraftAdamRev0088		Kamri Islam
DraftAdamRev0089		Barbara Garrido
DraftAdamRev0090		Resident
DraftAdamRev0091		Said El Bouzori
DraftAdamRev0092		Nandini Dittakavi
DraftAdamRev0093		Sunil Vasudeva
DraftAdamRev0094		Bharathi Ramapatnam

Ref	Company	Name
DraftAdamRev0095		Bindu Nair
DraftAdamRev0096		Tracy Muller
DraftAdamRev0097		Krishna Sambaturu
DraftAdamRev0098		Edina Drin
DraftAdamRev0099		Ning Zharo
DraftAdamRev0100		Melissa Ramamonslue
DraftAdamRev0101		Diana Ovas
DraftAdamRev0102		Riffat Quma
DraftAdamRev0103		Daniela Garcia
DraftAdamRev0104		Kinga Drozd
DraftAdamRev0105		Resident
DraftAdamRev0106		Subhadra
DraftAdamRev0107		Resident
DraftAdamRev0108		Shane Bradshaw
DraftAdamRev0109		Jemil Gumbo
DraftAdamRev0110		Wouter Lensvelt
DraftAdamRev0111		Jing Jing Zhang
DraftAdamRev0112		Jolanta Turowski
DraftAdamRev0113		Brendan Maloney
DraftAdamRev0114		Donna Walsh
DraftAdamRev0115		Asif Peer
DraftAdamRev0116		John McNeelin
DraftAdamRev0117		Joseph Beski
DraftAdamRev0118		Brian Cleary
DraftAdamRev0119		Himanshu Sud
DraftAdamRev0120		Rajani Kumari
DraftAdamRev0121		Swathi
DraftAdamRev0122		Anitha
DraftAdamRev0123		Guoliang Sun
DraftAdamRev0124		Karima Elaltabi
DraftAdamRev0125		Carmel Cunningham
DraftAdamRev0126		Ewelina Labeledzka
DraftAdamRev0127		Jason Byrne
DraftAdamRev0128		Daniel Kochanski
DraftAdamRev0129		Resident
DraftAdamRev0130		Catherine Deane
DraftAdamRev0131		Huda Almegrhbi
DraftAdamRev0132		Resident
DraftAdamRev0133		Resident
DraftAdamRev0134		Resident
DraftAdamRev0135		Dean Flinter
DraftAdamRev0136		Louise Vili
DraftAdamRev0137		Ana
DraftAdamRev0138		Alan Power

Ref	Company	Name
DraftAdamRev0139		Juta Puhmaste
DraftAdamRev0140		Safia Alberty
DraftAdamRev0141		Alison Hollenbach
DraftAdamRev0142		Ebun Akpoveta
DraftAdamRev0143		Helen McMahon
DraftAdamRev0144		Michael Macapagkl
DraftAdamRev0145		Kylie Duffy
DraftAdamRev0146		Anna Ramlein
DraftAdamRev0147		Ralph Slattery
DraftAdamRev0148		Jayanta Roy
DraftAdamRev0149		Santosh Nair
DraftAdamRev0150		Beatriz Galindo Garcia
DraftAdamRev0151		Navjeet Kaur
DraftAdamRev0152		Kataryna Ral
DraftAdamRev0153		Innocent Thomas
DraftAdamRev0154		Meena Baskarasub Ramanian
DraftAdamRev0155		Rosaleen Murphy
DraftAdamRev0156		Brian Murray
DraftAdamRev0157		Yiuseff
DraftAdamRev0158		Jasmeet Kaur
DraftAdamRev0159		Virgiujia Peterauskaite
DraftAdamRev0160		Imrah Dfin
DraftAdamRev0161		Brian Quigley
DraftAdamRev0162		Christina Dunne
DraftAdamRev0163		Harun Rashid
DraftAdamRev0164		Abeer
DraftAdamRev0165		Neena Clair
DraftAdamRev0166		Sonia O'Riabure
DraftAdamRev0167		Dan Strolkin
DraftAdamRev0168		Safa Elbashir
DraftAdamRev0169		Victoria Krauskas
DraftAdamRev0170		Arwa Elfiadi
DraftAdamRev0171		Prasha Bhardwaj
DraftAdamRev0172		Izabela Miga
DraftAdamRev0173		R Cekauskieni
DraftAdamRev0174		Ferdinand Genove
DraftAdamRev0175		Abdul Rahim
DraftAdamRev0176		Sharon Ni Mhathuna
DraftAdamRev0177		John McGivney

Summary of Issues Raised in Submissions

All 176 of the submissions received by the Council were read, summarised and analysed. A total of 178 issues were identified during this process. The issues raised were collated and categorised under the relevant Draft Amendment.

Submissions were not made on all of the Draft Amendments; of the 49 no. draft amendments, including the Environment Reports, no issues were raised on 19 no. draft amendments. These are listed in Table 2 below:

TABLE 2: DRAFT AMENDMENTS WITH NO ISSUES RAISED:

	Draft Amendments
1	Amendment No 03 / Material Amendment No 01: Section 1.7 Area Characterisation
2	Amendment No 08 / Material Amendment No 05: Section 2.2 Additional Employment (New Section)
3	Amendment No 09: Section 2.2 School Sites
4	Amendment No 11 / Material Amendment No 07: Section 2.2(iv) Total Non-Residential Development
5	Amendment No. 13: Section 2.3(ii) Layout
6	Amendment No 15: Section 2.3(vi) Residential Yield
7	Amendment No 18 / Material Amendment No 10: Section 2.3(ix) Dwelling Size
8	Amendment No 19: Section 2.3(xii) Dwelling Type
9	Amendment No 20: Section 2.3(xii) Private Amenity Space
10	Amendment No 21: Section 2.3(xv) Electricity Supply
11	Amendment No 28: Section 2.5(i) Water Supply
12	Amendment No 29: Section 2.5(ii) Surface Water Drainage
13	Amendment No 30: Section 2.5(iii) Foul Sewerage
14	Amendment No 31: 2.5(iv) Telecommunications/Information Technology
15	Amendment No 32 / Material Amendment No 11: Section 2.5 (v) Environmental Sustainability and Sustainable Design (New Section)
16	Amendment No 34 / Material Amendment No 13: Section 2.6(ii) Green Infrastructure (New Section)
17	Amendment No 35: Section 2.6(iii) Education/Schools
18	Amendment No 41: Neighbourhood Boundaries (Mapping Changes)
19	Amendment No 45: North Eastern School Site (Mapping Changes)

The Draft Amendments under which issues were raised and the number of times that issues were raised under each Draft Amendment are detailed under Table 3 below.

In terms of the issues that were raised most frequently, the highest number (48 times/26.97% of issues raised) related to Amendment No 47 / Material Amendment No 19: Section 4.2 Phasing and Implementation Sequence

The second highest proportion of issues raised (14 times/7.87% each) related to Amendment No 48: 4.3 Phasing and Implementation Operation

The third highest proportion of issues raised (12 times/6.74%) related to the Environment Reports

Other issues that featured prominently related to Amendment no 5 (MA2) Total Extent of development (11 times/6.18%), Amendment 38 (MA16) Community Buildings (10 times/5.62%) and Amendment no 33 (MA12) Major Park and Public Open Spaces (7 times/ 3.94%)

TABLE3: MAIN SUBMISSION CATEGORY HEADINGS

Draft Amendments	Number of Times Raised	% of Issues Raised
Amendment No 01: Section 1.3 Background and Process	2	1.12%
Amendment No 02: Section 1.6 Planning Context	2	1.12%
Amendment No 04: Section 2.1 Types of Development	1	0.56%
Amendment No 05 / Material Amendment No 02: Section 2.2 Extent of Development	1	0.56%
Amendment No 06 / Material Amendment No 03: Section 2.2 (ii) Breakdown of Total Extent of Residential Development	11	6.18%
Amendment No 07 / Material Amendment No 04: Section 2.2 Landmark Buildings	5	2.81%
Amendment No 10 / Material Amendment No 06: Section 2.2(iii) Social and Affordable Housing (New Title)	4	2.25%
Amendment No 12: Section 2.3(i) Design Statement	2	1.12%
Amendment No 14 / Material Amendment No 08: Section 2.3(v) Development Density	4	2.25%
Amendment No 16 / Material Amendment No 09: Section 2.3(vii) Road/Street Width	5	2.81%
Amendment No 17: Section 2.3(x) Building Languages and Finishes	4	2.25%
Amendment No 22: Section 2.4(i) Road Network	5	2.81%
Amendment No 23: Section 2.4(ii) Road Improvements	1	0.56%
Amendment No 24: Section 2.4(iii) Suburban Rail	3	1.69%
Amendment No 25: Section 2.4(iv) Busway/QBC	4	2.25%
Amendment No 26: Section 2.4(v) Transport Interchange	2	1.12%
Amendment No 27: Section 2.4(vi) Walking and Cycling	4	2.25%

Amendment No 33 / Material Amendment No 12: Section 2.6(i) Major Parks and Public Opens Spaces	7	3.93%
Amendment No 36 / Material Amendment No 14: Section 2.6(iv) Childcare Facilities	4	2.25%
Amendment No 37 / Material Amendment No 15: Section 2.7 (vi) Children's Play Facilities (New Section)	6	3.37%
Amendment No 38 / Material Amendment No 16: Section 2.6(v) Community Buildings	10	5.62%
Amendment No 39 / Material Amendment No 17: Section 2.6(vi) Shopping and Retail Services	2	1.12%
Amendment No 40 / Material Amendment No 18: Section 2.6(vii) Health/Emergency/Religious	3	1.69%
Amendment No 42: Road Layouts (Mapping Changes)	2	1.12%
Amendment No 43: Flexible Use Buildings (Mapping Changes)	1	0.56%
Amendment No 44: Open Space (Mapping Changes)	4	2.25%
Amendment No 46: Section 3.0 Amenity Areas	1	0.56%
Amendment No 47 / Material Amendment No 19: Section 4.2 Phasing and Implementation Sequence	48	26.97%
Amendment No 48: 4.3 Phasing and Implementation Operation	14	7.87%
Amendment No 49 / Material Amendment No 20: Section 4.4 Phasing and Implementation Timing	4	2.25%
Environment Reports	12	6.74%
TOTAL NUMBER OF ISSUES	178	

Full summaries of each of the issues raised in Table 3 above are organised under the relevant Draft Amendment in Appendix 1 together with the corresponding opinions and recommendations of the Manager.

Recommended Changes (further variations or modifications to draft amendments)

The recommended changes that arise from submissions and from the Manager are set out in Tables 4 and 5 below. These proposed changes are set out to follow the sequence of the Draft Amendments under the relevant section and page numbers.

Recommended changes to various sections of the Draft Amendments are either described in a general manner or, where considered more appropriate, prescribed in a more detailed manner using extracts of text from the Planning Scheme. In the more prescriptive instances, proposed additional text is shown in green, proposed deletion of text are shown in red-strikethrough

TABLE 4: RECOMMENDED CHANGES TO DRAFT AMENDMENTS ARISING FROM SUBMISSIONS

Recommendation No	Draft Amendment	Proposed Alteration
1	Amendment No 2 Section 1.6 Planning Context	Text to be added to Amendment No. 2 Section 1.6 Planning Context including the addition of National Guidelines
2	Amendment No 4 Section 2.1 Types of Development	Table 2.1 detailing the types of development that may be permitted within the SDZ is amended to generally accord with the uses detailed for Enterprise Priority One (EP1) zoning in the County Development Plan. Insert text to clarify that the preferred employment uses relate to office use.
3	Amendment No 10 Material Amendment No 6 Section 2.2 (iii) Social and Affordable Housing (New Title)	Section 2.2.16 amended to maintain the existing requirements of the Planning Scheme for no less than two-thirds housing to be provided for on the traveller accommodation sites.
4	Amendment No 16 Material Amendment No 9 Section 2.3 (vii) Road/Street Width	Amend Section 2.3 (vii) to clarify the flexibility in the application of DMURS in respect of development already constructed on site.
5	Amendment no 23 Section 2.4 (ii) Road Improvements	Additional text added to reference improvement works carried out already on the local road network in Adamstown to date
6	Amendment no 24 Section 2.4 (iii) Suburban Rail	Text to be added to reflect the updated provision of infrastructure serving Adamstown.
7	Amendment No 26 Section 2.4 (v) Transport Interchange	Text to be added to support the role of the railway as a transport interchange
8	Amendment no 33 / Material Amendment no 12 Section 2.6(i) Major Parks and Public Open Spaces	Table 2.16 to be amended to provide for 1 full sized playing pitch in Tandy's Lane Park. The title of Table 2.16 is to be amended also to reflect its status as guidance for the provision of facilities/open space
9	Amendment No 36/ Material Amendment No 14 Section 2.6 (iv) Childcare Facilities	Additional text added to Section 2.6 to define types of childcare provision
10	Amendment No 37 / Material Amendment No 15 Section 2.6 (v) Children's Play Facilities (new section)	Table 2.16 to be amended to provide for 1 full sized playing pitch in Tandy's Lane Park. The title of Table 2.16 is to be amended also to reflect its status as guidance for the provision of facilities/open spaces

11	Amendment No 38 / Material Amendment No 16 Section 2.6 (v) Community Buildings	Alteration to Section 2.6.17 and 2.6.18 of the Draft Amendments to include the deletion of the option of 2 no. smaller community centres and provide for the delivery of 1 no. community centre (1200sq.m.) in phase 2 including community sports hall or provision of 600sq m community centre and additional, separate school sports hall in phase 2 with additional 600sq m community centre in phase 9.
12	Amendment No 39 / Material Amendment No 17 Section 2.6 (vi) Shopping and Retail Services	Correction to a typographical error in Section 2.2.19 (incorrect floor space noted)
13	Amendment no 44 Open Space (Mapping Changes)	Amend the Planning Scheme maps to maintain as per existing Planning Scheme i.e. no change to the provision of the reduced height residential buildings in Somerton Development Area on the lands adjoining Westbury Estate to the north.
14	Amendment no 46 Section 3 Amenity Areas	Correction to a typographical error in Section 3 (reference made to Table 2.6 instead of Table 2.16)
15,16,17	Phasing and Implementation Amendment No 47/ Material Amendment No 19, Section 4.2 Sequence; Amendment No 48 Section 4.3 Operation; Amendment No 49 / Material Amendment no 20 Section 4.4. Timing	1) Amend Section 4.3.9 to reflect willingness of Development Agency to explore all mechanisms to secure funding for delivery of community facilities in Adamstown 2) Community Centre/Sports Hall: Amend Phase 2 to provide for 1 no. 1,200m sq. m facility inclusive of community sports hall or Provision of 600sq.m. Community centre and additional, separate school Sports hall in Phase 2 and an additional 600sq.m. community centre in Phase 9 Amend Phase 9 accordingly to reflect same. 3) Relocate reference to delivery of Celbridge Link Road as a haul Road in Phase 4 to Phase 5

The full text of all the recommended changes is provided in Appendix 2.

TABLE 5: RECOMMENDED CHANGES TO DRAFT AMENDMENTS ARISING FROM MANAGER

Recommendation No	Draft Amendment	Proposed Alteration
18	Mapping	Amend all necessary maps to illustrate the most recently proposed road alignment of the Celbridge Link Road
19	Numbering	Amend typographical errors from Section 2.2 onwards in relation to the numbering of the sub-sections

Conclusion

It is recommended that the amendments to the Adamstown SDZ Planning Scheme, as drafted, be made subject to the alterations outlined in this Managers Report



County Manager

13th January 2014

Date

APPENDIX 1: SUBMISSION SUMMARIES, MANAGER'S OPINION & RECOMMENDATIONS

This Appendix presents a summary of each of the issues raised in the submissions (under the relevant Draft Amendment heading), the responses of the Manager and recommendations in relation to changes to the Draft Amendments

Each of the issues listed includes a reference that can be clicked as a link (on electronic copies of this Manager's Report) to a database containing scanned copies of each submission. For reasons of data protection, these links can only be accessed by Elected Members of South Dublin County Council.

The responses of the Manager have been framed taking account of the statutory obligations of the local authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area.

Recommended changes to various sections of the Draft Amendments are either described in a general manner or, where considered more appropriate, prescribed in a more detailed manner using extracts of text from the Planning Scheme. In the more prescriptive instances, proposed additional text is shown in **green**, proposed deletion of text are shown in **red-strikethrough**

AMENDMENT REF. NO.01	
Section Ref.	2003 Scheme Page Ref.
1.3 Background and Process	2

Issues Raised

- It states in 0.2.5 How to write Submissions/Observations. Only submissions in relation to the proposed amendments and/or the Environmental report (addendum 2) will be taken in to consideration. Submissions not adhering to these criteria will be considered invalid. Majority of residents making a submission are unaccustomed to making such representation and the criteria above would appear to be over complicating the entire process [DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#)[DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#) [DraftAdamRev0096](#) [DraftAdamRev0097](#) [DraftAdamRev0098](#) [DraftAdamRev0099](#) [DraftAdamRev0100](#) [DraftAdamRev0101](#) [DraftAdamRev0102](#) [DraftAdamRev0103](#) [DraftAdamRev0104](#) [DraftAdamRev0105](#) [DraftAdamRev0106](#) [DraftAdamRev0107](#) [DraftAdamRev0108](#) [DraftAdamRev0109](#) [DraftAdamRev0110](#) [DraftAdamRev0111](#) [DraftAdamRev0112](#) [DraftAdamRev0113](#) [DraftAdamRev0114](#) [DraftAdamRev0115](#) [DraftAdamRev0116](#) [DraftAdamRev0117](#) [DraftAdamRev0118](#) [DraftAdamRev0119](#) [DraftAdamRev0120](#) [DraftAdamRev0121](#) [DraftAdamRev0122](#) [DraftAdamRev0123](#) [DraftAdamRev0124](#) [DraftAdamRev0125](#) [DraftAdamRev0126](#) [DraftAdamRev0145](#) [DraftAdamRev0127](#) [DraftAdamRev0128](#) [DraftAdamRev0129](#) [DraftAdamRev0130](#) [DraftAdamRev0131](#) [DraftAdamRev0132](#) [DraftAdamRev0133](#) [DraftAdamRev0134](#) [DraftAdamRev0135](#) [DraftAdamRev0136](#) [DraftAdamRev0137](#) [DraftAdamRev0138](#) [DraftAdamRev0139](#) [DraftAdamRev0140](#) [DraftAdamRev0141](#) [DraftAdamRev0142](#) [DraftAdamRev0143](#) [DraftAdamRev0144](#) [DraftAdamRev0146](#) [DraftAdamRev0147](#) [DraftAdamRev0148](#) [DraftAdamRev0149](#) [DraftAdamRev0150](#) [DraftAdamRev0151](#) [DraftAdamRev0152](#) [DraftAdamRev0153](#) [DraftAdamRev0154](#) [DraftAdamRev0155](#) [DraftAdamRev0156](#) [DraftAdamRev0157](#) [DraftAdamRev0158](#) [DraftAdamRev0159](#) [DraftAdamRev0161](#) [DraftAdamRev0160](#) [DraftAdamRev0162](#) [DraftAdamRev0163](#) [DraftAdamRev0164](#) [DraftAdamRev0165](#) [DraftAdamRev0166](#) [DraftAdamRev0167](#) [DraftAdamRev0168](#) [DraftAdamRev0169](#) [DraftAdamRev0170](#) [DraftAdamRev0171](#) [DraftAdamRev0172](#) [DraftAdamRev0173](#) [DraftAdamRev0174](#) [DraftAdamRev0175](#) [DraftAdamRev0013](#) [DraftAdamRev0014](#) [DraftAdamRev0019](#) [DraftAdamRev0016](#) [DraftAdamRev0038](#) [DraftAdamRev0015](#) [DraftAdamRev0176](#) [DraftAdamRev0030](#) [DraftAdamRev0018](#) [DraftAdamRev0023](#) [DraftAdamRev0037](#))
- There is no legal requirement to review the Adamstown SDZ. Review is an attempt to remove or reduce the level of social amenities, community facilities, streetscape, quality of materials and design of buildings. Interpreted by resident as an attempt by the

developer, assisted by the Planning Department to maximise the profits of the developers, diminishing homeowners investments. What stops the developers seeking further reviews? At public consultation at draft stage SDCC staff stated “it was possible” that the developers could seek to revisit the scheme at later phases to seek further amendments. ([DraftAdamRev0037](#))

Response

Concern was raised in relation to the process of receiving submissions during the consultation process of the Draft Amendments. All valid submissions received during the consultation period of 23rd October to 3rd December 2013, including issues raised during the consultation workshops in November 2013, were reviewed and taken into consideration in the formulation of the Managers Report.

Regarding the decision to further review the Planning Scheme at a future date, any decision to review will be made by the Planning Authority as the Development Agency for the SDZ area. Any such decision will be made in the interests of the proper planning and sustainable development of the SDZ.

Recommendation

No further variation/modification proposed

AMENDMENT REF. N0.02	
Section Ref.	2003 Scheme Page Ref.
1.6 Planning Context	3

Issue Raised

- Recommends that reference should be made and commitment inserted to realise development in a manner consistent with the following: Planning and Development of Large-Scale, Rail Focussed Areas in Dublin Integrated Implementation Plan 2013-2018, School Travel Toolkit Smarter Travel Workplaces: A Guide for Implementers, National Cycle Manual Greater Dublin Area Cycle Network Plan (to be published before end of 2013) ([DraftAdamRev0027](#))
- Welcome the updating of the Plan to reflect changes that have already taken place as well as relevant, updated and new national, regional and local guidance in relation to planning, transportation and climate change strategy. Support many of the amendments in this regard. ([DraftAdamRev0035](#))

Response:

The inclusion of reference to additional guidance documents is considered acceptable

Recommendation

Text to be added to Amendment No. 2 Section 1.6 Planning Context as follows:

1.6.10 Planning and Development of Large Scale, Rail Focussed Areas in Dublin Draft Integrated Implementation Plan 2013-2018

The purpose of the report is to assess the issues impacting on the development of strategic areas adjacent to key public transport corridors, including in particular the emerging pressures to develop these areas on a low density basis, and to propose potential solutions to enable the viable development of these areas over the longer term. This report proposes a “Kickstart” Incremental Development Approach, where lower density development can be permitted initially as part of a planned approach to deliver to the overall intended densities over the longer term

1.6.11 School Travel Toolkit Smarter Travel Workplaces: A Guide for Implementers

The first, "Workplace Travel Plans - A Guide for Implementers" provides guidance to organisations who wish to support sustainable travel based on the experience of the National Transport Authorities Smarter Travel Workplaces programme. It is a "How to" guide, and provides useful information to local authority planners and engineers.

1.6.12: National Cycle Manual Greater Dublin Area Cycle Network Plan 2013

This document offers guidance on integrating the bicycle in the design of urban areas. Encouraging the incorporation of *cycling* within transport *networks* more proactively than before.

AMENDMENT REF. NO.04	
Section Ref.	2003 Scheme Page Ref.
2.1 Types of Development	7

Issue Raised

1 no. submission states that Table 2.1 should be aligned with SDCC's enterprise priority 1 zonings. Zoning for Employment in residential areas must be appropriate and compliment the other areas within which it exists. ([DraftAdamRev0177](#))

Response

Enterprise Priority One Zoned lands (EP1), as detailed in section 3.2.9i of the County Development Plan 2010-2016, refers to zoned lands that are envisaged to accommodate intensive employment uses at locations with high accessibility to public transport and critical mass and will complement economic development in town centres. Development within EP1 zones are based on the principle of a walkable and legible neighbourhood based on street networks that allow for the development of a fine urban grain that encourages vibrancy and diversity with active frontages.

Having regard to the strategic location of Adamstown along a rail corridor and the vision of the Planning Scheme to promote standards of permeability that prioritise public walking and cycling, the employment uses which are encouraged within Adamstown are office based industries and are not the type of heavy-industry as currently located in GrangeCastle Business Park.

It is therefore considered acceptable to insert text to clarify that the preferred employment uses relate to office use.

Recommendation

2.1.5 The preferred type of employment uses permissible relate to office use.

MATERIAL AMENDMENT NO 2		AMENDMENT REF. NO.05
Section Ref.	2003 Scheme Page Ref.	
2.2 Extent of Development	7-9	

Issue Raised

1 no. submission notes that under Additional Developments, the inclusion of the wording 'if required' in the provision of a Fire Station should be removed and the original wording reinstated ([DraftAdamRev0177](#))

Response

Section 2.6.39 of the current Scheme states as follows '*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.*'

The decision to provide a Fire Station at this location has yet to be determined by Dublin Fire Brigade. The insertion of "(if required)" into Table 2.3 accords with Section 2.6.39 above and reflects the preferred location of a fire station should the requirement arise from Dublin Fire Brigade in the future.

Recommendation

No further variation/modification proposed.

MATERIAL AMENDMENT NO 3		AMENDMENT REF. NO.06
Section Ref.	2003 Scheme Page Ref.	
2.2 (i) Total Extent of Residential Development	7-9	

Issues Raised

A number of the submissions challenge the rationale and logic of the proposed amendments to density and amount of development proposed. The case is made for both a further reduction in density and for retaining density as it is in the 2003 Scheme. Local residents disagreed with the rationale for the reduction in densities in the Scheme and basic principle of the review that there is a preference for housing formats that can be delivered on an incremental basis with less up front delivery. Questions were raised regarding the motive of reducing densities, linking this to a desire to provide fewer items of infrastructure. A landowner issue welcomed the reduction in densities and contended that there is scope for further reduction in densities. The Department of the Environment, Community and Local Government stated that it was unclear why at some future phases that a reconsideration of densities does not occur to ensure that densities originally envisaged are provided.

- The proposed amendments fail to take account of the current and medium term residential market and the funding available for infrastructure. ([DraftAdamRev0026](#))
- If implemented, the proposals will have the overall effect of stalling the Adamstown project and therefore the delivery of any further infrastructure for years to come. ([DraftAdamRev0026](#))

- For decades planning laws have failed in developing sustainable communities. Adamstown SDZ is a step in the right direction. The changes proposed will reduce Adamstown to little more than a sprawling development similar to those built in South Lucan through the 90s without the necessary amenities to make them function and develop as a community.

[\(DraftAdamRev0024](#) [DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#)
[DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#)
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[DraftAdamRev0174](#) [DraftAdamRev0175](#) [DraftAdamRev0013](#) [DraftAdamRev0014](#)
[DraftAdamRev0019](#) [DraftAdamRev0016](#) [DraftAdamRev0038](#) [DraftAdamRev0015](#)
[DraftAdamRev0176](#) [DraftAdamRev0030](#) [DraftAdamRev0018](#) [DraftAdamRev0023](#))

- Strongly disagree with the content of the Rationale which states the preference is for housing formats that can be delivered on an incremental basis with less upfront investment. Can only be interpreted as stating there is a preference for lower density housing as only housing formats such as three-bedroom semi-detached houses can be delivered; Where did SDCC establish this preference. ([DraftAdamRev0022](#))
- Given the investment to date and partial completion of major physical and social infrastructure for a capacity for c.10,000 units, it is unclear why at some future phases (eg. Phase 6 and 10), that a reconsideration of densities does not occur to ensure that as far as practicable, that the densities originally envisaged are provided ([DraftAdamRev0029](#))

- A number of Pre plan submissions outlined negative impact on tampering with the SDZ; clearly showed a lack of support for a reduction in population density to the SDZ. ([DraftAdamRev0024](#) [DraftAdamRev0022](#))
- Appear to only favour the interests of the developers rather than those of current and future residents of Adamstown. Reducing density only creates problems. Lower density will result in current and future residents of Adamstown having less infrastructure and fewer services ([DraftAdamRev0024](#))
- The SDZ remains a well thought out plan, when banks start lending money purchasers will return to buy property in Adamstown. Reject rationale that Dublin is reaching a housing crisis. All 170 apartments in the latest development at the Court Yard and 11 3 bed homes in Sentinel have sold and agents are taking names for cancellations. Reducing the number of units is a way by the developers to get out of providing expensive social amenities. ([DraftAdamRev0037](#))
- Welcomes the modest reductions in residential densities as provided for under the Proposed Amendments. Still contend that there is scope for further reductions in residential densities in line with that set out in our original pre-Draft Submission but wish to confirm broad satisfaction with respect to this matter. ([DraftAdamRev0034](#))
- Reporting on work completed to date and the revisions proposed appear to be largely justified. Clearly based on hands on, practical working experience with the area to date, knowledge of the implications of current economic circumstances and a strong determination to continue the implementation apace and an engaging involvement to ensure momentum is not lost. ([DraftAdamRev0029](#))
- Fully supports SDZ Planning Scheme Amendments; Location is desirable for immediate residential development; Reduction in densities as a means to encourage further development: NTA intends to link Adamstown directly by rail to the City Centre via Phoenix Park Tunnel from 2016. ([DraftAdamRev0027](#))

Response

The degree of economic adjustment that has occurred in Ireland since 2008 is significant. The demand for certain housing formats in the Dublin Region (e.g. high density apartments), has reduced significantly and there has been a shift in demand towards the delivery of more family focused own door units, at densities lower than those set out in national guidance and in the Planning Scheme.

The NTA commissioned study, "*Planning and Development of Large Scale Rail Focused Residential Areas in Dublin, May 2013*" confirms this trend. This study assesses the impact of the changed market on strategic rail based sites and involved consultation with key market stakeholders including NAMA, the Construction Industry Federation, Savills; Sherry Fitzgerald; HT Meagher O Reilly; and CBRE in relation to market demand issues.

Given the prevailing economic uncertainty it is difficult to forecast how housing demand in the Greater Dublin Area (GDA) will evolve over the next decade. It is also unclear if current market preference for family focused own-door units will continue. The NTA study concludes that "*in order to promote and catalyse residential development in locations where public investment has been most intense, then certain flexibility in the density range of development needs to be introduced in the early stages of delivery. It is critical that this flexibility be conditional on securing higher densities over the entire development area over time, ultimately achieving density targets under the planning framework in place*". The study also states that "*for the Dublin Region to continue to grow, improve its economic status, and function as an economic driver for the country*

a coordinated and integrated approach to land use and transport planning must continue to be implemented through national policy”.

The sustainable growth of Adamstown is considered to be in accordance with the proper planning and sustainable development of this area for a number of reasons:

- A significant proportion of development has occurred to date with 12 percent of permissible residential development completed and an established community of 3,358 people in place. A stagnation of development into the medium term threatens the sustainable growth of this community and the deliverability of key links and community facilities that will be needed to sustain the established community into the future.
- Over €100 million has been spent on infrastructure and facilities that directly support Adamstown, including a new railway station, 2 primary schools, a post-primary school, a crèche, a neighbourhood park, local retail facilities, a new sewerage pumping station, water supply and surface water drainage infrastructure, an electrical transformer station, an internal road network and upgrades to adjoining road and rail networks. The site has also directly benefited from the Kildare Route Project, a major public transport upgrade. The value of this investment has not been realised to date due to the slow down in pace of development.

During consultation with the Adamstown residents, it was apparent that their commitment to the original vision of Adamstown to live in a mixed use urban district remains strong. While many submissions acknowledge that some downward adjustment in density might be necessary to facilitate continued development in the short to medium term, residents strongly oppose a move away from the original vision towards a more suburban format.

Landowner submissions reiterate their view that the densities set out under the approved Scheme are too high and necessitate the delivery of densities and housing formats that are not supported by lenders or purchasers at present, citing a more conservative demand for traditional own door housing and a collapse in demand for apartment and duplex units. A preference for housing formats that can be delivered on a more incremental basis with low upfront investment is also apparent. This would include housing formats that do not require basement car parking, lifts and other such communal facilities that increase the cost of delivering certain dwelling types.

The current challenge is to facilitate development in the short to medium term at densities that respond to national policy, current economic conditions, the existing built context and the outer suburban rail-based location of the site, without compromising the longer term potential of this strategic site. The approach taken is considered reasonable and flexible. The modest reduction in overall density across the site will provide the catalyst for development in the short term whilst retaining the provision for higher densities at the core of the district centre, closer to the railway station and public transport network and to be developed out in the later phases of the Scheme.

Recommendation

No further variation/modification proposed

MATERIAL AMENDMENT NO 4 AMENDMENT REF. NO.07	
Section Ref.	2003 Scheme Page Ref.
2.2 Landmark Buildings	7-9

Issues Raised

- Note there is little change proposed in relation to Landmark Buildings. Request that the prescribed heights for landmark buildings on Maplewood Lands are reduced and there is more emphasis on design and quality as opposed to height. Do not consider height of 5-7 storeys is appropriate for lands which will predominantly be developed for housing of 2-3 storeys. ([DraftAdamRev0036](#))
- Requests that Amendment Ref. No. 46 be modified to limit landmark buildings in the Somerton development area to a maximum height of 12m and four storeys; in particular in proximity to Westbury estate. ([DraftAdamRev0017](#))
- Building height at the corner of Westbury Estate and Newcastle Road: suggest that a "landmark building" is not appropriate nor in keeping with other adjacent buildings ([DraftAdamRev0021](#))
- The current height of the proposed building at the junction of Tandy's Lane and Newcastle Road is 5 storeys. A 5 storey building would overlook private residence at Westbury. The height of this building should be re-evaluated in the light of the fact that high density buildings are no longer required to meet housing need and to maintain privacy. [DraftAdamRev0008](#)
- Requests that any buildings proposed for the lands between the Westbury hedgerow and the new Tandy's Lane be a maximum of 2 storeys in height and that they be semi-detached houses rather than apartment blocks so that they are more in keeping with existing houses at Westbury. Semi-detached houses are more marketable and would blend in with the existing estate. [DraftAdamRev0010](#)

Response

Concern has been expressed in relation to the permissible heights of the landmark buildings throughout the Scheme lands. In particular, a number of submissions request a reduction in the landmark building height in Somerton (at the junction of Newcastle Road and Tandys Lane), in proximity to Westbury Estate to the north.

The draft amendments do not propose an alteration from the current Scheme to the landmark building heights across all development areas. The landmark building heights, as detailed in Section 3 of the Planning Scheme, do not prescribe a specific height/storey requirement at these locations and detail only the maximum ridge height/number of storeys permissible.

The design concept for a landmark building is inherently influenced by the courtyard and perimeter buildings around which it is located. There is a minimum and maximum height detailed for courtyard and perimeter buildings (which remain unchanged from the current Scheme) that respect the design concept for each development area, whilst maintaining the overall urban design vision for Adamstown. The provision of minimum and maximum heights for these buildings allows for flexibility in design where the use of different materials, textures and design features can still achieve the desired visual impact of a landmark building. It is therefore considered acceptable to retain the existing height requirements as detailed in Section 3 of the current Scheme.

Recommendation

No further variation/modifications proposed.

MATERIAL AMENDMENT NO 6		AMENDMENT REF. NO.10	
Section Ref.		2003 Scheme Page Ref.	
2.2 (iii) Social and Affordable Housing (New Title)		7-9	

Issues Raised

A number of issues were raised in relation to this proposed amendment. All of these issues relate to Traveller Accommodation and request that traveller accommodation be provided in the form of grouped housing only rather than residential caravan bays.

- Regarding Section 2.2.15 and 2.2.16(Traveller Accommodation) Concern raised about format, location and amount of traveller accommodation ([DraftAdamRev0005](#))
- Requests that the new Planning Scheme provide clarity on the traveller accommodation requirement on the Tubber Lane lands. Would like the Planning Scheme to clarify that the traveller accommodation on the Tubber Lane lands is to be provided in the form of housing or grouped housing, rather than a halting site. A halting site would not meet the urban design standards promoted by the Planning Scheme and therefore should not be appropriate in this location ([DraftAdamRev0028](#))
- I would recommend that the provisions on traveller accommodation in the revised planning scheme should refer to provision only of group housing; and not to caravan bays. ([DraftAdamRev0017](#))
- Welcome some of the proposed changes to Traveller Accommodation. Smaller blocks are a welcome move to allow easier integration into wider Adamstown area. Concern regarding the option of transferring some or all of the 24 units to caravan bays as lack of structure to the planning guidelines may lead to haphazard gathering of caravans that could lead to aesthetic/social issues. Recommend that all assigned traveller units are social housing units and total no. of units is reduced to a max of 4 sites with 4 units each [DraftAdamRev0177](#)

Response

Following consultation with the Traveller Accommodation Unit in SDCC, the number of units of accommodation per site was reduced to accommodate the changing needs within Traveller Accommodation provision. The Traveller Accommodation Unit of SDCC highlight that it is necessary to facilitate choice and flexibility in the provision of Traveller Accommodation in order that the varying needs of the Travelling Community may be met across the County and be taken into consideration at the time of development/allocation of the units within Adamstown.

Clarification was sought in the submissions in relation to the provision of caravan bays and/or housing units. The current Scheme states that *“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". It is considered acceptable to maintain this allocation of group housing and halting site bays and therefore include clarification in the Planning Scheme to state that no less than two-thirds of the traveller accommodation units shall be housing units.

Recommendation

Amend Section 2.2.16 as follows

2.2.16 The four traveller accommodation sites shall generally be located in accordance with the symbols identified on Figure 2.4. **No less than two-thirds of the traveller accommodation sites shall consist of housing units.**

AMENDMENT REF. NO.12	
Section Ref.	2003 Scheme Page Ref.
2.3 (i) Design Statement	11-19

Issues Raised

- The design statement needs to reflect the economic reality and financial constraints that affect the overall design statement. This need should not dilute the principal design objectives to create a more sustainable, compact and integrated urban format of development but it is unreasonable for the scheme to propose design principals without being cognisant of the constraints present. The implementation of any amended scheme needs to be flexible enough to be able to operate under changing market conditions. This should be noted clause 2.3 (i) as a basic requirement of the scheme. ([DraftAdamRev0026](#))
- Request the requirements in Section 2.3.2 to have on-street/communal parking as a major design determinant be omitted for the Scheme. Propose that the scheme cater for both on-street/communal parking and in-curtilage parking across the SDZ. ([DraftAdamRev0036](#))

Response

The draft amendments to the Planning Scheme propose no alternation to the wording of the current Scheme in respect of overall design principles or in respect of the on street/communal parking provisions as set out in Section 2.3.2.

The design statement is in accordance with the provisions of national guidance as set out in the Design Manual for Urban Roads and Streets (2013). Section 2.3 (i) in the current Scheme does not preclude in-curtilage parking, which can be facilitated in the plan lands as a result of lower residential densities.

Recommendation

No further variations/modifications proposed.

MATERIAL AMENDMENT NO 8		AMENDMENT REF. NO.14	
Section Ref.		2003 Scheme Page Ref.	
2.3 (v) Development Density		11-19	

Issues Raised

The issues raised broadly reflect those raised under Amendment No 6 (Material Amendment No. 3), Section 2.2 (i) Total Extent of Residential Development. Arguments have been put forward for both reduction proposed by the draft amendments and arguments also for retaining the density of the current Scheme. Some the submissions also express concern about the proposed changes to proposed house types.

- Satisfied with the general reduction in the prescribed density of development for the lands. Request that SDCC include a reference to 'flexibility' in terms of housing types and associated density to be delivered in line with market trends such that development shall not be slowed or halted to allow the Development Agency to deal with any future changes to the housing market that may arise. ([DraftAdamRev0036](#))
- NTA engaged with SDCC in assessing the likely impacts of a revised planning scheme on future travel patterns to and from Adamstown. As a result it was recommended that the following be considered: Maximum residential density closest to the station ([DraftAdamRev0027](#))
- The whole premise behind Adamstown consisted of a 'push' in terms of phasing but also a 'pull' insofar as its high density status would ensure that there would eventually be a large enough population to create a demand factor for infrastructure. The development needs a high density to make transport sustainable and to ensure that the tying in of public transport links into a phased construction would not end up being a white elephant scheme due to lack of demand for services. ([DraftAdamRev0035](#))
- Concern is not about the reduction in overall units, more about the type of units. More lower density housing and less high density housing near proposed retail areas that could sustain it will ultimately result in more cars, especially two-car families operating from Adamstown. Building lower density housing in Adamstown will help shift units for developers but it is adding more unsustainable housing and will not assist in making it more environmentally sustainable. ([DraftAdamRev0035](#))

Response

The degree of economic adjustment that has occurred in Ireland since 2008 is significant. The demand for certain housing formats in the Dublin Region (e.g. high density apartments), has reduced significantly and there has been a shift in demand towards the delivery of more family focused own door units, at densities lower than those set out in national guidance and in the Planning Scheme.

The NTA commissioned study, "*Planning and Development of Large Scale Rail Focused Residential Areas in Dublin, May 2013*" confirms this trend. This study assesses the impact of the changed market on strategic rail based sites and involved consultation with key market stakeholders including NAMA, the Construction Industry Federation, Savills; Sherry Fitzgerald; HT Meagher O Reilly; and CBRE in relation to market demand issues.

Given the prevailing economic uncertainty it is difficult to forecast how housing demand in the Greater Dublin Area (GDA) will evolve over the next decade. It is also unclear if current market preference for family focused own-door units will continue. The NTA study concludes that *“in order to promote and catalyse residential development in locations where public investment has been most intense, then certain flexibility in the density range of development needs to be introduced in the early stages of delivery. It is critical that this flexibility be conditional on securing higher densities over the entire development area over time, ultimately achieving density targets under the planning framework in place”*. The study also states that *“for the Dublin Region to continue to grow, improve its economic status, and function as economic driver for the country a coordinated and integrated approach to land use and transport planning must continue to be implemented through national policy”*.

The sustainable growth of Adamstown is considered to be in accordance with the proper planning and sustainable development of this area for a number of reasons:

- A significant proportion of development has occurred to date with 12 percent of permissible residential development completed and an established community of 3,358 people in place. A stagnation of development into the medium term threatens the sustainable growth of this community and the deliverability of key links and community facilities that will be needed to sustain the established community into the future.
- Over €100 million has been spent on infrastructure and facilities that directly support Adamstown, including a new railway station, 2 primary schools, a post-primary school, a crèche, a neighbourhood park, local retail facilities, a new sewerage pumping station, water supply and surface water drainage infrastructure, an electrical transformer station, an internal road network and upgrades to adjoining road and rail networks. The site has also directly benefited from the Kildare Route Project, a major public transport upgrade. The value of this investment has not been realised to date due to the slow down in pace of development.

During consultation with the Adamstown residents, it was apparent that their commitment to the original vision of Adamstown to live in a mixed use urban district remains strong. While many submissions acknowledge that some downward adjustment in density might be necessary to facilitate continued development in the short to medium term, residents strongly oppose a move away from the original vision towards a more suburban format.

Landowner submissions reiterate their view that the densities set out under the approved Scheme are too high and necessitates the delivery of densities and housing formats that are not supported by lenders or purchasers at present, citing a more conservative demand for traditional own door housing and a collapse in demand for apartment and duplex units. A preference for housing formats that can be delivered on a more incremental basis with low upfront investment is also apparent. This would include housing formats that do not require basement car parking, lifts and other such communal facilities that increase the cost of delivering certain dwelling types.

The current challenge is to facilitate development in the short to medium term at densities that respond to national policy, current economic conditions, the existing built context and the outer suburban rail-based location of the site, without compromising the longer term potential of this strategic site. The approach taken is considered reasonable and flexible. The modest reduction in overall density across the site will provide the catalyst for development in the short term whilst retaining the provision for higher densities at the core of the district centre, closer to the railway station and public transport network in the later phases of the Scheme.

Recommendation

No further variations/modifications proposed

MATERIAL AMENDMENT NO 9		AMENDMENT REF. NO.16	
Section Ref.		2003 Scheme Page Ref.	
2.3 (vii) Road/Street Width		11-19	

A number of submissions expressed concerns regarding the omission of sections of the current Scheme that referenced the requirements for minimum privacy/road widths. Concern was also expressed by the landowners regarding the application of new design guidance standards.

Issues Raised

- Removal of references to minimum setback for privacy/minimum widths for footpath/cycle paths will eliminate town feel/layout of Adamstown. Result in traffic issues and increased danger to residents. ([DraftAdamRev0024](#) [DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#) [DraftAdamRev0096](#) [DraftAdamRev0097](#) [DraftAdamRev0098](#) [DraftAdamRev0099](#) [DraftAdamRev0100](#) [DraftAdamRev0101](#) [DraftAdamRev0102](#) [DraftAdamRev0103](#) [DraftAdamRev0104](#) [DraftAdamRev0105](#) [DraftAdamRev0106](#) [DraftAdamRev0107](#) [DraftAdamRev0108](#) [DraftAdamRev0109](#) [DraftAdamRev0110](#) [DraftAdamRev0111](#) [DraftAdamRev0112](#) [DraftAdamRev0113](#) [DraftAdamRev0114](#) [DraftAdamRev0115](#) [DraftAdamRev0116](#) [DraftAdamRev0117](#) [DraftAdamRev0118](#) [DraftAdamRev0119](#) [DraftAdamRev0120](#) [DraftAdamRev0121](#) [DraftAdamRev0122](#) [DraftAdamRev0123](#) [DraftAdamRev0124](#) [DraftAdamRev0125](#) [DraftAdamRev0126](#) [DraftAdamRev0145](#) [DraftAdamRev0127](#) [DraftAdamRev0128](#) [DraftAdamRev0129](#) [DraftAdamRev0130](#) [DraftAdamRev0131](#) [DraftAdamRev0132](#) [DraftAdamRev0133](#) [DraftAdamRev0134](#) [DraftAdamRev0135](#) [DraftAdamRev0136](#) [DraftAdamRev0137](#) [DraftAdamRev0138](#) [DraftAdamRev0139](#) [DraftAdamRev0140](#) [DraftAdamRev0141](#) [DraftAdamRev0142](#) [DraftAdamRev0143](#) [DraftAdamRev0144](#) [DraftAdamRev0146](#) [DraftAdamRev0147](#) [DraftAdamRev0148](#) [DraftAdamRev0149](#) [DraftAdamRev0150](#) [DraftAdamRev0151](#) [DraftAdamRev0152](#) [DraftAdamRev0153](#) [DraftAdamRev0154](#) [DraftAdamRev0155](#) [DraftAdamRev0156](#) [DraftAdamRev0157](#) [DraftAdamRev0158](#) [DraftAdamRev0159](#) [DraftAdamRev0161](#) [DraftAdamRev0160](#) [DraftAdamRev0162](#) [DraftAdamRev0163](#) [DraftAdamRev0164](#) [DraftAdamRev0165](#) [DraftAdamRev0166](#) [DraftAdamRev0167](#) [DraftAdamRev0168](#) [DraftAdamRev0169](#) [DraftAdamRev0170](#) [DraftAdamRev0171](#) [DraftAdamRev0172](#) [DraftAdamRev0173](#) [DraftAdamRev0174](#) [DraftAdamRev0175](#) [DraftAdamRev0013](#) [DraftAdamRev0014](#) [DraftAdamRev0019](#) [DraftAdamRev0016](#) [DraftAdamRev0038](#) [DraftAdamRev0015](#) [DraftAdamRev0176](#) [DraftAdamRev0030](#) [DraftAdamRev0018](#) [DraftAdamRev0023](#) [DraftAdamRev0037](#))

- Removal of Section 2.4 relating to the width of the distributor roads is to decrease the widths of all roads through Adamstown. Will create a more housing estate feel which will result in traffic congestion and increased risk to the safety of children.

([DraftAdamRev0024](#) [DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#)
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- These guidelines should not apply to roads/streets already granted planning permission and/or constructed but not taken in charge by SDCC. This is particularly relevant to Station Road, Adamstown Park, Adamstown Avenue, Adamstown Way all of which have been fully designed and constructed with the exception of wearing coarse and finishes on some roads. It also applies to Central Boulevard and Adamstown Drive which has been fully designed and significant sections fully constructed except for wearing course and finishes. ([DraftAdamRev0026](#))

Response

Removal of References to Minimum Widths/Setback

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 i.e. as detailed in Section 2.3 (vii) Road/Street Width.

These sections of the Planning Scheme are proposed to be omitted and replaced with updated text to reflect the introduction of national guidance for urban roads and streets. 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.

The design details and required minimum widths/setback as detailed in Section 2.3 (vii) Road/Street Width are addressed within the national guidance document of DMURS, as detailed below:

- DMURS Section 4.2.3 requires all street in urban areas to promote active edges and underlines the need for buildings to front the street, be located in close proximity to the street edge and contain frequent openings (e.g. own door residential). This includes minimum standards for building setbacks.
- DMURS Section 4.2.1 underlines the need provide a urban 'feel' for all streets by creating a strong sense of enclosure and notes that this approach is a vital part of traffic calming. Further detail is also provided within Part B of the ASDG in regard to the specific street types within Adamstown and building heights/street widths.
- DMURS Section 4.3.1 and ASDG Section 3.8 contain standards for minimum footpath widths (and are further detailed in PART B of the ASDG - Street Typologies). Both underline the need to provide additional footpath width (and other measures) to ensure comfortable environment for pedestrians.
- DMURS Section 4.4.1 and ASDG Section 3.1 contain standards for the widths of vehicular carriageways (and are further detailed in PART B of the ASDG - Street Typologies). Both documents underline that reduced carriageway widths are vital to calming traffic and improving safety (and in particular for more vulnerable users).
- DMURS Section 3.4.2 addresses the issue of traffic congestion. It is also noted in this Section that lower speeds can lead to greater traffic capacity.

In this regard, the omission of Section 2.3 (vii) Road/Street Width from the Planning Scheme does not reflect a departure from existing design and development standards for Road/Street widths in Adamstown. Development within the Planning Scheme must be in accordance with national guidance i.e. DMURS and all required minimum set backs/widths etc are detailed in DMURS and have not been duplicated within the Planning Scheme.

Application of Design Manual for Urban Roads and Streets (DMURS)

The application of development standards as detailed in the guidance documents of Design Manual for Urban Roads and Streets (DMURS) will be applied with regards to new planning applications and will not be retrospectively applied to development already permitted and constructed within Adamstown. It is considered acceptable to provide clarification in the Planning Scheme with regards to this.

Recommendation

Amend Section 2.3 (vii) to include the following statement.

2.3.29 The application of the design standards within the Design Manual for Urban Roads and Streets (DMURS) will be applied in a flexible manner to take account of site works already carried out to date.

AMENDMENT REF. NO.17	
Section Ref.	2003 Scheme Page Ref.
2.3 (x) Building Languages and Finishes	11-19

Issues Raised

- Already witnessed a lowering of the standard of architecture in Adamstown with the development of the Court Yard and The Sentinel houses. Moved away from the nice wooden windows to a more inferior quality/look of white PVC windows. The design of the Court Yard is out of character with its Incongruous two-storey terraced houses have been built along Adamstown Avenue. These houses have adversely affected the existing grand boulevard character of Adamstown Avenue. ([DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#) [DraftAdamRev0096](#) [DraftAdamRev0097](#) [DraftAdamRev0098](#) [DraftAdamRev0099](#) [DraftAdamRev0100](#) [DraftAdamRev0101](#) [DraftAdamRev0102](#) [DraftAdamRev0103](#) [DraftAdamRev0104](#) [DraftAdamRev0105](#) [DraftAdamRev0106](#) [DraftAdamRev0107](#) [DraftAdamRev0108](#) [DraftAdamRev0109](#) [DraftAdamRev0110](#) [DraftAdamRev0111](#) [DraftAdamRev0112](#) [DraftAdamRev0113](#) [DraftAdamRev0114](#) [DraftAdamRev0115](#) [DraftAdamRev0116](#) [DraftAdamRev0117](#) [DraftAdamRev0118](#) [DraftAdamRev0119](#) [DraftAdamRev0120](#) [DraftAdamRev0121](#) [DraftAdamRev0122](#) [DraftAdamRev0123](#) [DraftAdamRev0124](#) [DraftAdamRev0125](#) [DraftAdamRev0126](#) [DraftAdamRev0145](#) [DraftAdamRev0127](#) [DraftAdamRev0128](#) [DraftAdamRev0129](#) [DraftAdamRev0130](#) [DraftAdamRev0131](#) [DraftAdamRev0132](#) [DraftAdamRev0133](#) [DraftAdamRev0134](#) [DraftAdamRev0135](#) [DraftAdamRev0136](#) [DraftAdamRev0137](#) [DraftAdamRev0138](#) [DraftAdamRev0139](#) [DraftAdamRev0140](#) [DraftAdamRev0141](#) [DraftAdamRev0142](#) [DraftAdamRev0143](#) [DraftAdamRev0144](#) [DraftAdamRev0146](#) [DraftAdamRev0147](#) [DraftAdamRev0148](#) [DraftAdamRev0149](#) [DraftAdamRev0150](#) [DraftAdamRev0151](#) [DraftAdamRev0152](#) [DraftAdamRev0153](#) [DraftAdamRev0154](#) [DraftAdamRev0155](#) [DraftAdamRev0156](#) [DraftAdamRev0157](#) [DraftAdamRev0158](#) [DraftAdamRev0159](#) [DraftAdamRev0161](#) [DraftAdamRev0160](#) [DraftAdamRev0162](#) [DraftAdamRev0163](#) [DraftAdamRev0164](#) [DraftAdamRev0165](#) [DraftAdamRev0166](#) [DraftAdamRev0167](#) [DraftAdamRev0168](#) [DraftAdamRev0169](#) [DraftAdamRev0170](#) [DraftAdamRev0171](#) [DraftAdamRev0172](#) [DraftAdamRev0173](#) [DraftAdamRev0174](#) [DraftAdamRev0175](#) [DraftAdamRev0013](#))

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- Incongruous two-storey terraced houses have been built along Adamstown Avenue. These houses have adversely affected the existing grand boulevard character of Adamstown Avenue. ([DraftAdamRev0022](#))
- Recommend that the revised planning scheme should include appropriate provisions to regulate the inappropriate use of unattractive colours and/or materials with respect to external building finishes. For example, white framed windows have been recently installed in newly-built houses, much to the dissatisfaction of existing residents as they are considered out of character with surrounding previously-built blocks. ([DraftAdamRev0017](#))
- Recommend that a requirement be included in the revised planning scheme that new developments adjoining built or soon-to-be-built residential areas should include a condition requiring attractive boundary treatment to any 'active' building site i.e. hoarding to be set back behind a planted mound of earth ,further protected by green Harris fencing. ([DraftAdamRev0017](#))

Response

The current Planning Scheme promotes and supports the delivery of high quality architectural design standards within Adamstown. Section 2.3.42 to 2.3.45 (Building Language and Finishes) of the current Scheme remain unchanged by the draft amendments and demonstrates the continued commitment by South Dublin County Council to maintain a modern and innovative architectural approach throughout the eleven development areas of the Scheme.

The legislative requirements set out in the Building Regulations are updated on an ongoing basis. Amendments to Part L of the Buildings Regulations 'Conservation of Fuel and Energy in Dwellings' (2011) for example, require an increase in the standards of materials used and features incorporated into dwelling units. The requirements of these regulations were incorporated into the recently constructed dwellings at the Sentential and the Courtyard. Notwithstanding the legislative requirements associated with the Building Regulations, South Dublin County Council will continue the maintenance of a consistent and contemporary design palette throughout the plan lands.

Regarding the provision of boundary treatment between existing residential areas and 'active' building sites (for example, hoarding to be set back behind a planted mound of earth, further) protected by green Harris fencing, the provision of temporary fencing to secure a site while construction is taking place is undertaken in accordance with legislative requirements for health and safety on construction sites.

Recommendation

No further variation/modification proposed.

AMENDMENT REF. NO.22	
Section Ref.	2003 Scheme Page Ref.
2.4 (i) Road Network	20-23

Issues Raised

- Concern raised about the amount of traffic congestion within Adamstown during peak hours and during school drop off/pick up ([DraftAdamRev0006](#))
- It must be openly accepted that ongoing residential development at Adamstown SDZ will result in increase traffic generation on the surrounding road network. Based on report from November 2013 Lucan Area Committee in relation to traffic on Newcastle Road, that: since September the level of congestion has increased when compared to previous years. This is primarily due to capacity provided in recent years being finally used up and any additional growth in traffic causing congested conditions. At the meeting, SDCC roads engineers referred to the consistent, persistent congestion on Newcastle Road. I believe it would represent unsustainable planning to allow further excessive residential development in the absence of the provision of adequate road network capacity and sufficient public transport capacity on attractive, convenient routes. Our ability to properly plan is hindered by the lack of an updated traffic assessment. I would recommend that an updated traffic assessment be prepared as an absolute must. ([DraftAdamRev0017](#))
- I believe it must be openly acknowledged that ongoing residential development at Adamstown SDZ will result in increase traffic generation on the surrounding road network. I would urge you to take note of a report from the Roads Dept. to the November meeting of the Lucan Area Committee. At a recent meeting, SDCC roads engineers referred to the consistent, persistent congestion on Newcastle Road. This raises serious challenges for the future planning and development of Adamstown SDZ. Our ability to properly plan is hindered by the lack of an updated traffic assessment. I would recommend that an updated traffic assessment be prepared as an absolute must. ([DraftAdamRev0031](#))
- Road networks as detailed in the present Plan layout are insufficient to deal with the traffic levels as the SDZ progresses through its development phases. Referencing the NTA report, Table 2 details proposed traffic patterns in 2022. Shows 50% of traffic is non-city bound with a large amount of traffic going south, north, and west and internally within Dublin South West. A comprehensive road network needs to be in place to service this demand. Recommend an independent commissioning of a full traffic impact assessment to give an accurate indication of the impact of Adamstown SDZ traffic on its surrounding environs. The original SDZ was based on residents working locally and using public transport. This vision has not borne out to date. ([DraftAdamRev0177](#))
- The original SDZ Planning Scheme and population densities were organised around the train system as a means of moving people in and out of the development. As the train service is still sparse, the bulk of the movement of people is by car and this is causing severe traffic congestion in adjacent areas. Focus needed on improving access to the N4 and negotiating with Dublin Bus or other providers for more direct and frequent routes to the city ([DraftAdamRev0021](#))

Response

The Adamstown SDZ Planning Scheme approved in 2003 provides for the development of up to 10,000 homes to be built on a phased basis in tandem with infrastructure and facilities. To date,

approximately 1,300 homes have been built and occupied. This level of development has been accompanied by construction of a new railway station in Adamstown, a new 2 kilometre link road with QBC between Adamstown and the Outer Ring Road, significant upgrades to the Lucan-Newcastle Road adjoining Adamstown including the removal of a narrow bridge, doubling of the railway line and the improvement of services into Heuston Station. In addition, the Outer Ring Road, N4 and M50 upgrades and Luas Red Line have also been completed since the Planning Scheme was approved.

There is no statutory requirement to amend or review the approved Adamstown Planning Scheme. Notwithstanding this, to reflect changed economic and social circumstances since 2003, South Dublin County Council published a series of draft amendments to the Adamstown Planning Scheme. One of the principal draft amendments to the Adamstown Planning Scheme is a reduction in the overall amount of development permissible, from a maximum of 10,000 homes down to 6,600- 8,000 as currently proposed. The purpose of this is to allow a greater number of own door housing units with gardens to be built to accommodate housing demand in the Dublin area.

It remains a requirement of the Adamstown Planning Scheme that further development of Adamstown will be accompanied by additional improvements to the road and transportation networks and will not be solely dependent on any one road link. The amount of infrastructure required to serve Adamstown has not been diminished in the draft amendments to the Planning Scheme, despite the overall reduction in the maximum amount of development permissible and all further road links have been brought forward. Furthermore, the Council has worked with the National Transport Authority (NTA) in amending the Planning Scheme in order to ensure that sufficient network capacity exists to accommodate future development. The Adamstown site remains one of the most sustainable locations for the development of housing in the Greater Dublin area, of which there is growing demand.

Peak time congestion apparent on the Newcastle Road between Lucan Shopping Centre and the N4 is a local traffic management issue primarily arising as a result of a busy local centre with supermarket, two schools and church being located at the point of access to the N4 from the immediately adjoining area. The development of Adamstown is not contingent on the creation of significant additional traffic capacity at this location, which could not be achieved without significant environmental impact. Measures to improve junction efficiency better manage the need to travel by car on this link at certain times and to encourage a shift to more sustainable modes, including improved pedestrian and cycle links across the N4 and throughout Lucan, are all required. The Council is working with the NTA to identify potential improvements to encourage more walking and cycling throughout the Lucan-Adamstown areas, in particular for access to schools, to undertake a design review of the roundabout at Superquinn and to review the local Bus network.

The 2003 Adamstown SDZ Planning Scheme was approved on the basis of its location on a primary national rail route, the principle of sustainable development is central to its ethos. The Development Agency considers that current local network issues apparent on the Newcastle Road relate to the management of the existing network and is not specific to Adamstown, the development of which has already significantly contributed to road capacity in the area. The local issue of congestion on the Newcastle Road will be addressed through ongoing local improvement works which are the responsibility of the local authority. Management of the existing network and in particular access to the N4 and M50 which impact on the wider Lucan area are ongoing matters to be addressed by the Development Agency with the National Transport Authority and the National Roads Authority.

Recommendation

No further variations/modifications proposed

AMENDMENT REF. NO.23	
Section Ref.	2003 Scheme Page Ref.
2.4 (ii) Road Improvements	20-23

Issue Raised

1 no. submission requests that specific reference be made to improvement works carried out to the local road network in support of the SDZ by the developer including completion of the Adamstown Link Road, upgrade of the R120, construction of signal controlled access junctions into the SDZ and construction of R120 bridge over the Adamstown Link Road and railway line. [DraftAdamRev0026](#)

Response

The inclusion of reference to the completion of specified works is considered reasonable.

Recommendation

Insert additional text Section 2.4.5 as follows

2.4.5 Completion and taking in charge of the 2.2km Adamstown Link Road connecting to the Outer Ring Road, the realigned Hayden's Lane, the upgrading of the R120 adjacent to the SDZ, the construction of two new signal controlled access junctions into the SDZ and the construction of the new R120 bridge over the Adamstown Link Road and Railway line

AMENDMENT REF. NO.24	
Section Ref.	2003 Scheme Page Ref.
2.4 (iii) Suburban Rail	20-23

Issues Raised

- Removal of Sections 2.4.13, 2.4.14, 2.4.15, 2.4.16 removes all references to additional capacity on the rail line as the development expands. Will ensure that the area continues to develop a car-driven society. ([DraftAdamRev0024](#) [DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#))

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- Reduced population will, by economic necessity, receive fewer public services. Will be fewer buses and trains servicing Adamstown as a result. Viability of Iarnród Éireann's plans to increase train services to Adamstown are predicated solely on population size ([DraftAdamRev0022](#))
- Positive development is the addition of Adamstown Railway Station. It is not fully utilised however due to lack of rail services offered. Not enough trains stopping at Adamstown during peak times particularly in the evening time. More integrated public transport is required to move people away from cars and onto public transport. One of the original proposals was for a new interconnector tunnel from Heuston to Drogheda and Maynooth suburban lines by 2016. This would accommodate the commuting choices of a larger percentage of population. ([DraftAdamRev0177](#))

Response

Sections 2.4.10 to 2.4.16 of the current Planning Scheme refer to the past and future phases of the railway provision serving Adamstown. The railway station has been constructed since the approval of the 2003 Planning Scheme and in that regard, text has been amended to reflect this provision (omission of Section 2.4.10 and 2.4.11). The doubling of the railway line has also been carried out to date (omission of Section 2.4.12).

Concern was expressed in submissions regarding the level and timing of services provided at present for Adamstown. The National Transport Authority and Iarnród Éireann are jointly progressing with a National Rail Timetable Review project with a target date of mid 2014 for implementation of timetable changes arising from project recommendations. The overriding project objective is to review timetabling and stopping patterns across the network and to better align the rail service offer to meet passenger demand.

The basis of the study is an analysis of population and travel to work data from the 2011 census supplemented by a high level review of key drivers of passenger demand. This analysis is used to prioritise locations based on demand, identify commuter boundaries and to inform decisions regarding rail stopping patterns and service frequencies to better match the identified demand.

This assessment is further supplemented by analysis of annual rail passenger data (annual), to inform inter-peak needs, and of rail passenger census data to inform decisions surrounding peak travel needs. The following principles are being applied in the development of draft commuter timetables:

- Provide a level of service that reflects demand
- Ensure that services are evenly spread throughout the day avoiding irregular or extended gaps in service provision in order to maximise travel opportunities,
- Aim to achieve regular intervals between services to provide passengers with regular, memorable timetables
- Try to achieve clockface timetables where possible particularly at high priority stations where demand is highest'

Service levels have improved under Irish Rails 2013 Timetable with 22 inbound and 20 outbound services stopping at Adamstown Monday to Friday, 17 outbound services and 17 inbound services on a Saturday and 6 outbound and 6 inbound services stopping on a Sunday.

The provision of rail services within Adamstown to date reflects the size of the population in the area at present and the level of usage based on the latest available data i.e. Census 2011. In that regard, as the population increases and demand rises, the level of services provided will be amended to reflect this, as determined necessary by the National Transport Authority and Iarnród Éireann.

With regards to the omission of Sections 2.4.14 to 2.4.16, since the 2003 Planning Scheme has been approved, there have been changes made at national level in relation to investment in certain infrastructural projects. The Government published its capital programme in November 2011 titled "Infrastructure and Capital Investment 2012 - 2016: Medium Term Exchequer Framework". That programme set out the Government's capital investment priorities over the five years of the programme. Within this Framework, it was noted that "*larger public transport projects proposed for the GDA (such as Metro North and DART Underground which were to be advanced as PPP projects, but which require very significant Exchequer contributions) cannot proceed at this time. They are being postponed for consideration in advance of the next capital programme which will be drawn up in 2015 and will cover the period from 2016 onwards. These projects are being deferred, not cancelled: they remain key elements of the overall integrated transport strategy for the GDA and will be progressed when fiscal and market conditions improve.*" Due to the high cost of the schemes (approximately €2.6 billion for the DART underground excluding the electrification works on the Maynooth/Kildare/Northern Lines and other ancillary works and rolling stock), these projects are not proposed to be carried out within the time frame originally detailed in the Planning Scheme in 2003. Taking the above into consideration, Sections 2.4.14 to 2.4.16 were omitted.

The Draft Integrated Implementation Plan 2013-2018 published by the National Transport Authority is an infrastructure investment programme, identifying the key objectives and outputs to be pursued by the Authority over the period of the Plan. The key objectives of rail investment outlined in this programme include developing the Phoenix Park Tunnel Link to bring commuter train services directly from the Kildare line into Dublin City Centre. The development of this link will greatly benefit the Adamstown area and further connect the area to use the light rail networks in the city. It is also an objective of the National Transport Authority to protect or progress the DART underground (which includes the electrification of the railway line) in line with the

Governments decision on the next national capital plan. In this regard it is considered that Section 2.4 (iii) should be amended to detail the changes to the infrastructural projects serving the area.

Recommendation

Section 2.4 (iii) is to be amended as follows to reflect past and future railway provision in Adamstown.

2.4(iii) Suburban Rail

2.4.11 Future improvements include the electrification of the suburban railway line. To increase capacity this also necessitates running trains beyond Heuston Station. A future proposal is for a new interconnector tunnel (DART Underground) 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

2.4.12 The key elements for the development of Adamstown are the railway station and the completion of four tracking which have been completed to date. 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.

AMENDMENT REF. NO.25	
Section Ref.	2003 Scheme Page Ref.
2.4 (iv) Busway/QBC	20-23

Issues Raised

- Removal of the section in 2.4.17 relating to the widths of the reservation and the carriageway is further indication that the road widths are to be reduced. Will lead to traffic congestion and increased danger to all children in Adamstown. ([DraftAdamRev0024](#) [DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#) [DraftAdamRev0096](#) [DraftAdamRev0097](#) [DraftAdamRev0098](#) [DraftAdamRev0099](#) [DraftAdamRev0100](#) [DraftAdamRev0101](#) [DraftAdamRev0102](#) [DraftAdamRev0103](#) [DraftAdamRev0104](#) [DraftAdamRev0105](#) [DraftAdamRev0106](#) [DraftAdamRev0107](#) [DraftAdamRev0108](#) [DraftAdamRev0109](#) [DraftAdamRev0110](#) [DraftAdamRev0111](#) [DraftAdamRev0112](#) [DraftAdamRev0113](#) [DraftAdamRev0114](#) [DraftAdamRev0115](#) [DraftAdamRev0116](#) [DraftAdamRev0117](#) [DraftAdamRev0118](#))

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- Removal of 2.4.21 removes any commitment to capacity on the QBC's. The new wording of 2.4.18 and 2.4.19 is aspirational. The entire Adamstown SDZ could be completed without a single extra bus serving Adamstown. ([DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#) [DraftAdamRev0096](#) [DraftAdamRev0097](#) [DraftAdamRev0098](#) [DraftAdamRev0099](#) [DraftAdamRev0100](#) [DraftAdamRev0101](#) [DraftAdamRev0102](#) [DraftAdamRev0103](#) [DraftAdamRev0104](#) [DraftAdamRev0105](#) [DraftAdamRev0106](#) [DraftAdamRev0107](#) [DraftAdamRev0108](#) [DraftAdamRev0109](#) [DraftAdamRev0110](#) [DraftAdamRev0111](#) [DraftAdamRev0112](#) [DraftAdamRev0113](#) [DraftAdamRev0114](#) [DraftAdamRev0115](#) [DraftAdamRev0116](#) [DraftAdamRev0117](#) [DraftAdamRev0118](#) [DraftAdamRev0119](#) [DraftAdamRev0120](#) [DraftAdamRev0121](#) [DraftAdamRev0122](#) [DraftAdamRev0123](#) [DraftAdamRev0124](#) [DraftAdamRev0125](#) [DraftAdamRev0126](#) [DraftAdamRev0145](#) [DraftAdamRev0127](#) [DraftAdamRev0128](#) [DraftAdamRev0129](#) [DraftAdamRev0130](#) [DraftAdamRev0131](#) [DraftAdamRev0132](#) [DraftAdamRev0133](#) [DraftAdamRev0134](#) [DraftAdamRev0135](#) [DraftAdamRev0136](#) [DraftAdamRev0137](#) [DraftAdamRev0138](#) [DraftAdamRev0139](#) [DraftAdamRev0140](#) [DraftAdamRev0141](#) [DraftAdamRev0142](#) [DraftAdamRev0143](#) [DraftAdamRev0144](#) [DraftAdamRev0146](#) [DraftAdamRev0147](#) [DraftAdamRev0148](#) [DraftAdamRev0149](#) [DraftAdamRev0150](#) [DraftAdamRev0151](#) [DraftAdamRev0152](#) [DraftAdamRev0153](#) [DraftAdamRev0154](#) [DraftAdamRev0155](#) [DraftAdamRev0156](#) [DraftAdamRev0157](#) [DraftAdamRev0158](#) [DraftAdamRev0159](#) [DraftAdamRev0161](#) [DraftAdamRev0160](#) [DraftAdamRev0162](#) [DraftAdamRev0163](#) [DraftAdamRev0164](#) [DraftAdamRev0165](#) [DraftAdamRev0166](#) [DraftAdamRev0167](#) [DraftAdamRev0168](#) [DraftAdamRev0169](#) [DraftAdamRev0170](#) [DraftAdamRev0171](#) [DraftAdamRev0172](#) [DraftAdamRev0173](#) [DraftAdamRev0174](#) [DraftAdamRev0175](#) [DraftAdamRev0013](#) [DraftAdamRev0014](#) [DraftAdamRev0019](#) [DraftAdamRev0016](#) [DraftAdamRev0038](#))

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[DraftAdamRev0023](#) [DraftAdamRev0037](#))

- At present public transport system is not fit for purpose for provision of a comprehensive service that will encourage commuters to take their cars off the road. Introduction of a Quality Bus Service taking commuters directly from Adamstown onto the N4 via the Newcastle road and into the city centre is an essential component of any public transport service in the region. The removal of the 25X was to the detriment of south Lucan area and the 25B provides inadequate service as it takes too long to get to the N4. Additional services with direct access to the N4 are required. ([DraftAdamRev0177](#))
- NTA engaged with SDCC in assessing the likely impacts of a revised planning scheme on future travel patterns to and from Adamstown. As a result it was recommended that the following be considered: High Capacity Public transport movement along the Central Boulevard, including a potential BRT/LRT in the long-term ([DraftAdamRev0027](#))

Response

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 i.e. as detailed in Section 2.4 (iv) Busway/QBC.

These sections of the Planning Scheme are proposed to be omitted and replaced with updated text to reflect the introduction of national guidance for urban roads and streets. 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.

The required bus reservation widths as detailed in Section 2.4 (iv) Busway/QBC are addressed within the national guidance document of DMURS. Section 4.4.1 of DMURS applies to bus lanes and are also further detailed in PART B of the Adamstown Street Design Guide -Street Typologies. It should be noted that Section 3.4.3 of DMURS provides further guidance on the provision of bus facilities/services, which are reflected in the current scheme.

With regards to the provision of increased bus capacity for the Lucan area, serving Adamstown, the SDZ Planning Scheme represents an infrastructural led project that enables services to be provided in the area. South Dublin County Council as the Development Agency enables infrastructure to be provided to facilitate national service providers such as Dublin Bus and Irish Rail to operate in the area. This approach is considered reasonable.

Recommendation

No further variation/modification proposed

AMENDMENT REF. NO.26

Section Ref.	2003 Scheme Page Ref.
2.4 (v) Transport Interchange	20-23

Issues Raised

- NTA engaged with SDCC in assessing the likely impacts of a revised planning scheme on future travel patterns to and from Adamstown. As a result it was recommended that the following be considered: Maintain a policy of providing for Bus/Rail interchange at Adamstown Station which will serve the following trip patterns; Commuter Rail; QBC/BRT/LRT services extended from Lucan and Liffey Valley Bus services to Blanchardstown and Tallaght Cycling to rail and bus from Adamstown [DraftAdamRev0027](#)
- Recommend the Scheme includes a commitment to the development of a Park & Ride for local transport integration purposes only, reflected in the scale of the facility and by the level of cycle parking provided. [DraftAdamRev0027](#)

Response

It is considered reasonable to further support the role of Adamstown railway station as a transport interchange through the inclusion of additional text, Section 2.4.24 makes reference the policy to provide for a permanent park and ride facility to serve Adamstown. It is considered reasonable to clarify the commitment of the Planning Scheme to support these facilities and amend the text accordingly.

Recommendation

Section 2.4.23 and 2.4.24 to be amended as follows;

- 2.4.23 The railway station acts as an interchange between, rail, bus and car as well as walking and cycling modes of transportation. Provision 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 **and will provide for QBC/BRT/LRT and local bus services to Lucan and Liffey Valley**
- 2.4.24 The provision of a permanent Park and Ride facility **to serve Adamstown will continue to be a phasing requirement**

AMENDMENT REF. NO.27	
Section Ref.	2003 Scheme Page Ref.
2.4 (vi) Walking and Cycling	20-23

Issues Raised

- NTA engaged with SDCC in assessing the likely impacts of a revised planning scheme on future travel patterns to and from Adamstown. As a result it was recommended that the following be considered: Permeability throughout the planning scheme area for

walking and cycling Provision of walking and cycling linkages to the surrounding areas
 Provision for cycling to the Grand Canal Greenway ([DraftAdamRev0027](#))

- NTA engaged with SDCC in assessing the likely impacts of a revised planning scheme on future travel patterns to and from Adamstown. As a result it was recommended that the following be considered: The implementation of residential travel planning in Adamstown School Travel Planning ([DraftAdamRev0027](#))
- Recommend the plan should be integrated more closely to the GDA Cycle Network Plan by an objective to connect the residential areas of Adamstown directly into the Grand Canal and Griffeen Valley Greenways as well as via the Newcastle Road. ([DraftAdamRev0027](#))
- Recommend a new section dedicated to travel behaviour change programmes, such as Green Schools, Personalised Travel Planning, area-based residential travel planning and Workplace Travel Planning be included in the transport section. This could be linked back directly to the work undertaken in Adamstown in 2009 as referred to in Section 2.2.5 ([DraftAdamRev0027](#))

Response:

The comments submitted by the National Transport Authority ([DraftAdamRev0027](#)) are noted. With regards to the operation of residential travel planning and personalised travel planning programmes within Adamstown, South Dublin County Council is committed to facilitating, delivering and promoting smarter travel choices and programmes across the County including Adamstown. It is not considered necessary to include additional reference to such programmes.

Recommendation:

No further variation/modifications proposed

MATERIAL AMENDMENT NO 12		AMENDMENT REF. NO.33	
Section Ref.		2003 Scheme Page Ref.	
2.6 (i) Major Parks and Public Open Spaces		28-33	

Issues Raised

- The proposed amendments have revised Table 2.16 and 2.18 to detail and include a significant number of additional active recreational facilities to the parks and development areas. The current planning scheme requires two play areas in total to be constructed in Tandy's Lane and Airlie Park. Chartridge respectfully requests that the tables in the proposed amendments are amended to reflect a less prescriptive and restrictive requirement and provide greater flexibility in the delivery of play areas. ([DraftAdamRev0026](#))
- Note the additional requirement of another playing pitch in Tandy's Lane Park. Chartridge have previously reviewed this and concluded two full size playing pitches will not physically fit into Tandy's Lane Park. We request that this is reduced to one full size pitch as required under the current planning scheme. ([DraftAdamRev0026](#))

- Chartridge believes it may be possible to fund a basic specification open space within either Tandy's Lane or Airlie Park Phase 3(a) (occupation of 2200 dwellings) and a further basic specification open space in either of Tandy's Lane Park or Airlie Park in Phase 4(b) (occupation of 3400 dwellings). Requests that SDCC amend the planning scheme parks specification to reflect requirements that can be undertaken with the funding that may be available and the additional requirements proposed do not form part of the revised planning scheme. ([DraftAdamRev0026](#))
- Do not consider that an additional pitch can be accommodated in Tandys Lane Park and request that this requirement is not included. The costs of delivering this additional pitch are also a factor in this request. ([DraftAdamRev0036](#))
- It is requested that Amendment Ref. No.33 be modified to explicitly include a reference to provision of a cricket pitch in the first major park to be developed. ([DraftAdamRev0017](#))
- Table 2.16 shows minimum requirement for 2 full size playing pitches in Tandy's lane park and 2 full size playing pitches in Airlie Park. There is current demand within Adamstown and greater south Lucan area to utilise these facilities if they were available. Minimum requirement should be revised to 3 full size playing pitches in Tandy's Lane Park and 3 full size playing pitches in Airlie Park [DraftAdamRev0177](#)
- The inclusion in Subsection 2.6.4 of a commitment to retain and enhance existing trees and natural features in all parks and open spaces is welcomed. ([DraftAdamRev0025](#))

Response

The allocation of public open space in the current Scheme is divided into two categories-approximately 10% of the total SDZ area is provided in the form of four major parks, with the remaining 4% public open space provided as smaller local public areas within each of the eleven development areas.

The draft amendments introduce the flexibility within the Scheme to commence either Tandy's Lane Park or Airlie Park in Phase 3 (1,601-2,200 dwellings), depending on where development is focussed on in the short - medium term with the provision to complete the park by Phase 4 (2,201-2,800). No further major parks provision would be required until the commencement of the Central Boulevard Urban Park in Phase 7. The provision of major parks and open spaces is considered to be an essential component of the Planning Scheme. The delivery sequence provided for in the Draft Amendments Report is considered to be reasonable and achievable.

With regards to the increase in the number of pitches to be provided for within Tandys Lane and Airlie Park, it is considered that to facilitate multi-purpose use of the Park provision should maintain 1x full sized playing pitch as currently set out in the Planning Scheme. It is desirable that facilities within the wider Lucan Area including Adamstown should be available to all of the community.

The parameters for public open space provisions as set out by the Draft Amendments Report for the SDZ are in accordance with the provisions of the County Development Plan regarding public open space provision. These parameters are set out in Section 1.3.31 to 1.3.38 and further detailed in Appendix 6 of the County Development Plan 2010-2016.

The amount of public open space to be provided and the timing of the delivery of such space correlate with the future population demand at that time and provides for a wide variety of shared uses for all of the community. There is no specific reference in the Planning Scheme, the Draft Amendments or the County Development Plan as to what sporting activity should be provided on the playing pitches identified within major parks. Each sporting activity has a different requirement

in terms of playing pitch size, alignment and associated equipment and therefore it is not considered reasonable to prescribe playing pitches to be designated to certain sports as there are a number of external factors such as management of pitches, local demand etc that can not be determined prematurely.

Concern was also expressed with regards to the prescriptive nature of Table 2.16 with regards to the provision of facilities within the major parks. It is recognised that the provisions as set out in Table 2.16 are guidelines rather than specific requirements and will be amended as detailed below, in accordance with the requirements of the County Development Plan.

Recommendation

Table 2.16 to be amended to provide for 1 full sized playing pitch in Tandy's Lane Park. The title of Table 2.16 is to be amended as detailed below

	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	1 full size playing pitches, 2 x district level LEAP/NEAP play facilities at opposite ends, landscaping & footpaths	Major Park

Table 2.16 Guidelines for the provision of Public Open Space by development and amenity area

MATERIAL AMENDMENT NO 14		AMENDMENT REF. NO.36	
Section Ref.	2003 Scheme Page Ref.		
2.6 (IV) Childcare Facilities	28-33		

Issues Raised

- Currently approximately 10% of the originally envisioned Adamstown development completed. As well as the facility currently in Adamstown however, there is also another one Busy Kids on the Newcastle road. Idea that 65 spaces for 10% of the development are sufficient (therefore 600 spaces being enough for the entire development) is inherently flawed as a result. ([DraftAdamRev0020](#))
- Majority of existing and potential house purchasers Adamstown are young couples, either having just started a family or considering it, leading to a higher demand for childcare places. Section 2.6.15 from the original Adamstown SDZ to provide 1,449 childcare places must be maintained ([DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#))

[DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#)
[DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#)
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[DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#)
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[DraftAdamRev0173](#) [DraftAdamRev0174](#) [DraftAdamRev0175](#) [DraftAdamRev0013](#)
[DraftAdamRev0014](#) [DraftAdamRev0019](#) [DraftAdamRev0016](#) [DraftAdamRev0038](#)
[DraftAdamRev0015](#) [DraftAdamRev0176](#) [DraftAdamRev0030](#) [DraftAdamRev0018](#)
[DraftAdamRev0023](#) [DraftAdamRev0037](#))

- I would recommend that the proposed amendment relating to childcare place should be modified to clarify that the requirement relates to a minimum of 565 no. centre-based childcare places; with a further reference to be included in the planning scheme to state that It will be an objective of the Planning Scheme to facilitate provision of adequate early years and childcare facilities, both home-based and centre-based, including to ensure at all times adequate places in Adamstown to meet demand for the free pre-school year in Early Childhood Care and Education. ([DraftAdamRev0017](#))
- The overall reduction in number of childcare units proposed is cited as being in line with the latest thinking. Why not ensure that there are sufficient purpose-built units available which could be rented as childcare facilities to entrepreneurs or used for community purposes. I suggest retaining the original target number of places as specified in the original plan, but make some of these buildings optional community or enterprise buildings should the childcare demand not be met. ([DraftAdamRev0035](#))

Response

Ministerial Guidelines on Childcare Facilities place emphasis on the fact that access to good quality childcare benefits children, parents, employers and communities in general. South Dublin County Council recognises that quality childcare in a variety of locations is an integral component of a sustainable mixed-use area.

One facility has been completed in the Adamstown Castle area to date, with capacity for 100 childcare spaces. The manager of the crèche has advised us that the current occupancy rate is 51% and there is no waiting list.

Permission has been granted for 3 no. additional facilities in the Airlie Stud area (Reg. Ref. SDZ08A/0005); the Adamstown Station Area (Reg. Ref. SDZ08A/0002) and the St. Helen's area (Reg. Ref. SDZ07A/0010 conversion of Airlie House to a Crèche) but no works have commenced on these facilities. South Dublin Childcare Committee has indicated that there is spare capacity in the existing Adamstown facility and in the wider Lucan area with highest demand for the government funded Early Childhood Care and Education Scheme.

South Dublin County Council consulted the South Dublin County Childcare Committee in June 2013. The Childcare Committee indicated that it is difficult to plan for pre-school places in the long-term as the nature of demand is likely to evolve over time based on population profile, market conditions, government policy and the level of state intervention. The importance of making provision for a range of childcare types in developing areas was highlighted, as it is felt that the market does not make suitable provision unless facilities are planned for in much the same way as schools.

The Planning Scheme seeks to support the sustainable development of accessible and good quality childcare infrastructure in Adamstown. There are concerns in relation to the sustainability of the pro-rata approach set out in the 2001, Guidelines on Childcare Facilities for Planning Authorities. The rates appear high based on experience in South Dublin County. They do not appear to take account of increases in demand for more flexible part-time and sessional care or increases in the number of childminders or community run facilities, all of which can be accommodated and supported in a variety of ways. Based on discussions with the South Dublin Childcare Committee an area based approach was considered most appropriate for Adamstown. This would involve a two tier approach as follows: (1) requiring the developers to provide a minimum number of purpose built childcare facilities in or adjacent to Local and District Centres that are within a 5 minute walk band of all dwellings, close to schools and other community nodes and close to employees; and (2) to facilitate the market in catering for any additional demand that may arise over time by supporting proposals for childcare facilities outside of the district and local centres e.g. in flexible use buildings, community buildings such as community centres and schools and in homes subject to appropriate safeguards. The 'Planning and Childcare Facility Study' carried out in 2008 by South Dublin County Council showed a high level of demand for and support of private childcare facilities within residential areas in the wider Lucan area. This is evidenced by the number of planning permissions applied for and granted in the area. It is expected that this trend will continue within the Lucan and Adamstown area in the future and South Dublin County Council will continue to respond to local demand.

It is considered that the approach taken in respect of childcare provision which provides for a minimum no. of childcare places to be provided (title of Table 2.17 Childcare Infrastructure-Minimum Capacity) and allows for the provision of childcare places on an as needs basis within the non-residential floorspace provision of the scheme an most particularly in flexible use buildings and community buildings which allows demand to be met on the site is both a reasonable and flexible approach. Additional wording to reflect the broad spectrum of childcare provision required to be added to text.

Recommendation

Additional text to be added to Section 2.6.

2.6.12 The Planning Scheme seeks to facilitate the sustainable development of good quality and accessible early childhood care (early years and general childcare both home based and centre

based) 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 Infrastructure –Minimum Capacity

Development Area	Childcare Place (no.)*
Adamstown Castle	100 (existing)
Adamstown Station	200
Tobermaclugg Village	100
Tandys Lane Village	100
St Helens Airlie House	100
TOTAL	600

*refers to full day care spaces

MATERIAL AMENDMENT NO 15 REF. NO.37	
Section Ref.	2003 Scheme Page Ref.
2.6 (v) New Section Children's Play Facilities	

Issues Raised

- The proposed amendments have revised Table 2.16 and 2.18 to detail and include a significant number of additional active recreational facilities to the parks and development areas. The current planning scheme requires two play areas in total to be constructed in Tandy's Lane and Airlie Park. Chartridge respectfully requests that the tables in the proposed amendments are amended to reflect a less prescriptive and restrictive requirement and provide greater flexibility in the delivery of play areas. ([DraftAdamRev0026](#))
- Circa 13 no. play areas are required, Chartridge sees the benefit of additional play areas to the community and recognises the current wishes of the community for additional play areas, we calculate the additional play facilities being proposed will cost circa €5 million and as previously advised these will need to be funded by SDCC through Section 48 Development Levies and that this should be noted in the proposed amendments. ([DraftAdamRev0026](#))

- Request that clause 2.6.16 is amended to read Public realm design shall consider opportunities and where possible incorporate informal play through innovative design solutions on streets and in open spaces ([DraftAdamRev0026](#))
- Section 2.6.16 - Consider the term 'innovative' to be subjective and also that the provision of play areas on-street is not practical in terms of safety and taking in charge requirements. Each area is subject to a planning application for the development of housing will have to cater for play areas for children- not on street. Request that this proposal be omitted. ([DraftAdamRev0036](#))
- Table 2.18: The proposed quantum of children's play facilities across the SDZ has been significantly increased and we question the need for this but also the long term management and maintenance along with the cost of provision, taking in charge and insurance must be considered. Request the provision the requirement of having to provide for YCAP for every 50 dwellings be omitted from any amended scheme. Note two NEAPs are to be located in Tandys Lane and Airlie Park and we question the need them, in light of the cost and that a NEAP is a minimum of 1,000m² and requires delivery of play equipment and hard surface areas for ball games. Consider this excessive and request the proposals set out in Table 2.18 are either submitted or significantly reduced. ([DraftAdamRev0036](#))
- Concerns about the much more prescriptive and financially onerous specification of these parks with particular respect to play facilities as set out under Table 2.12 and Table 2.18 of the Proposed Amendments. The scale and multitude of these facilities is excessive and represents a considerable additional cost burden in the order of €5m. Any such additional specification should be offset by utilising S48 Development Contributions to part fund the delivery of these parks and playgrounds ([DraftAdamRev0034](#))

Response

The requirements of the new section addressing child play facilities arise specifically from the provisions of the 2006 guidelines 'Planning Guidance on Children's Provision of Play Facilities in New Developments'. These guidelines were incorporated into the 2010-2016 Development Plan through the inclusion of the guidance as Appendix No. 6 to the Written Statement. The provisions of these guidelines are supported in section 1.3.37 of the Written Statement which refers specifically to these guidelines and to South Dublin County Council's own document 'Developing Play in South Dublin County 2006-2009, dated 2006'. The Children's Play facilities set out in the Scheme take cognisance of provision already made by the developer's in Adamstown and the quality of this provision. Therefore the requirements of this amendment is not as prescriptive as that set out in the County Development Plan or the 2006 guidelines as set out in the County Development Plan. It is recognised however that the provisions as set out in Table 2.16 are guidelines rather than specific requirements and will be amended as detailed in the recommendation for Amendment No 33 (Material Amendment No 12), in accordance with the requirements of the County Development Plan.

In addition, South Dublin County Council does not accept that the landowners submission in relation to the costs of play facilities. The table below reflects costs incurred by South Dublin County Council in providing play facilities which meet the requirements of the County Development Plan LEAP (Local Equipped Area for Play). NEAP (Neighbourhood Area Equipped for Play). It is the opinion of the Manager that the facilities required by this proposed amendment to the scheme are reasonable and can be provided more cost efficiently than is estimated by the Developer's. No amendments to the Scheme are considered necessary.

	SDCC Cost	Chartridge	Proposed Amendments Requirement
LEAP (per unit)	€65,000	€5m total (leap and neap)	8 no. units 8 x €65,000= €520,000
NEAP (per unit)	€120,000 (neighbourhood level NEAPs) (District level NEAPs between €120-400k per unit)	€5m total (leap and neap)	3 no. units 3 x €120,000= €360,000 Average for District Level NEAP: 3x €260,000=€780,000
All Weather Pitches (including floodlighting, cameras, pathway, tarmacing, 10 year warranty on fencing)	€420,000 (for 4 x 5-a-side pitches) Each pitch is 36m x24m (864sq.m.)	Min.€500,000	Min. 2000sq.m. Equates to 2 x 5 a-side pitches Total Cost: c. €210,000
Regional Playground (e.g in Tymon Park)	€400,000 (could cost €800k if funding was available)		
TOTAL COST		€5.5m	€1.51m (cost does not include the laying out of playing pitches etc)

*SDCC costs are estimates and are sourced from SDCC experience in providing facilities.

Recommendation

Table 2.16 to be amended as detailed in Amendment No 33 (Material Amendment No 12)

MATERIAL AMENDMENT NO 16		AMENDMENT REF. NO.38
Section Ref.	2003 Scheme Page Ref.	
2.6 (v) Community Buildings	28-33	

Issues Raised

- Request provision of 2 no. 600m2 community centres ([DraftAdamRev0006](#))
- Welcome the reduction in the number of unsustainable, small community centres and the proposal to have one or two active and viable centres. Chartridge believes these will better serve the Adamstown community. Chartridge fundamentally disagrees with clause 2.6.18. This is at odds with common practice in towns and villages throughout Ireland where the use of school and church sports halls for mixed community and school uses provide sustainable building use particularly considering the times of use generally do not clash. The proposal is not as sustainable because mixed-use buildings result in better value and lower environmental impacts. It is not reasonable to eliminate a suitable building with mixed use from the floor space requirements of the Planning Scheme. Requests that the wording in relation to the community facilities is clarified to accommodate the community centre/school sports currently being proposed by Chartridge so that it would fulfil the planning scheme requirements in relation to community centres. ([DraftAdamRev0026](#))
- It should be noted that Section 48 Development Levies paid to date in Adamstown SDZ for community facilities amount to approximately €3.26 million and these levies have not

been available to fund the Adamstown community facilities. At the current Section 48 Development levy rate of 18.51/sqm for community facilities it is expected that these will yield approximately 17,238,028 in Adamstown (see Appendix 2). Chartridge respectfully requests that Section 48 levies are used to fund the Adamstown community facilities, as occurs in the wider county, and that this is noted in the proposed amendments to the planning scheme. request that Section 48 levies are used to fund the Community Civic centre/Sports Hall as envisaged in the South Dublin County Council Development Contribution Scheme 2010- 2017 and that this is also noted in the proposed amendments to the planning scheme ([DraftAdamRev0026](#))

- Removal of Section 2.6.17 (min. requirement for 8 centres) from Scheme will have a negative effect on the development of Adamstown as an integrated town and will lead to social problems in later years. New proposals in 2.6.17 (1-2 large centres) will not meet the entire needs of Adamstown. Wording of 2.6.20 is extremely vague-proper development of Civic building (as an Arts Centre) is required. ([DraftAdamRev0032](#)

[DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#)
[DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#)
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[DraftAdamRev0018](#) [DraftAdamRev0023](#) [DraftAdamRev0037](#))

- We do not agree with the assertion in 2.6.18 relating to the sports hall not being considered to meet the community floorspace requirements of the Planning Scheme.

Consider that the option of sharing buildings for common community use should be considered in Adamstown. Across many communities, facilities are shared between various uses. This provides for a multiplicity of uses both 'community' and sports uses serving a wide range of groups. Request the removal of this section such that in the long term sharing of community facilities can be considered or revise the section such that a variety of community uses can be catered for in shared buildings in Adamstown. ([DraftAdamRev0036](#))

- There is a need for absolute clarity in the Managers Report on the current status of the proposed school sports hall to be provided as part of the same planning permission for Adamstown Community College; and whether this proposed school sports hall is part of; or separate to the community centre space requirements proposed in the draft revised planning scheme. ([DraftAdamRev0017](#) [DraftAdamRev0031](#))
- Adamstown is currently lacking community facilities and community centre. Recommend the item be changed to state 1500sq.m. community centre floorspace (up to 2 centres) in total ([DraftAdamRev0177](#))
- Section 2.16.17 states the requirements for 1-2 community centres in Adamstown; an increase in size to meet demands to one facility of 1500sq.m. is proposed. Alternatively two separate facilities of 750sq.m. should be provided. Current proposal is too small. Increase in size would lead to additional sports hall ([DraftAdamRev0177](#))
- In the case of two separate facilities stated as having a required minimum internal floor area of 600sq.m. each, the accommodation of a large sports hall of 33m x 18m (i.e. 594sq.m.) in each would effectively make up the fully stated minimum internal floor area without accommodating the 2 x multi purpose meeting rooms, kitchenette, toilet facilities and circulation space as also stated as being required in each case. Request that the inconsistency in the wording with respect to the specification of community centres and particularly the size of the sports hall element as applied in the case of two such centres being delivered is addressed. ([DraftAdamRev0034](#))
- Wording of Section 2.6.18 needs to be amended to recognise the potential for dual school and community use of community centre facilities, particularly where purpose planned and designed to facilitate such synergies and efficiencies of use, management and maintenance. ([DraftAdamRev0034](#))

Response

Concerns have been expressed in the submissions in relation to the proposed size and number of the community centres to be provided for within the SDZ area. 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 with a maximum total floor area of 1,500sq.m for up to 10,000 dwelling units.

Based on experience in operating community centres across the county, it is now SDCC policy to achieve a network of larger district level centres throughout the County. It is considered that the Planning Scheme requirement for pro-rata provision of approximately 150sq.m. per 1000 dwelling units remains appropriate. The draft amendments to the Planning Scheme result in the provision of up to 8145 dwelling units.

Having regard to the pro-rata provision of community space per 1000 dwelling units and the reduced population size proposed in the draft amendments, the provision of a community centre(s) with minimum internal floor area of 1200sq.m. remains reasonable. This (internal) floor area delineates a minimum requirement for the community centre provision; larger scale facility/facilities can be provided for with the SDZ area.

In a landowner's submission, it is noted that the specified size of the sports hall i.e. 33m by 18m equates to 594sq.m. and in that regard effectively compromises the entire minimum required floor space for the community centre. It does not include the provision of the 4 no. multi-purposes meeting rooms (2 no. rooms in the case of each smaller centre), a kitchenette and toilet facilities. The submission requests that the size of the sports hall required in the two separate community facilities should be revised to ensure that the overall total area of each centre is no more than 600sq.m.

With regards to the delivery of the community centres in Adamstown, the Planning Authority (as Development Agency) acknowledges that the slow down in development, resulting in fewer units being delivered and therefore fewer facilities being provided, has consequently resulted in the Development Agency having to prioritise the delivery of services and facilities. The delivery of a community centre together with a community sports hall has emerged in the submissions as a priority for the Adamstown residents. It is proposed to alter amendments in relation to the community centre to provide for 1 no. 1,200sq.m. facility by the end of phase 2 (1,600 units) which will incorporate a community sports hall, meeting rooms, kitchenette and toilet facilities- This facility will meet the requirements of the Planning Scheme in terms of community centre and community sports hall provisions with no provision required by the Planning Scheme in respect of schools in Adamstown. The sports hall floor area is off-set against 4 no. 150sq.m. community centre requirement of the 2003 Planning Scheme. This change has the impact of bringing forward the community centre provision by 4,200-7,400. The Development Agency acknowledges that that there may be issues which may affect the delivery of this requirement and is including an option for the provision in phase 2 of a 600sq m community facility with the additional requirement of a separate school sports hall also in phase 2 and an additional 600m sq community centre provision in phase 9.

Recommendation

Alteration to Section 2.6.17 and 2.6.18 of the Draft Amendments as detailed below.

The following amended text should be inserted:

2.6.17 1 x community centre shall be provided in Adamstown. The single facility with a minimum internal floor area of 1200sq.metres that incorporates a large sports hall (33m by 18m), 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities) alternatively the provision of 1 no. 600m sq community centre (4 multi-purpose meeting rooms, toilet facilities and kitchenette) together with an additional school sports hall in phase 2 and additional 600sq m community facility (4 multi-purpose meeting rooms, kitchenette and toilet facilities) to be provided on phase 9.

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, sports activities, social support, public information and other purposes and where community use is the primary use.

MATERIAL AMENDMENT NO 17		AMENDMENT REF. NO.39	
Section Ref.		2003 Scheme Page Ref.	
2.6 (vi) Shopping and Retail Services			

Issues Raised

- Reduction in total retail floor space will result in failure to develop as sustainable town and create necessary revenue/employment for area. ([DraftAdamRev0024](#) [DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#) [DraftAdamRev0096](#) [DraftAdamRev0097](#) [DraftAdamRev0098](#) [DraftAdamRev0099](#) [DraftAdamRev0100](#) [DraftAdamRev0101](#) [DraftAdamRev0102](#) [DraftAdamRev0103](#) [DraftAdamRev0104](#) [DraftAdamRev0105](#) [DraftAdamRev0106](#) [DraftAdamRev0107](#) [DraftAdamRev0108](#) [DraftAdamRev0109](#) [DraftAdamRev0110](#) [DraftAdamRev0111](#) [DraftAdamRev0112](#) [DraftAdamRev0113](#) [DraftAdamRev0114](#) [DraftAdamRev0115](#) [DraftAdamRev0116](#) [DraftAdamRev0117](#) [DraftAdamRev0118](#) [DraftAdamRev0119](#) [DraftAdamRev0120](#) [DraftAdamRev0121](#) [DraftAdamRev0122](#) [DraftAdamRev0123](#) [DraftAdamRev0124](#) [DraftAdamRev0125](#) [DraftAdamRev0126](#) [DraftAdamRev0145](#) [DraftAdamRev0127](#) [DraftAdamRev0128](#) [DraftAdamRev0129](#) [DraftAdamRev0130](#) [DraftAdamRev0131](#) [DraftAdamRev0132](#) [DraftAdamRev0133](#) [DraftAdamRev0134](#) [DraftAdamRev0135](#) [DraftAdamRev0136](#) [DraftAdamRev0137](#) [DraftAdamRev0138](#) [DraftAdamRev0139](#) [DraftAdamRev0140](#) [DraftAdamRev0141](#) [DraftAdamRev0142](#) [DraftAdamRev0143](#) [DraftAdamRev0144](#) [DraftAdamRev0146](#) [DraftAdamRev0147](#) [DraftAdamRev0148](#) [DraftAdamRev0149](#) [DraftAdamRev0150](#) [DraftAdamRev0151](#) [DraftAdamRev0152](#) [DraftAdamRev0153](#) [DraftAdamRev0154](#) [DraftAdamRev0155](#) [DraftAdamRev0156](#) [DraftAdamRev0157](#) [DraftAdamRev0158](#) [DraftAdamRev0159](#) [DraftAdamRev0161](#) [DraftAdamRev0160](#) [DraftAdamRev0162](#) [DraftAdamRev0163](#) [DraftAdamRev0164](#) [DraftAdamRev0165](#) [DraftAdamRev0166](#) [DraftAdamRev0167](#) [DraftAdamRev0168](#) [DraftAdamRev0169](#) [DraftAdamRev0170](#) [DraftAdamRev0171](#) [DraftAdamRev0172](#) [DraftAdamRev0173](#) [DraftAdamRev0174](#) [DraftAdamRev0175](#) [DraftAdamRev0013](#) [DraftAdamRev0014](#) [DraftAdamRev0019](#) [DraftAdamRev0016](#) [DraftAdamRev0038](#) [DraftAdamRev0015](#) [DraftAdamRev0176](#) [DraftAdamRev0030](#) [DraftAdamRev0018](#) [DraftAdamRev0023](#) [DraftAdamRev0037](#))
- The first bullet point of Section 2.2.19 of the Proposed Amendments needs to be corrected to make reference to 15,859 sq.m., rather than 19,640 sq.m to accord with Table 2.6 as amended ([DraftAdamRev0034](#))

Response

The total reduction in retail floorspace proposed in the draft amendments report reflects the overall 20% reduction in development across the plan lands. The amount of retail development has been adjusted to reflect the pro rata provision of the current Scheme which is considered a reasonable and justifiable approach. The draft amendments provide for a minimum retail floorspace to be provided in each of the two local centres at Tobermaclugg Village and Tandy's Lane Village and in Adamstown District Centre. This minimum requirement provides for a sustainable retail provision within the Local and District Centres whilst allowing for local convenience retail provision across the site. No further amendment proposed.

A typographical error was noted in a submission in relation to the amount of floor space for retail and retail services noted in Section 2.2.19. It is considered acceptable to amend this accordingly.

Recommendation

Bullet No. 2 of Section 2.2.19 to be amended to read as follows:

15,859 sq metres retail and retail services

MATERIAL AMENDMENT NO 18		AMENDMENT REF. NO.40	
Section Ref.		2003 Scheme Page Ref.	
2.6 (vii) Health/Emergency/Religious		28-33	

Issues Raised

- Long term commitment to build a fire station at Adamstown must be maintained in the Adamstown SDZ. Wording in 2.6.39 is attempted to revisit the site in future for more housing. ([DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#) [DraftAdamRev0096](#) [DraftAdamRev0097](#) [DraftAdamRev0098](#) [DraftAdamRev0099](#) [DraftAdamRev0100](#) [DraftAdamRev0101](#) [DraftAdamRev0102](#) [DraftAdamRev0103](#) [DraftAdamRev0104](#) [DraftAdamRev0105](#) [DraftAdamRev0106](#) [DraftAdamRev0107](#) [DraftAdamRev0108](#) [DraftAdamRev0109](#) [DraftAdamRev0110](#) [DraftAdamRev0111](#) [DraftAdamRev0112](#) [DraftAdamRev0113](#) [DraftAdamRev0114](#) [DraftAdamRev0115](#) [DraftAdamRev0116](#) [DraftAdamRev0117](#) [DraftAdamRev0118](#) [DraftAdamRev0119](#) [DraftAdamRev0120](#) [DraftAdamRev0121](#) [DraftAdamRev0122](#) [DraftAdamRev0123](#) [DraftAdamRev0124](#) [DraftAdamRev0125](#) [DraftAdamRev0126](#) [DraftAdamRev0145](#) [DraftAdamRev0127](#) [DraftAdamRev0128](#) [DraftAdamRev0129](#) [DraftAdamRev0130](#) [DraftAdamRev0131](#) [DraftAdamRev0132](#) [DraftAdamRev0133](#) [DraftAdamRev0134](#) [DraftAdamRev0135](#) [DraftAdamRev0136](#)

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[DraftAdamRev0019](#) [DraftAdamRev0016](#) [DraftAdamRev0038](#) [DraftAdamRev0015](#)
[DraftAdamRev0176](#) [DraftAdamRev0030](#) [DraftAdamRev0018](#) [DraftAdamRev0023](#)
[DraftAdamRev0037](#)

- Will be fewer healthcare facilities as a result of reduced population. The level of healthcare provided by the Health Service Executive to any clinic in Adamstown will be determined by the population size. Smaller population size will mean Adamstown will receive a narrower range of healthcare services. ([DraftAdamRev0022](#))
- Concerns re: proximity to existing houses with possible noise from alarms and drills, and flashing lights particularly at night. Acknowledging the immediate need of a Fire Service for the Lucan/Clondalkin area, more suitable site could be found closer to the railway line, business or industrial area [DraftAdamRev0021](#)

Response

Section 2.6.39 of the approved Planning Scheme states the following:

“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.”

This text was not amended in the Draft Amendments 2013 and remains the same as approved in the 2003 Planning Scheme.

The decision to provide a Fire Station within the Plan lands has yet to be determined by Dublin Fire Brigade. However the location of the proposed fire station, as delineated in Figure 2.4 of the Draft Amendments remains unchanged from the current Scheme and is considered an appropriate location.

Recommendation:

No further variation/ modifications recommended

Amendment No 42 Road Layouts (Mapping Changes)

AMENDMENT REF. NO.42**Issues Raised**

- Request that the Planning Scheme should be amended to include a requirement for an element of housing with direct frontage and an associated small number of vehicular access points onto Tubber Lane. It is submitted that there is considerable merit in allowing for a number of dwellings to directly front onto Tubber Lane. The provision of such housing would help provide an active streetscape, passive surveillance and other urban design benefits to Tubber Lane. This approach would be more appropriate than having rear gardens and side elevations onto Tubber Lane, as the indicative diagrammatic layout in Figure 2.4 provides for. In order to deliver housing units directly fronting onto Tubber Lane a small number of vehicular access points would also be required. ([DraftAdamRev0028](#))
- Seeking clarification on whether the main east-west distributor street which runs through the Tubber Lane lands and which extends as far west as the Newcastle Road will include on-street and off-street car parking. The inclusion of on-street and off-street car parking, with the associated requirement for vehicular access, along this street is necessary to ensure that the courtyard type housing provided for along this street on the Tubber Lane lands can be successfully delivered. The inclusion of car parking along this street is also considered to be consistent with the requirements of the Design Manual for Urban Roads and Streets [DraftAdamRev0028](#)

Response

With regards to the parking provision on the main east-west distributor street, on-street and off-street car parking will generally be encouraged at this location in accordance with the requirements of the Design Manual for Urban Roads and Streets (DMURS).

In relation to the amendment of the Planning Scheme to facilitate development with direct frontage onto Tubber Lane, no amendments were proposed to the current Scheme at that location. There are detailed design and traffic safety concerns, in particular given the location of Tubber Lane outside of the SDZ boundary, with regards to the proposal and therefore it is not considered acceptable to amend the Planning Scheme to facilitate this proposal

Recommendation

No further variation/modification proposed

Amendment No 43
Flexible Use Buildings (Mapping Changes)

Issues Raised

- Do not consider the inclusion of Flexible Use Buildings in Airlie Stud is appropriate given the location of the Local Centre in Tandys Lane Village across the road. Request the omission of the statement in relation to the "distribution of flexible use building within local centres was shifted northward to the main east-west route through the north of the site." If traffic calming measures are required along this route this be done through design as apposed to the uses of buildings in the area. ([DraftAdamRev0036](#))

Response

In relation to the inclusion of Flexible Use Buildings in Airlie Stud, flexible use buildings across the Planning Scheme have been delineated at preferential locations throughout the SDZ lands in order to accommodate non-residential development. Flexible use buildings, identified as perimeter buildings, facilitate the non-residential floor space requirement for a Development Area. It is noted however if the non-residential floor space requirement has been accommodated within a Development Area at other locations identified, the flexible use perimeter building (in this instance located to the north of the Tandys Lane Village Local Centre) can be utilised to accommodate residential development.

Traffic calming measures provided by design measures are not consistent with the approach outlined in the national guidance document, Design Manual for Urban Roads and Streets (2013) and therefore would not be desirable at this location as detailed in the submission.

Recommendation:

No further variation/modification proposed

Amendment No. 44
Open Space (Mapping Changes)

Issues Raised

- Amendment No. 44 (bullet No. 2) A number of minor amendments where made to the distribution of open space within the SDZ Planning Scheme as follows: The existing park within the Westbury Estates has been extended into the SDZ area. Submissions object to any proposal to create pedestrian access between Westbury and SDZ lands. All access should be through existing Adamstown Entrances, this will avoid any anti social behaviour due to people crossing through Westbury from the Paddocks. ([DraftAdamRev0002](#) [DraftAdamRev0004](#) [DraftAdamRev0008](#) [DraftAdamRev0010](#))
- Would request that the revised mapping be modified to reinstate the linear pocket park originally proposed for the centre of the Adamstown Square development area, by requiring that a linear pocket park be provided opposite the existing houses at

Adamstown Park, along the other side of the North-South road leading to The Paddocks. ([DraftAdamRev0017](#))

- The existing park within the Westbury Estate is to be extended into the SDZ area", is of serious concern to the residents of said estate as no consideration is given to the proposed boundary treatment between Westbury Estate and the SDZ. In the event of the proposed extended park leading to anti-social behaviour and resulting distress to existing residents, the proposal should be reviewed and consider the site for low-rise building as previously planned. ([DraftAdamRev0021](#))
- Site as yet undeveloped opposite Stratton Walk Developments (Undeveloped site as a result of SDZ04A/1 Block K removed from this development by condition of permission). Would strongly favour leaving this site as a landscaped area with no housing development. ([DraftAdamRev0037](#))

Response

It is not currently proposed to remove or alter the boundary between the open space serving Westbury Estate and the lands within the SDZ boundary; details regarding the shared boundary at this location would be considered during the planning application process. Taking into consideration the concerns expressed by a number of residents in the submissions received, it is considered that the most effective means of securing the boundary is that this area of land within the SDZ should be developed as a small-scale 1-2 storey housing development i.e. as private property and should therefore revert to the land use as delineated in the current Scheme i.e. reduced height residential buildings. If developed as an isolated and unsupervised public open space, it would be of limited public amenity and would be difficult to ensure that the boundary with Westbury is maintained.

With regards to the site (known as Block K) and its retention as a landscaped area in lieu of future development, no changes have been made in the Draft Amendments to alter the proposed land use at this location. The proposed land use at this location remains unchanged from the current Planning Scheme. Future development at this location would serve to enhance the urban design and built form along Adamstown Avenue and would respect the architectural language in the area. No further amendment is recommended.

Recommendation

Amend the Planning Scheme maps to maintain as per existing Planning Scheme i.e. no change to the provision of the Restricted Height Buildings in Somerton Development Area on the lands adjoining Westbury Estate to the north.

AMENDMENT REF. NO.46	
Section Ref.	2003 Scheme Page Ref.
3	36

Issue Raised

- Please note that the table referred to under Amenity Area A, Amenity Area B, Amenity Area C and Amenity Area D is referred to as Table 2.6 rather than 2.16 ([DraftAdamRev0026](#) [DraftAdamRev0006](#))

Response

The typographical error in relation to Section 3 (Development and Amenity Areas), where the minimum requirements for Amenity Areas has been indicated as Table 2.6 instead of Table 2.16, has been noted; this will be amended accordingly

Recommendation

The following amended text to be inserted in Section 3 under Amenity Area A, B, C and D:

Minimum Requirements: See Table 2.16

MATERIAL AMENDMENT NO. 19 AMENDMENT REF. NO. 47	
Section Ref.	2003 Scheme Page Ref.
4.2 Sequence (Phasing and Implementation)	87

Issues Raised

A broad range of issues were raised in relation to section 4.2 Phasing and Implementation Sequence.

Residents and Public Representatives (Amendment No. 47)

Submissions from residents and public representatives raised a wide range of concerns in respect of proposed changes to the timing and sequence of delivery of community infrastructure. These submissions disagreed with the proposed movement of the Swimming Pool to Phase 7 and requested it be moved forward to Phase 3 as per the original plan. The proposal to reduce the number of units per phase to 600 was welcomed by public representatives. One submission noted that the amendments appear to remove specific references in favour of generalisations whereas it was felt the phasing needs to be even more specific. It was requested that the transport phasing requirements be strengthened to bring forward the opening of certain roads and placing a limit on the quantum of development before the opening of direct rail link to the city centre/docklands.

- A lot of facilities not delivered as promised; movement of facilities to Phase 9 not acceptable. ([DraftAdamRev0033](#))
- The proposed amendments and in particular the revised phasing sequence significantly accelerates the infrastructure requirements and funding requirement per unit ([DraftAdamRev0026](#))

- Additional requirements have been incorporated which have added circa €5 million to the funding required. ([DraftAdamRev0026](#))
- Request that the revised sequencing takes account of the advanced rollout of infrastructure delivered to date. ([DraftAdamRev0026](#))
- Request each phase is split into sub-phases of 400 units to provide more focused delivery of the planning scheme requirements. ([DraftAdamRev0026](#))
- A Phase 1 basic specification park is proposed to be delivered earlier than in the current scheme. ([DraftAdamRev0026](#))
- It is imperative that any planning scheme requirements can be funded through further residential sales to ensure the sustainable development of Adamstown. ([DraftAdamRev0026](#))
- The current amendments (particularly amendments no. 47, 48 & 49), as proposed are of serious concern to Chartridge as they represent a fast tracking of the planning scheme requirements by 25%. ([DraftAdamRev0026](#))
- By reducing the unit numbers in each phase South Dublin County Council are reducing the number of units available to fund the infrastructure in each phase. ([DraftAdamRev0026](#))
- The proposed amendments take no account of the possible reduction or slowed infrastructure requirement for the proposed reduced number of units and in fact propose an unsustainable acceleration and increased delivery of infrastructure. ([DraftAdamRev0026](#))
- Given that the current residential property prices are currently below the cost of construction, Chartridge will not be in a position to fund these planning scheme infrastructure requirements from the sale of units, unless market prices correct significantly to a realistic and viable value. ([DraftAdamRev0026](#))
- The infrastructure, which was envisaged to be delivered in tandem with residential units was to be funded from the unit sales at an average Chartridge cost of circa €27,000 per unit for the circa 10,000 units envisaged by the planning scheme. It was generally acknowledged by the stakeholders that the initial phases would need to be front loaded and this would require these phases to be completed at a cost of circa €37,000 per unit. ([DraftAdamRev0026](#))
- Chartridge infrastructure has cost €72 million to date. This equates to €57,738 per residential unit sold. This is totally unsustainable and is not in any way acknowledged or addressed by the proposed amendments to the planning scheme. ([DraftAdamRev0026](#))
- Chartridge has delivered well in advance of both the current planning scheme Chartridge Costs and the SDCC Amendments Costs. On the basis of the current Chartridge infrastructure delivery (primarily strategic roads, drainage, railway station, the main parks, serviced school sites and services) and expenditure it would be reasonable for Chartridge to be permitted to occupy a further 1000 units (up to 2200 units in total) without being required to fund any additional infrastructure. ([DraftAdamRev0026](#))
- Instead of allowing Chartridge catch up with number of units occupied so that the expenditure and infrastructure delivered to date can be funded by the number of units originally planned, the amendments actually dramatically reduce the number of units available to fund the required Chartridge scope. ([DraftAdamRev0026](#))
- By Phase 4 the infrastructure is effectively required to be delivered an entire phase in advance of the current planning scheme requirements ([DraftAdamRev0026](#))
- Completed elements of infrastructure should be accepted in lieu of current Phase 2 and 3 requirements which would facilitate a rebalancing of the infrastructure cost per unit and provide an opportunity for Chartridge to trade through the current difficult market conditions. ([DraftAdamRev0026](#))
- The proposed amendments will increase the cost of constructing residential units in Adamstown which in turn will make them uncompetitive against other residential units in the county, which in turn will inhibit future residential sales. By inhibiting sales there will be no funding available for the Planning scheme requirements which in turn will stall new development into the foreseeable future. ([DraftAdamRev0026](#))

- Request that the sequencing of the phases is as follows: The existing quantum of housing in each phase should remain at 800 units in line with the current planning scheme. We propose splitting the existing phases into sub-phases (a) and (b) of 400 units each to provide for a more focused allocation of planning scheme requirements in each sub-phase. ([DraftAdamRev0026](#))
- Request to replace phasing with Chartridge Proposed revised phasing table and list that Chartridge believes takes into account both the medium and long-term outlook for the residential property market ([DraftAdamRev0026](#))
- The provision of a much larger community centre in Phase 2 adds significantly to the cost of delivering residential units in Phase 2. The proposed amendments require significant additional funding by increasing the planning scheme Community Centre requirement from a 150sqm building of cost circa €350,000 to a 600 plus sq.m building of cost circa €1,900,000. Chartridge and the Developers are currently in negotiations with various stakeholders to facilitate the delivery of a combined Secondary school sports hall and Community Centre. ([DraftAdamRev0026](#))
- The acceleration of the all weather playing pitch from Phase 3 to Phase 2 is again unworkable and not economically viable given current residential property prices. The pitch is an additional funding requirement with a cost of minimum €500,000 and we would respectfully request that this is moved back to Phase 3. ([DraftAdamRev0026](#))
- Chartridge is aware of the communities wishes for a Park and playing pitches. To this end and as an interim measure, Chartridge developed the temporary playing pitches at the end of Station Road. Under the current planning scheme Tandys Lane Park is not required until the occupation of 3400 units. ([DraftAdamRev0026](#))
- Chartridge believes it could be possible to fund a basic specification open space within either Tandys Lane or Airlie Park in Phase 3(a) (occupation of 2200 dwellings) and a further basic specification open space in either of Tandys Lane Park or Airlie Park in Phase 4(b) (occupation of 3400 dwellings). Chartridge respectfully requests that SDCC amend the planning requirements in line with this workable proposal and that any future upgrading of these basic specifications is funded from Section 48 Development levies. ([DraftAdamRev0026](#))
- Strategic roads such as Adamstown Park (Loop road no.1), Adamstown Drive to Dodsboro, Central Boulevard (Loop road no.2), Loop road no.3 and Celbridge Link Road, all of these will be developed naturally in stages in conjunction with residential development and we would respectfully request that the planning scheme phasing removes reference to haul roads and the completion of various specific sections. It should be noted that the requirement of these haul roads also places additional environmental costs on the project and their removal will reduce the adverse environmental impacts of the project. I would like to point out that with the exception of some strategic roads such as Adamstown Park (Loop road no.1), Adamstown Drive to Dodsboro, Central Boulevard (Loop road no.2), and Loop road no. 3 and the Celbridge Link Road all roads within Adamstown will naturally develop in conjunction with residential development. We would respectfully request that the completion of these non-strategic roads should be dealt with by SDCC through the residential planning permissions (as has been done for the current Tobermaclugg Village application which requires the completion of various roads). ([DraftAdamRev0026](#))
- In place of the proposed amendment, Chartridge proposes that the total completion of these strategic roads in the revised planning scheme is required as follows: (i) Adamstown Park (Loop 1) on occupation of 1800 units, Adamstown Drive to Dodsboro on occupation of 2600 units, Central Boulevard (Loop2) on occupation of 3400 units, (Loop 3) and Celbridge Link road on completion of 5800 units. This will allow available funds to be used where they are required during the construction phase and early occupation periods whilst also ensuring that strategic roads are completed before a critical number of units are occupied and are required by the larger Adamstown community. ([DraftAdamRev0026](#))

- Vital for the development of a community at Adamstown that the pool and leisure centre (4.2.9) will be delivered in phase 3, as per the original plan. ([DraftAdamRev0032](#) [DraftAdamRev0039](#) [DraftAdamRev0040](#) [DraftAdamRev0041](#) [DraftAdamRev0042](#) [DraftAdamRev0043](#) [DraftAdamRev0044](#) [DraftAdamRev0045](#) [DraftAdamRev0046](#) [DraftAdamRev0047](#) [DraftAdamRev0048](#) [DraftAdamRev0049](#) [DraftAdamRev0050](#) [DraftAdamRev0051](#) [DraftAdamRev0052](#) [DraftAdamRev0053](#) [DraftAdamRev0054](#) [DraftAdamRev0055](#) [DraftAdamRev0056](#) [DraftAdamRev0057](#) [DraftAdamRev0058](#) [DraftAdamRev0059](#) [DraftAdamRev0060](#) [DraftAdamRev0061](#) [DraftAdamRev0062](#) [DraftAdamRev0063](#) [DraftAdamRev0064](#) [DraftAdamRev0065](#) [DraftAdamRev0066](#) [DraftAdamRev0067](#) [DraftAdamRev0068](#) [DraftAdamRev0069](#) [DraftAdamRev0070](#) [DraftAdamRev0071](#) [DraftAdamRev0072](#) [DraftAdamRev0073](#) [DraftAdamRev0074](#) [DraftAdamRev0078](#) [DraftAdamRev0079](#) [DraftAdamRev0075](#) [DraftAdamRev0076](#) [DraftAdamRev0077](#) [DraftAdamRev0080](#) [DraftAdamRev0082](#) [DraftAdamRev0083](#) [DraftAdamRev0084](#) [DraftAdamRev0085](#) [DraftAdamRev0086](#) [DraftAdamRev0087](#) [DraftAdamRev0088](#) [DraftAdamRev0089](#) [DraftAdamRev0090](#) [DraftAdamRev0091](#) [DraftAdamRev0092](#) [DraftAdamRev0093](#) [DraftAdamRev0094](#) [DraftAdamRev0095](#) [DraftAdamRev0096](#) [DraftAdamRev0097](#) [DraftAdamRev0098](#) [DraftAdamRev0099](#) [DraftAdamRev0100](#) [DraftAdamRev0101](#) [DraftAdamRev0102](#) [DraftAdamRev0103](#) [DraftAdamRev0104](#) [DraftAdamRev0105](#) [DraftAdamRev0106](#) [DraftAdamRev0107](#) [DraftAdamRev0108](#) [DraftAdamRev0109](#) [DraftAdamRev0110](#) [DraftAdamRev0111](#) [DraftAdamRev0112](#) [DraftAdamRev0113](#) [DraftAdamRev0114](#) [DraftAdamRev0115](#) [DraftAdamRev0116](#) [DraftAdamRev0117](#) [DraftAdamRev0118](#) [DraftAdamRev0119](#) [DraftAdamRev0120](#) [DraftAdamRev0121](#) [DraftAdamRev0122](#) [DraftAdamRev0123](#) [DraftAdamRev0124](#) [DraftAdamRev0125](#) [DraftAdamRev0126](#) [DraftAdamRev0145](#) [DraftAdamRev0127](#) [DraftAdamRev0128](#) [DraftAdamRev0129](#) [DraftAdamRev0130](#) [DraftAdamRev0131](#) [DraftAdamRev0132](#) [DraftAdamRev0133](#) [DraftAdamRev0134](#) [DraftAdamRev0135](#) [DraftAdamRev0136](#) [DraftAdamRev0137](#) [DraftAdamRev0138](#) [DraftAdamRev0139](#) [DraftAdamRev0140](#) [DraftAdamRev0141](#) [DraftAdamRev0142](#) [DraftAdamRev0143](#) [DraftAdamRev0144](#) [DraftAdamRev0146](#) [DraftAdamRev0147](#) [DraftAdamRev0148](#) [DraftAdamRev0149](#) [DraftAdamRev0150](#) [DraftAdamRev0151](#) [DraftAdamRev0152](#) [DraftAdamRev0153](#) [DraftAdamRev0154](#) [DraftAdamRev0155](#) [DraftAdamRev0156](#) [DraftAdamRev0157](#) [DraftAdamRev0158](#) [DraftAdamRev0159](#) [DraftAdamRev0161](#) [DraftAdamRev0160](#) [DraftAdamRev0162](#) [DraftAdamRev0163](#) [DraftAdamRev0164](#) [DraftAdamRev0165](#) [DraftAdamRev0166](#) [DraftAdamRev0167](#) [DraftAdamRev0168](#) [DraftAdamRev0169](#) [DraftAdamRev0170](#) [DraftAdamRev0171](#) [DraftAdamRev0172](#) [DraftAdamRev0173](#) [DraftAdamRev0174](#) [DraftAdamRev0175](#) [DraftAdamRev0013](#) [DraftAdamRev0014](#) [DraftAdamRev0019](#) [DraftAdamRev0016](#) [DraftAdamRev0038](#) [DraftAdamRev0015](#) [DraftAdamRev0176](#) [DraftAdamRev0030](#) [DraftAdamRev0018](#) [DraftAdamRev0023](#) [DraftAdamRev0037](#))

- A significant proportion of upfront infrastructure has been delivered by the landowners in good faith. The delivery of the infrastructure has come at a significant financial cost and in moving forward cognisance must be paid to the constraints on landowners and the changed circumstances in how they now get credit/funding to deliver further infrastructure. ([DraftAdamRev0036](#))

- Maplewood is in agreement and support the observations and submission of Chartridge Developments Ltd. Chartridge Developments has to date delivered €80.5 million of strategic infrastructure. Proposed amendments to phasing represent a fast tracking of infrastructural requirements compared to the delivery of housing, which itself is required to fund the delivery of infrastructure across the SDZ. There is also a proposed mechanism to roll-over two phases of up to 250 dwellings but that these additional dwellings may not be occupied until the required facilities an infrastructure from the previous phase are in place. Concerned this reduction will have the direct impact of

requiring increased delivery of upfront infrastructure in a shorter period of time. ([DraftAdamRev0036](#))

- Current residential property prices are below the cost of construction and until time that the market improves it is questionable as to how the delivery of up front infrastructure can be funded or provided. ([DraftAdamRev0036](#))
- Consider there should be an allowance to offset some of the infrastructure against future development and allow development to proceed to a level where it would be economically viable to fund the delivery of more infrastructure. The impact of the proposed phasing scheme will in turn increase the cost of constructing dwelling, making new homes in Adamstown uncompetitive which may halt sales and ultimately future development. ([DraftAdamRev0036](#))
- Consider a degree of flexibility should be applied such that housing can proceed. Eg: Park (either Tandys Lane or Airlie Park) is required to be completed including pitches/courts, play facilities, landscaping and footpaths in Phase 4. Suggest that either part of a park is provided and then progressed through subsequent phases OR that only some of the required play/amenity items within the park are provided at a particular phase and the remainder rolled out as subsequent phases of development proceed. This principal could be applied to items of physical infrastructure and consideration should be paid in the adoption of the proposed amendments ([DraftAdamRev0036](#))
- The provision of a large community centre in Phase 2 will add to the cost of providing homes in that phase. The cost of providing a community centre of 1,200m² or two at 600m² is significantly increased than the cost of providing ten smaller centres. Request that the required provision of a community centre in Phase 2 be omitted and required in a subsequent phase. ([DraftAdamRev0036](#))
- The requirement to provide an all weather pitch in phase 2 as opposed to phase 3 poses difficulties in terms of cost, the requirement for an all weather pitch needs to be moved to a subsequent phase. ([DraftAdamRev0036](#))
- Phase 3 requires the commencement of Tandys lane Park or Airlie Park, while Phase 4 requires the full completion of the park commenced. Consider that the phasing should cater for later delivery of the park requirements or a staggered delivery of the park. Acknowledge the need for recreational facilities but request the delivery of parks be phased across a greater period of time/quantum of units or the requirement for same is include din a subsequent phase i.e. moved from Phase 3 to 4. ([DraftAdamRev0036](#))
- The delivery of roads within Adamstown may be catered for as a part of development proposals for individual Development Areas and could be catered for as part of individual planning applications as opposed to a mandatory requirement within a phasing scheme prior to any planning application for housing development. It is realistic to consider that roads can be provided when and as needed request that the proposed amendments incorporate this. ([DraftAdamRev0036](#))
- Phase 3 required the provision of minimum floor space of Tandys Lane Village or Tobermaclugg Local Centre. To date no development proposals for Tandys Lane Village have been put forward. It is more likely that development will proceed at Airlie Stud (The Paddocks) and Somerton prior to Tandys Lane Village. The location of the lands in close proximity to Lucan District Centre (Superquinn) should be considered in this context. Request that the delivery of non residential floorspace be catered for subsequent to Phase 3. ([DraftAdamRev0036](#))

- Request that there be flexibility catered for such that if a scenario arises where there is no demand for a set quantum of non-residential floorspace at a particular stage that the Scheme caters for the deferral to a later phase of development or the transfer of the required space to a location where residential floorspace has been delivered. ([DraftAdamRev0036](#))
- Welcome the proposed modest reduction in allowable development and the reduction of further phases to 600 residential units each. ([DraftAdamRev0017](#))
- suggest that the transport phasing requirements of the planning scheme be strengthened, possibly to include the following: - Bring forward the required opening of the proposed link road to Celbridge Road; - Require the re-opening of the Tandys Lane to N4 exit for all traffic; - Require provision, at an early stage, of a new 25C route from Adamstown and Newcastle Road to city centre, accessing the N4 at Junction 4 (Newcastle Road); - Place a limit on the quantum of residential development allowed before the opening of a direct rail link to the City Centre/Docklands, either by way of reopening of the Phoenix Park rail tunnel or by provision of the proposed DART underground allowing onward connections from the Kildare rail line. ([DraftAdamRev0017](#))
- I would recommend that the proposed swimming pool should be brought forward. ([DraftAdamRev0017](#))
- I would further suggest that the transport phasing requirements of the planning scheme be strengthened, possibly to include the following: - Bring forward the required opening of the proposed link road to Celbridge Road; - Require the re-opening of the Tandys Lane to N4 exit for all traffic; - Require provision, at an early stage, of a new 25C route from Adamstown and Newcastle Road to city centre, accessing the N4 at Junction 4 (Newcastle Road); - Place a limit on the quantum of residential development allowed before the opening of a direct rail link to the City Centre/Docklands, either by way of reopening of the Phoenix Park rail tunnel or by provision of the proposed DART underground allowing onward connections from the Kildare rail line. ([DraftAdamRev0031](#))
- Include provision of leisure centre with swimming pool in Phase 2 and remove from Phase 7. It is an immediate requirement and there is extreme demand for it in the greater Lucan area. ([DraftAdamRev0177](#))
- The original plan and the revised 2006 plan had many specific targets built into the phasing and targets. Even allowing for improvements that have taken place, this revised plan appears to remove many specific references in favour of generalisations. Where bullet point text has been cut out it has been replaced in many areas with more vague, aspirational references. If anything, the phasing needs to be even more specific than before, ensuring that the rail improvements for example are set in stone before any further residential development takes place. ([DraftAdamRev0035](#))
- Castlethorn supports the widening of the bands of required retail floorspace under the Proposed Amendments and the reduced minimum floorspace requirements and flexibility between timing of delivery of the various centres as allowed for under the Phasing Programme. Requested that the wording needs to be clarified so that the total cumulative commercial floor areas between centres and within the SDZ lands as a whole is allowed for when demonstrating compliance with the required floorspace quantum as set out under Phases 3, 5 & 7 of the Proposed Amendments. ([DraftAdamRev0034](#))
- Involves the realignment of the Phasing Programme back to that as contained within the original 2003 Planning Scheme i.e. utilising 800-unit phasing bands. Proposing the introduction of sub-phases A & B within Phases 2-10 as was already applied to Phase 1

in the original Planning Scheme. Allows for the controlled and targeted allocation of density within 400-unit increments thus providing the greater clarity and certainty as to when specific items of infrastructure must be delivered ([DraftAdamRev0034](#))

- Key changes in alternative proposal re: specific items of infrastructure being moved between phases, as compared to that of the original Planning Scheme include are: the first phase of Tandy's Lane or Airlie Park moves from Phase 4 to Phase 3A; the next speculative childcare facility and the link to the rear of Superquinn move from Phase 2 to 3B; the first phase of the second major park moves from Phase 7 to 5B, provision of a civic centre/ library moves from Phase 7 to 6B, the leisure centre from Phase 3 to 5B, the permanent Railway Park & Ride from Phase 5 to 7A, Boulevard Park from Phase 6 to Phase 7A, Local Centre No. 1 (if not already delivered) from Phase 7 to Phase 8A and the effective completion of Adamstown District Centre moves from Phase 9 to Phase 8B. ([DraftAdamRev0034](#))
- Request east phase be split in two Phases (A and B) with 400 units per part. 2A (1,001-1,400 dwellings) Move requirement for Community Centre 1 to Phase 2a Phase 2B (1,401-1,800 dwellings) Community Centre #1; provision of facility with minimum internal floor area of 600sq.m to incorporate large sports hall (33m x 18m), 2 x multi purpose meeting rooms, a kitchenette and toilet facilities. A 2nd such facility to be provided in Phase 8 ; or provision of 1 no. larger facility with minimum internal floor area of 1,200m² 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. Loop Road #1. Alternative access arrangements for existing eastern section of Tandys Lane to be determined by the Planning Authority in consultation with the residents. The provision of surface water drainage on a pro-rata basis. PHASE 3A INFRASTRUCTURE (1,801-2,200 dwellings) Move requirement for Local Centre or District Centre retail provision to Phase 3B Phase 1 completion of basic specification of part of Tandys Lane Park OR Phase 1 completion of basic specification of part of Airlie Park (1) PHASE 3B INFRASTRUCTURE (2,201-2,600 dwellings) Provision of minimum floor space of Tandys Lane Village OR Tobermaclugg Local Centre (1,620sq.m or 1,800sq.m) Or Minimum 1,800m² floorspace provision in the District Centre. The eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station The provision of a minimum of 65 full time childcare spaces. The provision of surface water drainage on a pro-rata basis. Provision of All Weather Pitch with minimum floor area of 2000m² PHASE 4A INFRASTRUCTURE (2,601-3,000 dwellings) Remove requirement for completion of Park commenced (Airlie or Tandys Lane) in Phase 3 including pitches/courts, play facilities, landscaping and footpaths Remove requirement for The Link Road to the rear of the existing Lucan District Centre with pedestrian/cycle or vehicular access to the centre PHASE 4B INFRASTRUCTURE (3,001-3,400 dwellings) Removal of the requirement for Part of the northern section of Loop Road #3 Removal of the requirement for A new junction on the R403 Celbridge Road Removal of the requirement for Both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as haul roads Removal of the requirement for Two cross links between Loop Roads #1 and #2, one of which comprises the north eastern section of the Loop Road around 96 Adamstown District Centre Phase 2 completion of basic specification in all of Tandys Lane Park OR Phase 2 completion of basic specification in all of Airlie Park whichever has been started in earlier phase (2) The Link Road to the rear of the existing Lucan District Centre with pedestrian/cycle or vehicular access to the centre The northernmost, central and southernmost sections of the central spine of Loop Road #2 (Adamstown Boulevard) and provision of a dedicated QBC Busway The provision of surface water drainage on a pro-rata basis. Health Centre PHASE 5A INFRASTRUCTURE (3,401-3,800 dwellings) Removal of requirement for all elements of Phase 4 not previously completed, as allowed for above PHASE 5B INFRASTRUCTURE (3,801-4,200 dwellings) Removal of requirement for The north western section of Loop Road #3 as a haul road Provision of minimum floor space of Tandys Lane Village OR

Tobermaclugg Local Centre (1,620m² or 1,800 m²) Or Minimum 3,600m² floorspace provision in the District Centre. The eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station (if not yet provided) Provision of a minimum of 65 fulltime childcare spaces Site made available for primary school No. 3 (min 16 classrooms) 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 The provision of surface water drainage on a pro-rata basis Phase 1 completion of basic specification of part of Tandys Lane Park OR Phase 1 completion of basic specification of part of Airlie Park (3) PHASE 6A INFRASTRUCTURE (4,201-4,600 dwellings) Removal of the requirement of A further cross link road between Loop Roads #1 and #2. Opening of primary school No. 3 (min 16 classrooms) PHASE 6B INFRASTRUCTURE (4,601-5,000 dwellings) Removal of requirement for Completion of Park commenced (Airlie or Tandys Lane) in Phase 3 including pitches/courts, play facilities, landscaping and footpaths. Removal of requirement for The provision of surface water drainage on a pro-rata basis. Removal of requirement for Provision of Civic Centre/Library Building The provision of surface water drainage on a pro-rata basis. Phase 2 completion of basic specification in all of Tandys Lane Park OR Phase 2 completion of basic specification in all of Airlie Park whichever has been started in earlier phase (4) Provision of minimum floor space of Tandys Lane Village OR Tobermaclugg Local Centre (1,620m² or 1,800 m²) Or Minimum 7,200m² floorspace provision in the District Centre. The eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station. (if not yet provided) PHASE 7A INFRASTRUCTURE (5,001-5,400 dwellings) Removal of requirement for Provision of minimum floor space of Tandys Lane Village OR Tobermaclugg Local Centre (1,620m² or 1,800 m²) Or Minimum 7,200m² floorspace provision in the District Centre. The eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station. (if not yet provided) Removal of requirement for A link road south from Loop Road around Adamstown District Centre to the west of Adamstown Station Removal of requirement for The western section of the Loop Road around Adamstown District Centre as a haul road Removal of requirement for A link road south from Loop Road around Adamstown District Centre to the west of Adamstown Station Completion of Central Boulevard Park to include courts, landscaping, footpaths etc. Provision of a minimum of 100 full time childcare spaces Permanent Railway Park and Ride PHASE 7B INFRASTRUCTURE (5,401-5,800 dwellings) Removal of requirement for All but the southernmost section of Loop Road #3 Provision of Civic Centre/Library Building Construction of a Leisure Centre with a swimming pool Site made available for primary school No. 4 (min 16 classrooms) The Celbridge Link Road All but the southernmost section of Loop Road #3 The provision of surface water drainage on a pro-rata basis PHASE 8A INFRASTRUCTURE (5,801-6,200 dwellings) Removal of the requirement for The southernmost section of Loop Road #3 Removal of the requirement for A cross link road between loop roads #2 and #3 to the south of Airlie Park Removal of the requirement for A link road south from the northern section of Loop Road #3 to intersect with the cross link south of Airlie Park Local Centre 1 if not yet already provided: Tandy's Lane OR Tobermaclugg Local Centre include required minimum retail and retail services floor area provision (1,620sq.m or 1,800 sq.m) Opening of Primary School on site #4, with a minimum of 16 no. classrooms of permanent construction Provision of an Enterprise Centre Community Centre #2 if larger 1,200sq.m facility is not yet provided with minimum internal floor area of 600sq.m to incorporate large sports hall (33m x 18m), 2 x multi purpose meeting rooms, a 101 kitchenette and toilet facilities. PHASE 8B INFRASTRUCTURE (6,201-6,600 dwellings) Local Centre 2 if not yet already provided: Tandys Lane OR Tobermaclugg Local Centre to include required minimum retail and retail services floor area provision (1,620sq.m or 1,800 sq.m) Adamstown District Centre to provide for the remainder of the minimum requirement of retail and retail services Provision of a min of 70 full time childcare spaces Completion of Tobermaclugg Park including pitches/courts, play facilities, landscaping and footpaths Provision of a minimum

of 100 full time childcare spaces PHASE 9 INFRASTRUCTURE (6600-8145 dwellings)
Phase 9-10 Further Intensification of development up to the maximum no. of dwellings
8,145 ([DraftAdamRev0026](#))

AMENDMENT REF. NO. 48	
Section Ref.	2003 Scheme Page Ref.
4.3 Operation (Phasing and Implementation)	87

Issues Raised

A number of issues were raised in relation to Phasing and Implementation- Operation. These issues were all raised by Landowners/ Chartridge Ltd. and related to the costs associated with the proposed phasing requirements. The issues mainly relate to Section 48 Development Levies which have and will potentially be paid relating to development in Adamstown and requests to have these funds used directly to fund the provision of infrastructure in Adamstown. Other issues raised relate to the Landowners opinion that the proposed amendments to phasing represent a fast tracking of the planning scheme requirements by 25%. Landowners request a viability clause to be inserted in relation to Phasing and Implementation in recognition of the fact that the delivery of speculative commercial facilities is largely market dependent and outside the control of the developer.

- Provision of Swimming Pool ([DraftAdamRev0003](#))
- Request that the proposed phasing sequencing acceleration is reversed and maintained at the current phasing scheme requirements. ([DraftAdamRev0026](#))
- Request that the planning scheme specifically notes that the significant Section 48 Development levies (estimated to be €82 million) being paid in Adamstown are used to implement facilities in Adamstown, in particular the community and parks elements of these levies. It is acknowledged that this will require a revision of the SDCC Development Contribution Scheme and it is requested that this is committed to in the revised planning scheme. ([DraftAdamRev0026](#))
- Request that the planning scheme notes that all new additional requirements will be funded by the Section 48 Developments levies being paid in Adamstown SDZ. ([DraftAdamRev0026](#))
- The depressed nature of the economy and the residential market has impacted on Chartridges ability to continue delivering infrastructure at such a pace and it is hoped the revised scheme will take this into account for the sustainability of the Adamstown project ([DraftAdamRev0026](#))
- Adamstown is subject to SDCC Section 48 Development levies which are estimated to be approximately €82 million over the lifetime of the scheme. To date €15,552,000 of Section 48 Developments Levies have been paid. Only €3,104,733 of local government funding has been spent directly on Adamstown related projects. Central Government has contributed €5,360,426 towards the Adamstown project. ([DraftAdamRev0026](#))
- The current amendments (particularly amendments no. 47, 48 & 49), as proposed are of serious concern to Chartridge as they represent a fast tracking of the planning scheme requirements by 25%. ([DraftAdamRev0026](#))
- At the current Section 48 Development levy rate of €18.51/sqm for community facilities it is expected that these will yield approximately €17,238,028 in Adamstown. Chartridge respectfully requests that Section 48 levies are used to fund the Adamstown community

- facilities, as occurs in the wider county, and that this is noted in the proposed amendments to the planning scheme. ([DraftAdamRev0026](#))
- Under the proposed amendments the provision of a community centre and playing pitch in phase 2 will add a combined additional cost of circa €2.4 million. The amended scheme proposes that this is funded over the 350 units remaining in the amended phase 2. This would equate to an additional cost per unit of €6,857 per unit on top of the Section 48 Developments Levies and Chartridge costs required to fund the existing planning scheme requirements. When calculated across the proposed number of units in Phase 2 the planning scheme requirements would equate to a cost of circa €60,250 per unit. This is simply not realistic given the current the expected residential property prices for the remaining units in Phase 2. ([DraftAdamRev0026](#))
 - It should be noted that Section 48 Development Levies paid to date in Adamstown SDZ for parks amount to approximately €1.77 million and these levies have not been available to fund the Adamstown parks. At the current Section 48 Development levy rate of €10.06/sqm for parks it is expected that these will yield approximately €9,357,787 in Adamstown Chartridge respectfully requests that Section 48 levies are used to fund the Adamstown parks, as occurs in the wider county, and that this is noted in the proposed amendments to the planning scheme. ([DraftAdamRev0026](#))
 - It should be noted that Section 48 Development Levies paid in Adamstown SDZ for parks amount to approximately €1.77 million to date and these levies have not been available to fund the Adamstown parks. At the current Section 48 Development levy rate of €10.06/sqm for parks it is expected that these will yield approximately €9,357,787 (see Appendix 2). Chartridge respectfully requests that Section 48 levies are used to fund the Adamstown parks, as occurs in the wider county, and that this is noted in the revised planning scheme. Should upgrading of these basic specifications be required by the SDCC, Chartridge respectfully requests that these are funded from Section 48 Development levies and in particular these levies should be used to fund any additional play areas. ([DraftAdamRev0026](#))
 - Acknowledge our support (Tierra) for the submission being made by Chartridge Developments Ltd. Seek clarity on the doubling up of infrastructural costs and development levies which apply to the Planning Scheme area. There should be recognition in the new Planning Scheme that infrastructural costs can be offset against development contribution levies. This would help to kick-start development in the area once again to the benefit of the Planning Authority and existing residents. ([DraftAdamRev0028](#))
 - A commercial viability clause needs to be inserted at the end of Section 4 Phasing and Implementation in recognition of the fact that the delivery of speculative commercial facilities is largely market dependent and outside of the direct control of the developer and Development Agency. Such a clause exercised at the Planning Authority's discretion in exceptional circumstances and with appropriate safeguards could be used to ensure that an unavoidable delay or inability to deliver on a prescribed element of commercial infrastructure does not effect a moratorium on development otherwise being allowed to progress ([DraftAdamRev0034](#))
 - Request the Planning Authority to note as a Proposed Amendment, their intention to review the South Dublin County Council S48 Development Contribution Scheme with a view to including key items of Adamstown infrastructure that are clearly of wider community benefit within the list of infrastructural projects that qualify for some S48 funding. Significant portion of future S48 monies raised in Adamstown should be spent in

Adamstown on major infrastructural projects, particularly social infrastructure. ([DraftAdamRev0034](#))

MATERIAL AMENDMENT NO 20 AMENDMENT REF. NO. 49	
Section Ref.	2003 Scheme Page Ref.
4.4 Timing (Phasing and Implementation)	87

Issues Raised

Submissions from landowners referring to this amendment relate to the proposed amendments resulting in a fast tracking of the planning scheme requirements by 25%, a request to have the units per phase returned to 800 as per the original scheme.

- The current amendments (particularly amendments no. 47, 48 & 49), as proposed are of serious concern to Chartridge as they represent a fast tracking of the planning scheme requirements by 25%. ([DraftAdamRev0026](#))
- The original 800 units per phase should be applied. Each phase represents less than 10% of the overall minimum numbers of units to be delivered across the entire SDZ. The original 800 represents 12% of proposed maximum figure of 6,655. In terms of being able to deliver infrastructural items this is a critical factor. ([DraftAdamRev0036](#))
- Facilities and Amenities promised to be delivered within 10 years, nothing has been initiated yet ([DraftAdamRev0006](#))
- Updated information regarding the intention to phase development within the Planning Scheme area is noted. Acknowledged that development is now being linked to the ability to provide adequate and appropriate infrastructure (critical service, amenity, education etc.) ([DraftAdamRev0025](#))

Issues Raised by Landowners and Chartridge Development Ltd on behalf of Landowners on Amendment No 47 (Material Amendment No 19), Amendment No 48 and Amendment No 49 (Material Amendment No 20)

Individual submissions were made by all the Adamstown landowners. A separate submission on behalf of the landowners and supported by them was made by Chartridge Development Ltd. The Chartridge submission broadly reflects the view of all landowners with minor differences. Landowner concerns can be summarised as follows.

The proposed amendments have little regard for the planning scheme requirements already advanced ahead of the current scheme phasing. No cognisance has been taken of the fact that substantial community infrastructure is already in place including schools, roads, drainage, railway station etc. The proposed amendments take no account of the possible reduction or slower infrastructure requirements for the proposed reduced number of units. By reducing the number of units South Dublin County Council is reducing the number of units available to fund the infrastructure in each phase.

- The proposed amendments fail to take account of the current and medium term residential market and the funding available for infrastructure.
- The proposed amendments and in particular the revised phasing sequence significantly accelerates the infrastructure requirements and funding requirement per unit.
- Additional requirements have been incorporated which have added circa €5 million to the funding required.
- If implemented, the proposals will have the overall effect of stalling the Adamstown project and therefore the delivery of any further infrastructure for years to come.

The submission requests that the proposals are amended as follows to negate the concerns highlighted above and assist Adamstown SDZ progress in a sustainable manner:

- The proposed phasing sequencing acceleration is reversed and maintained at the current phasing scheme requirements.
- That the revised sequencing takes account of the advanced rollout of infrastructure delivered to date.
- Each phase is split into sub-phases of 400 units to provide more focused delivery of the planning scheme requirements.
- A Phase 1 basic specification park is proposed to be delivered earlier than in the current scheme.
- That the planning scheme specifically notes that the significant Section 48 Development levies (estimated to be €82 million) being paid in Adamstown are used to implement facilities in Adamstown, in particular the community and parks elements of these levies. It is acknowledged that this will require a revision of the SDCC Development Contribution Scheme and it is requested that this is committed to in the revised planning scheme.
- That the planning scheme notes that all new additional requirements will be funded by the Section 48 Developments levies being paid in Adamstown SDZ.
- That various elements are amended to assist in the practical delivery of the scheme and focus available funding on the most relevant infrastructure.

The submission notes that total costs to the developer to date amount to €72m at a cost of €57,000 per unit. The projected costs based on the 2003 Planning Scheme is €203m, projected costs to the developer based on the proposed amendments is €208m.

- Request that the sequencing of the phases is as follows: The existing quantum of housing in each phase should remain at 800 units in line with the current planning scheme. We propose splitting the existing phases into sub-phases (a) and (b) of 400 units each to provide for a more focused allocation of planning scheme requirements in each sub-phase
- Request to replace phasing with Landowner proposed revised phasing table and list that landowners believes takes into account both the medium and long-term outlook for the residential property market
- The provision of a much larger community centre in Phase 2 adds significantly to the cost of delivering residential units in Phase 2. The proposed amendments require significant additional funding by increasing the planning scheme Community Centre requirement from a 150sqm building of cost circa €350,000 to a 600 plus sq.m building of cost circa €1,900,000. Chartridge and the Developers are currently in negotiations with various stakeholders to facilitate the delivery of a combined Secondary school sports hall and Community Centre.

- The acceleration of the all weather playing pitch from Phase 3 to Phase 2 is again unworkable and not economically viable given current residential property prices. The pitch is an additional funding requirement with a cost of minimum €500,000 and we would respectfully request that this is moved back to Phase 3.
- Landowners are aware of the community wishes for a Park and playing pitches. To this end and as an interim measure, Chartridge developed the temporary playing pitches at the end of Station Road. Under the current planning scheme Tandy's Lane Park is not required until the occupation of 3400 units.
- Landowners believes it could be possible to fund a basic specification open space within either Tandy's Lane or Airlie Park in Phase 3(a) (occupation of 2200 dwellings) and a further basic specification open space in either of Tandy's Lane Park or Airlie Park in Phase 4(b) (occupation of 3400 dwellings). Chartridge respectfully requests that SDCC amend the planning requirements in line with this workable proposal and that any future upgrading of these basic specifications is funded from Section 48 Development levies.
- Strategic roads such as Adamstown Park (Loop road no.1), Adamstown Drive to Dodsboro, Central Boulevard (Loop road no.2), Loop road no.3 and Celbridge Link Road, all of these will be developed naturally in stages in conjunction with residential development and we would respectfully request that the planning scheme phasing removes reference to haul roads and the completion of various specific sections where they are not strategic in nature. The submission points out that with the exception of some strategic roads listed above all roads within Adamstown will naturally develop in conjunction with residential development. The submission requests that the completion of these non-strategic roads should be dealt with by SDCC through the residential planning permissions
- In place of the proposed amendment, landowners propose that the total completion of these strategic roads in the revised planning scheme is required as follows: (i) Adamstown Park (Loop 1) on occupation of 1800 units, Adamstown Drive to Dodsboro on occupation of 2600 units, Central Boulevard (Loop2) on occupation of 3400 units, (Loop 3) and Celbridge Link road on completion of 5800 units. This will allow available funds to be used where they are required during the construction phase and early occupation periods whilst also ensuring that strategic roads are completed before a critical number of units are occupied and are required by the larger Adamstown community.
- Consider there should be an allowance to offset some of the infrastructure against future development and allow development to proceed to a level where it would be economically viable to fund the delivery of more infrastructure. The impact of the proposed phasing scheme will in turn increase the cost of constructing dwelling, making new homes in Adamstown uncompetitive which may halt sales and ultimately future development.
- Consider a degree of flexibility should be applied such that housing can proceed. Eg: Park (either Tandy's Lane or Airlie Park) is required to be completed including pitches/courts, play facilities, landscaping and footpaths in Phase 4. Suggest that either part of a park is provided and then progressed through subsequent phases OR that only some of the required play/amenity items within the park are provided at a particular phase and the remainder rolled out as subsequent phases of development proceed. This principal could be applied to items of physical infrastructure and consideration should be paid in the adoption of the proposed amendments.

Response to Amendment 47 (Material Amendment No 19), Amendment 48 and Amendment 49 (Material Amendment No 20)

In reviewing the broad range of submissions lodged during the public consultation process from residents, public representatives and the landowners it necessary to consider the original designation of the Adamstown SDZ area in 2001 and to review the 2003 Scheme through what has been delivered in Adamstown to date.

Statutory Instrument No. 272 designating Adamstown as an SDZ was issued by the Government on the 19th of June 2001.

The preamble to the Government Order States:-

'The Government pursuant to a proposal by the Minister for the Environment and Local Government, being of the opinion that the development specified in paragraph 4 of this Order is of economic and social importance to the State, in exercise of the powers conferred on them by section 166(1) of the Planning and Development Act 2000 ...hereby order...'

Paragraphs 4 and of S.I No. 272 emphasise the social and economic importance of the designated SDZ both regionally and nationally

These paragraphs read as follows: -

"4 The area shown as the "designated area" on the map titled " Proposed Strategic Development Zone (S.D.Z.) at Adamstown, Lucan, Co. Dublin" Dated May 2001 and attached to this order shall be designated as a site for the establishment of a strategic development zone in accordance with the provisions of Part IX of the Act for 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."

The purpose of the Scheme has been to ensure the delivery of quality infrastructure and community services in a timely manner along side the delivery of homes for our growing population serving South Dublin, the East Region and the country as a whole. Notwithstanding the slowdown in the roll out of the Scheme which has occurred as a direct result of the economic reality of recent years, infrastructure and services to Adamstown have been provided in tandem with and in excess of the immediate requirements of the Scheme with significant positive impact for Adamstown, South Dublin and the Greater Dublin Region. This should be noted in particular where submissions raise concerns around the failure to delivery facilities and infrastructure. These include the following:

Infrastructure Provided	Delivery relative to requirement of 2003 Scheme	Impact of early delivery
1,249 homes provided population of 3,358	In accordance with Phase 2	Homes provided for families on services sites in proximity to public transport. South Dublin land bank potential maximised
Neighbourhood Park	Delivered	Amenity space for Adamstown Castle residents
2 no Playing Pitches (temporary)	Delivered	Beneficial to Adamstown and the wider Lucan area

Local retail facilities and link to Finnstown	739sq.m retail delivered, 1,600 units ahead of schedule	Local facilities provided serving the entire area
Upgrades to R120 Lock Road and bridge	Delivered on schedule	Local improvements with benefits for Adamstown and wider Lucan area.
2km Adamstown Link Road	Delivered on schedule	Substantial infrastructure provided which facilitates movement in Adamstown but the wider Lucan and west Dublin area
2km busway	Delivered 1,600 units ahead of schedule	Infrastructure provided to support existing and future population of Adamstown and Lucan
Tobermaclugg sewerage pump station and rising mains Tubber Lane surface water works	Delivered 1,600 units ahead of schedule Delivered 1,600 units ahead;	Substantial infrastructure the provision of which means little disruption to residents from works associated with delivery in the future.
New railway station with turnback (5 platforms); bus, taxi and bicycle parking	Delivered 3,200 units ahead of schedule	Local facilities provided pro rata relative to population increase. Substantial infrastructure the provision of which means little disruption to residents from works associated with delivery in the future.
2 x permanent primary schools	No. 1 completed 800 units ahead of schedule No. 2 Completed 4,000 units ahead of schedule	Local schools provided which serving Adamstown and the wider Lucan area
1 no. post-primary school	Delivered 2,400 units ahead of schedule	Local schools provided which serving Adamstown and the wider Lucan area.

In addition it should be noted that the Draft Amendments Report provides for the advanced delivery of a range of services and infrastructure in comparison to the current Scheme. This is demonstrated in the table below.

**Adamstown SDZ Planning Scheme Current Proposed Phasing (2013 Draft Amendments)
(excludes minor on-site roads)**

Phase	Dwelling Numbers (currently at 1,300)		Amenities/Facilities (Where completed listed under phases 1a & b)
	Approved	Proposed	Green shows provided/required ahead of 2003

	2003	2013	Scheme Red shows required later than 2003 Scheme
1a & 1b	Up to 1,000	Up to 1,000	R120 road/bridge upgrades completed; Initial Tandy's Lane upgrades completed; Adamstown station road completed; Initial rail park & ride completed; 2km Adamstown Link road completed; ORR & Fonthill Link roads completed; LPHL water supply scheme completed; Childcare facility (100 places) provided; Loop road 1 completed but not yet open; 2km busway completed 1,600 units ahead of schedule; Station access QBC 1,600 units ahead; Tobermaclugg sewerage pump station and rising mains completed 1,600 units ahead of schedule; Tubber Lane surface water works completed 1,600 units ahead of schedule; 739m2 retail provided, 1,600 units ahead of schedule was 2,600; Full rail station completed 3,200 units ahead of schedule; Doubling of rail line and turn-back at station (fifth rail platform) completed 3,200 units ahead of schedule; Primary school #1 completed 800 units ahead of schedule; Primary school #2 completed 4000 units ahead of schedule Post-Primary school completed 2,400 units ahead of schedule
2	1,001 to 1,800	1,001 to 1,600	Loop road #1 to be opened 200 units ahead of schedule (was 1,800); 600m2 community centre, 200-3,400 units, brought forward (was 4 x 150m2 at 1,800, 2,600, 3,400 and 5,000 units); 600m2 community sports hall 4,200-7,400 units, brought forward (was 4 x 150m2 community centres at 5,800, 6,600, 7,400 and 9,000 units), in lieu of deferred leisure centre/pool; All-weather pitches 1,000 units, brought forward (was part of leisure centre at 2,600);
3	1,801 to 2,600	1,601 to 2,200	Major Park #1 open, 1,200 units brought, forward (was 3,400); Local centre 1 or part District Centre, 400 units, brought forward (was 2,600); Northern section of Loop Road #2 (Dodsboro Link to bypass Tandy's Lane, 400 units, brought forward (was 2,600)

4	2,601 to 3,400	2,201 to 2,800	<p>Road link to rear of existing Superquinn Centre, 1,000 units behind (was 1,800), this was deferred to assist the viability of local centre 1/DC phase 1;;</p> <p>Major Park #1 complete, 600 units, brought forward (was 3,400);</p> <p>Central Boulevard and QBC, 600 units, brought forward</p> <p>Initial construction link to Celbridge Road, 600 units, brought forward, was 3,400;</p> <p>Northern section of Loop Road #3, 600 units, brought forward (was 3,400);</p> <p>(Initial Celbridge Link and section of Loop Road #3 required at this phase only if development occurs west of rail station, otherwise phase 5)</p>
5	3,401 to 4,200	2,801 to 3,400	<p>Local centre 1 or 2 or part/further part District Centre, 800 units, brought forward (was 4,200). Total 3,600m2 retail required by this stage, was 3,000m2;</p> <p>Primary health care centre, 800 units, brought forward (was 4,200);</p> <p>Major Park # 2 open, 2,400 units, brought forward (was 5,800);</p> <p>Upgrade 9b sewer works if required, 800 units, brought forward, (was 4,200);</p> <p>Initial Celbridge Link and section of Loop Road #3 if not provided in phase 4, still 800 units brought forward, (was 4,200);</p>
6	4,201 to 5,000	3,401 to 4,000	<p>Major Park # 2 complete, 1,800 units, brought forward (was 5,800);</p> <p>Primary school 3, 2,600 units, brought forward, was 6,600;</p> <p>1,000m2 civic centre/Library building, 1,800 units, brought forward (was 5,800);</p>
7	5,001 to 5,800	4,001 to 4,600	<p>Local centre 1 or 2 or part/further part District Centre, 800 units, brought forward (was 4,200). Total 5,400/7,200m2 retail required by this stage, was 8,000m2 (+739m2 built = net reduction of up to c1,900m2 retail at this stage)</p> <p>Boulevard Park (#3) open, 400 units, brought forward (was 5,000);</p> <p>Celbridge Link road open, 1,200 units, brought forward (was 5,800);</p> <p>Loop road # 3, 1,200 units ahead;</p> <p>Leisure centre with swimming pool, 2000 units behind, was 2,600;</p> <p>Permanent rail park & ride, 400 units behind, was 4,200;</p>
8	5,801 to 6,600	4,601 to 5,200	<p>Primary school # 4, new requirement</p> <p>Local centre 1 if not provided, 600 units, brought forward (was 5,800).</p> <p>Boulevard Park (#3) complete, 200 units behind (was 5,000);</p> <p>Enterprise centre, 200 units behind (was 5,000);</p>

9	6,601 to 7,400	5,201 to 5,800	Local centre 2 if not provided, 800 units, brought forward (was 6,600); Park #4 open, 1,600 units, brought forward (was 7,400); Second 600m2 community sports hall, up to 3,200 units ahead (was 4 x 150m2 community centres at 5,800, 6,600, 7,400 and 9,000 units), if 1,200m2 not already provided at phase 2;
10	7,401 to 8,200	5,801 to 6,400	District centre completion, 4,500-9,900m2 if not already provided, 1,000 units, brought forward (was 7,400); Park #4 complete, 1,000 units ahead (was 7,400);
11	8,201 to 9,000	6,401 to 7,000	Revised phase 11 exceeds minimum build-out of revised scheme – therefore phasing principle no longer applicable;
12	9,001 to 9,800	7,001 to 7,600	Net reduction in minimum retail required at this stage from 15,625m2 to 11,700m2 (at 7,400);
13	9,801 to 10,150	7,601 to 8,145	Second Enterprise centre no longer required at this stage (was at 8,200); Net reduction in minimum childcare spaces required by this stage from 1,449 in 15 purpose built facilities to 600 in at least 6 purpose-built facilities, based on evidence;

It should also be noted that a total of €12.5m development levies have been paid by the Adamstown developer's, these levies contribute to the delivery of facilities and infrastructure across South Dublin County and do not accrue solely to Adamstown.

The Council notes the submission of the landowners in relation to the substantial up front funding and costs associated with the delivery of the scheme to date and the additional costs which will accrue to the developers during the roll out of the remainder of the Scheme. In particular it notes submissions in relation to the costs of delivery of individual items of infrastructure such as parks, children's play facilities and community and leisure centre provisions. The Council does not accept the submission in relation to the costs of parks and children play facilities nor the submission in relation to the children play facilities being unreasonable. These are basic requirements of the current County Development and are guidance as to how such facilities should be provided. The Development Agency has clarified that these provisions are guidance in a further amendment to the Scheme. In relation to submissions regarding postponement of delivery of the swimming pool and leisure centre to later phases, the Council is of the opinion that the slow down in development which has resulted in fewer units being delivered resulting in fewer facilities being provided has had the impact of the development agency having to prioritize the delivery of services and facilities particularly the community centre, sports hall and parks. The delivery of a community centre together with a sports hall has emerged during the consultation process as a priority for the Adamstown residents. While a leisure centre and swimming pool are desirable, and are still retained within the proposed amendments to be provided by Phase 7 (4,600 units), they can be delivered sooner than required by phasing.

The Development Agency notes that the question of the economic viability of the scheme is central to the arguments particularly put Chartridge on behalf of developers. The developers emphasise their desire to achieve a balance between economic viability and the objectives of the SDZ Scheme. They also make the case that to address this issue the Phasing bands should revert to the 800 band proposed by the 2003 Scheme and that these should be sub-divided into

400 unit bands with the purpose of highlighting infrastructure delivered in the first 400 phase band of each phase. The development agency does not agree with this proposal and considers it will not enable the delivery of the Scheme. With regard to proposals to revert to the original 800m unit bands as set out in the 2003 Scheme, the development agency notes that the purpose of the review was to look at measures to encourage the further roll out of the Scheme in light of economic circumstances. The broad principle of the phasing and implementation strategy has served Adamstown well to date. There is a high level of infrastructure, services, facilities and amenities in place to serve the existing community. The slower pace of housing output since 2008 has had a knock on effect for the pace at which infrastructure, services, facilities and amenities are being delivered e.g. development has been in Phase 2 (1,001-1,800 dwellings) since the 2nd quarter of 2009. The availability of funding for what are often viewed as additional items is also noted as being increasingly limited.

Regardless of market conditions, the phased provision of infrastructure, services, facilities and amenities in tandem with housing is considered to be an essential component of the Adamstown development and is considered to be fundamental to the achievement of a sustainable urban district. The current challenge is to maintain good levels of provision, through a phasing and implementation strategy that is reasonable and deliverable. While the 1996 to 2001 housing output levels were historically high and proved unsustainable, the current levels are considered to be historically low, with a more balanced situation likely to emerge in the medium term. We must therefore take a balanced view when adjusting the phasing and implementation strategy.

Given the changed context both in terms of pace of development and funding environment, it is considered appropriate to reduce the size of phases so as to achieve shorter more focused phases with a reduced number of delivery requirements within each phase. It is considered that this will give a better alignment between housing output and delivery and give greater certainty to residents and purchasers.

The Planning Authority has a responsibility to ensure the SDZ as adopted is sustainable in planning terms. The legislation as adopted by the government emphasises throughout the need for the provision of a sustainable community and this means not only the provision of homes for an expanding population but also the creation of a community. This means the provision of schools, commercial activities, employment, offices and retail facilities, public transport, emergency services and community facilities.

While noting that economic viability is not a requirement of the legislation controlling the preparation of an SDZ the development agency is mindful of the economic burden which accompanies the Scheme and the commitment shown by the Adamstown developer's during the last 10 years and is willing to consider all options for securing the delivery of community infrastructure. Section 4.3.9 to be amended to reflect this.

A number of the submissions request flexibility around the delivery of commercial and community infrastructure delivery where economic viability is in question. The purpose of the SDZ designation was to provide certainty around the delivery of services and infrastructure. The incorporation of any such provisions would be unworkable in planning terms. The guidelines on Preparing Planning Schemes for Residential Development in SDZs were issued to South Dublin County Council by the Department of the Environment and Local Government in June 2001. These guidelines state that clear information on the design and timing of delivery of services is a crucial component of the planning scheme.

The development agency notes submission made in relation to requirements for delivery of non strategic roads to haul status. In general the Development Agency agrees that the requirement for the delivery of roads to haul road status is no longer required. The Development Agency doesn't accept this argument in relation to the delivery of the Celbridge link Road and access road (part of Loop Road #3) as a haul Road. However, early delivery of this strategic piece of infrastructure is not necessary until a sustainable amount the development which is designed to

serve has been brought forward. It is recommended that the phasing be amended to provide for the delivery of the Celbridge Link Road and the remaining section of the northern part of Loop Road 3 as haul road be delivered in tandem with the construction of 400 units to the west of the railway station, as part of Phase 5.

Recommendation

Variations/Modifications to Phasing and Implementation

1) Amend Section 4.3.9 to reflect willingness of Development Agency to explore all mechanisms to secure funding for delivery of community facilities in Adamstown

4.3.9 It may be necessary further to 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.

4.3.10 All measures available for the release of funding to provide for the delivery of community infrastructure in Adamstown will be perused.

2) Community Centre/Sports Hall: Amend Phase 2 to provide for 1 no. 1,200m sq. m facility inclusive of community sports hall

or

Provision of 600sq.m. Community centre and additional, separate school Sports hall in Phase 2 and an additional 600sq.m. community centre in Phase 9

Amend Phase 9 accordingly to reflect same

3) Move reference to delivery of Celbridge Link Road as a haul Road in Phase 4 to Phase 5

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 - provision of facility with minimum internal floor area of 1,200sq.m to incorporate large sports hall (33m x 18m), 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities</p> <p>Or Provision of Community centre facility with a minimum internal</p>

		<p>floor area of 600sq.m to incorporate 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities and provision of an additional separate school Sports hall</p> <p>Provision of All Weather Pitch with minimum floor area of 2000m²</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>
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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 OR commencement of Airlie Park</p> <p>Provision of minimum floor space of Tandy's Lane Village OR Tobermaclugg Local Centre (1,620sq.m or 1,800sq.m) Or Minimum 1,800m² floorspace provision in the District Centre. 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 a minimum of 65 full time childcare spaces.</p> <p>The provision of surface water drainage on a pro-rata basis.</p>

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
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	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

		<p>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>
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~~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	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	2,801-3,400 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 OR Commencement of Airlie Park (whichever has not been provided in phases 3-4)</p> <p>Provision of minimum floor space of Tandy's Lane Village OR Tobermaclugg Local Centre (1,620m² or 1,800 m²) Or Minimum 3,600m² floorspace provision in the District Centre. The eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station (if not yet provided)</p> <p>Provision of a minimum of 65 full-time childcare spaces</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> <p>Both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as haul roads where 400 units or more are provided west of the railway station.</p>

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	3,401-4,000 dwellings	<p>A further cross link road between Loop Roads #1 and #2;</p> <p>Opening of primary school No. 3 (min 16 classrooms)</p> <p>Provision of Civic Centre/Library Building</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 provision of surface water drainage on a pro-rata basis.</p>

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	4,001-4,600 dwellings	<p>Provision of minimum floor space of Tandy's Lane Village OR Tobermaclugg Local Centre (1,620m² or 1,800 m²) Or Minimum 7,200m² floorspace provision in the District Centre. The eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station.(if not yet provided)</p> <p>Provision of a minimum of 100 full time childcare spaces</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	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	4,601-5,200 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>Local Centre 1 if not yet already provided: Tandys Lane OR Tobermaclugg Local Centre include required minimum retail and retail services floor area provision (1,620sq.m or 1,800 sq.m)</p> <p>Provision of a minimum of 100 full time childcare spaces</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>Provision of an Enterprise Centre</p>

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	5,201-5,800 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 OR Tobermaclugg Local Centre to include required minimum retail and retail services floor area provision (1,620sq.m or 1,800 sq.m)</p> <p>Provision of a minimum of 100 full time childcare spaces</p> <p>Community Centre #2 (if larger 1,200sq.m facility is not yet provided) with minimum internal floor area of 600sq.m to incorporate 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities.</p> <p>Commencement of Tobermaclugg Park</p>

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	5,801-6400 dwellings	Adamstown District Centre to provide for the remainder of the minimum requirement of retail and retail services Provision of a min of 70 full time childcare spaces Completion of Tobermaclugg Park including pitches/courts, play facilities, landscaping and footpaths

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

APPENDIX 2: FULL SUMMARY OF RECOMMENDED CHANGES TO DRAFT AMENDMENTS ARISING FROM SUBMISSIONS

Recommendation No.1

AMENDMENT REF. NO.02	
Section Ref.	2003 Scheme Page Ref.
1.6 Planning Context	3

Text to be added to Amendment No. 2 Section 1.6 Planning Context as follows:

1.6.10 Planning and Development of Large Scale, Rail Focussed Areas in Dublin Draft Integrated Implementation Plan 2013-2018

The purpose of the report is to assess the issues impacting on the development of strategic areas adjacent to key public transport corridors, including in particular the emerging pressures to develop these areas on a low density basis, and to propose potential solutions to enable the viable development of these areas over the longer term. This report proposes a “Kickstart” Incremental Development Approach, where lower density development can be permitted initially as part of a planned approach to deliver to the overall intended densities over the longer term

1.6.11 School Travel Toolkit Smarter Travel Workplaces: A Guide for Implementers

The first, "Workplace Travel Plans - A Guide for Implementers" provides guidance to organisations who wish to support sustainable travel based on the experience of the National Transport Authorities Smarter Travel Workplaces programme. It is a "How to" guide, and provides useful information to local authority planners and engineers.

1.6.12: National Cycle Manual Greater Dublin Area Cycle Network Plan 2013

This document offers guidance on integrating the bicycle in the design of urban areas. Encouraging the incorporation of *cycling* within transport *networks* more proactively than before.

AMENDMENT REF. NO.04	
Section Ref.	2003 Scheme Page Ref.
2.1 Types of Development	7

Recommendation No. 2

2.1.5 The preferred type of employment uses permissible relate to office use.

MATERIAL AMENDMENT NO 6		AMENDMENT REF. NO.10	
Section Ref.		2003 Scheme Page Ref.	
2.2 (iii) Social and Affordable Housing (New Title)		7-9	

Recommendation No 3

Amend Section 2.2.16 as follows

2.2.17 The four traveller accommodation sites shall generally be located in accordance with the symbols identified on Figure 2.4. **No less than two-thirds of the traveller accommodation sites shall consist of housing units.**

MATERIAL AMENDMENT NO 9		AMENDMENT REF. NO.16	
Section Ref.		2003 Scheme Page Ref.	
2.3 (vii) Road/Street Width		11-19	

Recommendation No 4

Amend Section 2.3 (vii) to include the following statement.

2.3.29 **The application of the design standards within the Design Manual for Urban Roads and Streets (DMURS) will be applied in a flexible manner to take account of site works already carried out to date.**

AMENDMENT REF. NO.23	
Section Ref.	2003 Scheme Page Ref.
2.4 (ii) Road Improvements	20-23

Recommendation No 5

Insert additional text Section 2.4.5 as follows

2.4.6 **Completion and taking in charge of the 2.2km Adamstown Link Road connecting to the Outer Ring Road, the realigned Hayden's Lane, the upgrading of the R120 adjacent to the SDZ, the construction of two new signal controlled access junctions into the SDZ and the construction of the new R120 bridge over the Adamstown Link Road and Railway line**

AMENDMENT REF. NO.24	
Section Ref.	2003 Scheme Page Ref.
2.4 (iii) Suburban Rail	20-23

Recommendation No 6

Section 2.4 (iii) is to be amended as follows to reflect past and future railway provision in Adamstown.

2.4(iii) Suburban Rail

2.4.12 Future improvements include the electrification of the suburban railway line. To increase capacity this also necessitates running trains beyond Heuston Station. A future proposal is for a new interconnector tunnel (DART Underground) 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

2.4.12 The key elements for the development of Adamstown are the railway station and the completion of four tracking which have been completed to date. 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.

AMENDMENT REF. NO.26	
Section Ref.	2003 Scheme Page Ref.
2.4 (v) Transport Interchange	20-23

Recommendation No 7

Section 2.4.23 and 2.4.24 to be amended as follows;

2.4.25 The railway station acts as an interchange between, rail, bus and car as well as walking and cycling modes of transportation. Provision 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 and will provide for QBC/BRT/LRT and local bus services to Lucan and Liffey Valley

2.4.26 The provision of a permanent Park and Ride facility to serve Adamstown will continue to be a phasing requirement

MATERIAL AMENDMENT NO 12		AMENDMENT REF. NO.33	
Section Ref.		2003 Scheme Page Ref.	
2.6 (i) Major Parks and Public Open Spaces		28-33	

Recommendation No 8

Table 2.16 to be amended to provide for 1 full sized playing pitch in Tandy's Lane Park. The title of Table 2.16 is to be amended as detailed below

	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	1 full size playing pitches, 2 x district level LEAP/NEAP play facilities at opposite ends, landscaping & footpaths	Major Park

Table 2.16 Guidelines for the provision of Public Open Space by development and amenity area

MATERIAL AMENDMENT NO 14		AMENDMENT REF. NO.36	
Section Ref.		2003 Scheme Page Ref.	
2.6 (IV) Childcare Facilities		28-33	

Recommendation No 9

Additional text to be added to Section 2.6.

2.6.12 The Planning Scheme seeks to facilitate the sustainable development of good quality and accessible early childhood care (early years and general childcare both home based and centre based) 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 Infrastructure –Minimum Capacity

Development Area	Childcare Place (no.)*
Adamstown Castle	100 (existing)
Adamstown Station	200
Tobermaclugg Village	100
Tandys Lane Village	100
St Helens Airlie House	100
TOTAL	600

*refers to full day care spaces

MATERIAL AMENDMENT NO 15 REF. NO.37	
Section Ref.	2003 Scheme Page Ref.
2.6 (v) New Section Children’s Play Facilities	

Recommendation No 10

Table 2.16 to be amended as detailed in Amendment No 33 (Material Amendment No 12)

MATERIAL AMENDMENT NO 16		AMENDMENT REF. NO.38
Section Ref.	2003 Scheme Page Ref.	
2.6 (v) Community Buildings	28-33	

Recommendation No 11

Alteration to Section 2.6.17 and 2.6.18 of the Draft Amendments as detailed below.

The following amended text should be inserted:

2.6.19 1 x community centre shall be provided in Adamstown. The single facility with a minimum internal floor area of 1200sq.metres that incorporates a community sports hall (33m by 18m), 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities) alternatively the provision of 1 no. 600sq.metres community centre (4 multi-purpose meeting rooms, toilet facilities and kitchenette) together with an additional school sports hall in phase 2 which will be available for community use and additional 600sqmetres community facility (4 multi-purpose meeting rooms, kitchenette and toilet facilities) to be provided on phase 9.

2.6.20 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, sports activities, social support, public information and other purposes and where community use is the primary use.

MATERIAL AMENDMENT NO 17		AMENDMENT REF. NO.39	
Section Ref.		2003 Scheme Page Ref.	
2.6 (vi) Shopping and Retail Services			

Recommendation No 12

Bullet No. 2 of Section 2.2.19 to be amended to read as follows:

15,859 sq metres retail and retail services

<p>Amendment No. 44 Open Space (Mapping Changes)</p>

Recommendation No 13

Amend the Planning Scheme maps to maintain as per existing Planning Scheme i.e. no change to the provision of the Restricted Height Buildings in Somerton Development Area on the lands adjoining Westbury Estate to the north.

AMENDMENT REF. NO.46	
Section Ref.	2003 Scheme Page Ref.
3	36

Recommendation No 14

The following amended text to be inserted in Section 3 under Amenity Area A, B, C and D:

Minimum Requirements: See Table 2.16

MATERIAL AMENDMENT NO. 19 AMENDMENT REF. NO. 47	
Section Ref.	2003 Scheme Page Ref.
4.2 Sequence (Phasing and Implementation)	87

&

AMENDMENT REF. NO. 48	
Section Ref.	2003 Scheme Page Ref.
4.3 Operation (Phasing and Implementation)	87

&

MATERIAL AMENDMENT NO 20 AMENDMENT REF. NO. 49	
Section Ref.	2003 Scheme Page Ref.
4.4 Timing (Phasing and Implementation)	87

Recommendations no 15, 16 and 17 for Amendment 47 (Material Amendment No 19), Amendment 48 and Amendment 49 (Material Amendment No 20)

1) Amend Section 4.3.9 to reflect willingness of Development Agency to explore all mechanisms to secure funding for delivery of community facilities in Adamstown

4.3.9 It may be necessary further to 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.

4.3.10 All measures available for the release of funding to provide for the delivery of community infrastructure in Adamstown will be perused.

2) Community Centre/Sports Hall: Amend Phase 2 to provide for 1 no. 1,200m sq. m facility inclusive of sports hall

or

Provision of 600sq.m. Community centre and additional School Sports hall in Phase 2 and an additional 600sq.m. community centre in Phase 9

Amend Phase 9 accordingly to reflect same

3) Move reference to delivery of Celbridge Link Road as a haul Road in Phase 4 to Phase 5

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 - provision of facility with minimum internal floor area of 1,200sq.m to incorporate large sports hall (33m x 18m), 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities</p> <p>Or</p> <p>Provision of Community centre facility with a minimum internal floor area of 600sq.m to incorporate 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities and provision of a Sports hall with a minimum internal floor area of 600sq.m.</p> <p>Provision of All Weather Pitch with minimum floor area of 2000m²</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	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 OR commencement of Airlie Park</p> <p>Provision of minimum floor space of Tandy's Lane Village OR Tobermaclugg Local Centre (1,620sq.m or 1,800sq.m) Or Minimum 1,800m² floorspace provision in the District Centre. 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 a minimum of 65 full time childcare spaces.</p> <p>The provision of surface water drainage on a pro-rata basis.</p>

Phase	Extent of Development	INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES
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	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

		<p>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>
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~~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	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	2,801-3,400 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 OR Commencement of Airlie Park (whichever has not been provided in phases 3-4)</p> <p>Provision of minimum floor space of Tandy's Lane Village OR Tobermaclugg Local Centre (1,620m² or 1,800 m²) Or Minimum 3,600m² floorspace provision in the District Centre. The eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station (if not yet provided)</p> <p>Provision of a minimum of 65 full-time childcare spaces</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> <p>Both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as haul roads where 400 units or more are provided west of the railway station.</p>

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	3,401-4,000 dwellings	<p>A further cross link road between Loop Roads #1 and #2;</p> <p>Opening of primary school No. 3 (min 16 classrooms)</p> <p>Provision of Civic Centre/Library Building</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 provision of surface water drainage on a pro-rata basis.</p>

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	4,001-4,600 dwellings	<p>Provision of minimum floor space of Tandy's Lane Village OR Tobermaclugg Local Centre (1,620m² or 1,800 m²) Or Minimum 7,200m² floorspace provision in the District Centre. The eastern section of the Loop Road around Adamstown District Centre; and a District Centre busway loop road adjoining Adamstown Station.(if not yet provided)</p> <p>Provision of a minimum of 100 full time childcare spaces</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	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	4,601-5,200 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>Local Centre 1 if not yet already provided: Tandys Lane OR Tobermaclugg Local Centre include required minimum retail and retail services floor area provision (1,620sq.m or 1,800 sq.m)</p> <p>Provision of a minimum of 100 full time childcare spaces</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>Provision of an Enterprise Centre</p>

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	5,201-5,800 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 OR Tobermaclugg Local Centre to include required minimum retail and retail services floor area provision (1,620sq.m or 1,800 sq.m)</p> <p>Provision of a minimum of 100 full time childcare spaces</p> <p>Community Centre #2 if larger 1,200sq.m facility is not yet provided with minimum internal floor area of 600sq.m to incorporate 4 x multi-purpose meeting rooms, a kitchenette and toilet facilities.</p> <p>Commencement of Tobermaclugg Park</p>

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	5,801-6400 dwellings	Adamstown District Centre to provide for the remainder of the minimum requirement of retail and retail services Provision of a min of 70 full time childcare spaces Completion of Tobermaclugg Park including pitches/courts, play facilities, landscaping and footpaths

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

RECOMMENDED CHANGES TO DRAFT AMENDMENTS ARISING FROM MANAGER

Draft Amendment	Proposed Variation/Modification
Mapping	Amend all necessary maps to illustrate the most recently proposed road alignment of the Celbridge Link Road
Numbering	Amend typographical errors from Section 2.2 onwards in relation to the numbering of the sub-sections

APPENDIX 3: ENVIRONMENTAL REPORT

Response to the Environmental Issues arising from Environmental Authorities Submissions following the public display of the Draft Amendments to the Adamstown SDZ Planning Scheme and Environmental Reports



**January 2014
Planning Department,
South Dublin County Council**

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Introduction

The purpose of this Report is:

- To detail the written submissions received from the Environmental Authorities and a number of other government agencies in relation to environmental issues following the public display of the Draft Amendments to the Adamstown SDZ Planning Scheme and accompanying Environmental Report and Appropriate Assessment screening.
- To set out the County Manager's response to the issues raised in the submissions and
- To make recommendations on variations/modifications to the Draft Amendments of the Planning Scheme as appropriate.

Legislative Background

Section 169 (3) of the Planning and Development Act 2000-2010 makes provision for the consideration of submissions or observations made under Section 169(1) of the Act in relation to planning schemes. This provision is through the preparation of a report by the Manager of the planning authority on any submissions or observations and the submission of this report to the members of the authority for their consideration. The Manager's Report is required to list the persons or bodies who made submissions, summaries the issues raised and give the Manager's response to those issues.

Section 179(F) of the Planning and Development Act (Strategic Environmental Assessment) Regulations 2004-2011 requires that documentation made available under section 169(3) of the Act shall be accompanied by an Environmental Report, in which submissions and observations made in respect of the Environmental Report will also be taken into consideration.

South Dublin County Council has prepared this report in the above legislative context.

Key Stages in the Strategic Environmental Assessment (SEA) of the draft amendments to the Planning Scheme to date.

Table 1
Key SEA stages to date.

Date	Stage
25 th March 2013	A Scoping Issues Paper was prepared containing baseline environmental data which was sent to the following Environmental Authorities on the 25 th March 2013 i.e. the Environmental Protection Agency (EPA), the Department of the Environment, Community and Local Government (DOECLG), the Department of Arts, Heritage and the Gaeltacht (DAHG), the Department of Communications, Energy and Natural Resources (DCENR) and the Department of Agriculture, Food and the Marine.
April 2013	<p>The Council gave notice on the intention to prepare draft amendments to the Adamstown SDZ Planning Scheme, 2003.</p> <p>It was also stated that the planning authority would carry out a Strategic Environmental Assessment [SEA] of draft amendments. As a part of this process, the planning authority would prepare an Environmental Report on the likely significant effects on the environment of implementing the draft amendments. It was also stated that the draft amendments and Planning Scheme would be subject to Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).</p> <p>Written submissions or observations regarding the preparation of the draft amendments were invited from members of the public and other interested parties.</p>
April 2013	Submissions were received from the Environmental Authorities in relation to the scope and level of detail to be included in the Environmental Report. The Scope of the Environmental Report was amended accordingly.
23 rd October 2013 to 3 rd December 2013	Public Notice issued on the 23 rd October 2013 concerning the display of Draft Amendments to the Adamstown Planning Scheme 2003, Environmental Report and Appropriate Assessment Screening Report and submissions were sought.

Submissions from Environmental Authorities – December 2013

The table below sets out the submissions from the Environmental Authorities and a number of other government agencies in relation to environmental issues in the Draft Amendments, accompanying Environmental Report and Appropriate Assessment Screening. The table also contains a response by the Manager pertaining to the item.

SUBMISSION SUMMARY	COMMENT
<p><u>Environmental Protection Agency</u></p> <p>Following adoption of the amendments, an SEA statement should summarise how environmental considerations have been integrated, how the Environmental Report has been taken into account, the reasons for adopting the Plan in light of reasonable alternatives and the measures to monitor the environmental effects of the Plan. A copy of the SEA statement should be sent to any environmental authority consulted the SEA process.</p> <p>Where amendments to the Plan are proposed these should be screened for likely significant effects in accordance with the SEA Regulations.</p> <p>The submission suggests including a stronger specific commitment to implement the Programme of Measures of the Eastern River Basin District Management Plan and to describing the additional measures in the 'Dodder 2' area needed to achieve good water quality status under the WFD.</p>	<p>Response: South Dublin will follow the statutory process following the adoption of the Draft Amendments i.e. Article 9 of the SEA Directive (2001/42/EC) provides that the environmental authorities and the public must be provided with an SEA Statement as soon as is practical after a plan is adopted. The SEA Statement will include information summarising:</p> <p>a) how environmental considerations have been integrated into the draft amendments,</p> <p>b) how</p> <ul style="list-style-type: none"> • the environmental report, • submissions and observations made on the Draft Amendments and Environmental Report, and • any transboundary consultations that have been taken into account during the preparation of the draft amendments. <p>c) the reasons for choosing the draft amendments, as adopted, in the light of the other reasonable alternatives, and</p> <p>d) the measures selected to monitor the significant environmental effects of implementation of the draft amendments.</p> <p>Response: Any variations/modifications to the draft amendments following public consultation will be screened for likely significant effects in accordance with the SEA Regulations.</p> <p>Response: Responsibility for implementing the measures rests with the Local Authorities, various Government Departments and Agencies, and other sectors such as agriculture and industry. The commitment to implement the Programme of Measures of the Eastern River Basin District Management Plan is contained in the South Dublin County Development Plan and it is considered that it is appropriate that the commitment should be included thus in the hierarchy of Plans within the County.</p> <p>“2.3.12.i Policy WD5: Water Quality Management Plans <i>It is the policy of the Council to promote the implementation of water quality management plans for ground and surface waters in the County as part of the implementation of the EU Water Framework Directive, and in accordance with the policies and objectives and programme of measures of the Eastern River Basin Management Plan and any future amendments.”</i></p>

Acknowledged that flood risk assessment has been taken into consideration in the preparation of the amendments; areas of potential significant risk of flooding are zoned to reflect the associated risk including through the alignment of green infrastructure proposals and flood risk areas. Noted that the Environmental Report describes the extensive flood alleviation works carried out on the Tobermaclugg Stream and Griffeen River since the Planning Scheme was adopted

Response: Noted

The submission suggests clarifying how the full range of environmental effects of the implementation of the Plan as set out in the SEA Directives and Regulations.

Response: Section 8 of the Environmental Report contains a full assessment of the range of effects of policies and objectives. The interactions between the SEOs and the draft amendments determine the effects of implementing the draft amendments. These effects include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects. The assessment response is given in terms of the impact on the Strategic Environmental Objectives. The assessment of the secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects is included for the evaluation of the Alternatives in Section 7 of the Environmental Report (colour coded in Blue to signify these types of impacts).

The submission suggests monitoring both negative and positive effects, the inclusion of the on-going review of environmental targets and indicators in the monitoring programme and the inclusion of monitoring frequencies. The Monitoring Programme should be flexible and be able to deal with the cumulative effects.

Response: South Dublin County Council's SEA Monitoring System for both the County Development Plan and all associated plans is operational at present. An [SEA Monitoring Report](#) has been produced for the Development Plan 2010 to 2016 which indicates the success of the system. An opportunity for review of the environmental targets and indicators in the monitoring programme and the inclusion of monitoring frequencies will be presented during the next Development Plan Review which will commence in 2014.

The inclusion of the Section 4.11 Overlay of Mapping of Environmental Sensitivities is noted. There would be merits in considering the incorporation of the SEA recommendations and the cumulative sensitivity mapping into the Draft Amendments as an Appendix

Response:

The recommendation is noted. In the current Planning Scheme, an existing environmental appraisal relating to the 2003 Planning Scheme is provided. Taking into consideration the SEA assessment of the Draft Amendments, the inclusion of the SEA Statement should be included as an appendix to the Planning Scheme.

Geological Survey of Ireland

GSI Datasets

The Geological Survey of Ireland (GSI) has datasets on Bedrock, Geology, Quaternary Geology, Mineral deposits, Groundwater Resources, Geological Heritage, Landslides and the Irish Seabed. Maps/databases are available on the GSI website.

Department of the Environment, Communications and Local Government

The Department acknowledges that the draft amendments report is a well written and legible document.

Appears to be differences between Figure 4.6 of the SEA and Figure 2 of the Habitats Directive Assessment as regards the location of the water courses and the resultant flooding area (Flood Zone A). Lack of clarity as to the implications of this change. Also noted that it is unclear if the area in which housing is proposed is within Flood Zone A (indicated as a 1 in 100year fluvial event).

Recommendation

Include SEA Statement as an appendix to the Planning Scheme

Response: These datasets have been utilised for the Maps in the Environmental Report as stated in Section 4.5 Geology and Soils;

“The Geological Survey of Ireland GSI has provided information on Bedrock, Soils, Groundwater Classification and Aquifer Vulnerability in the Adamstown Area (www.gsi.ie).”

Response Noted.

Response Figure 4.6 of the Environmental Report refers to the Preliminary Flood Risk Assessment Map (PFRA) containing provisional data from the OPW. Figure 2 of the AA report outlines the layout of the Planning Scheme as proposed by the draft amendments.

In relation to the discrepancy in the watercourse alignment, extensive surface water drainage works were installed in 2011 to cater for the plan lands as the established drainage system was considered insufficient to meet the requirements of the approved Scheme and flood events had occurred in the environs of Tubber lane. A storm water culvert and 5000m³ attenuation pond was installed to manage surface water flow in this area. The culvert takes surface water directly from Adamstown to the attenuation pond, bypassing a section of the Tobermaclugg Stream, with outfall to the River Liffey in the vicinity of Lucan Village. In that regard, the watercourse as shown in Figure 4.6 of the Environmental Report has been partly realigned and diverted as part of the remediation works to the drainage system. It is considered acceptable to update the map to reflect these works

The Preliminary Flood Risk Assessment (PFRA) is a national, high-level screening exercise based on available or readily derivable information. It followed a simpler process to prepare flood mapping information compared to those now being employed in the CFRAM programme. PFRA maps are indicative of flood risk and their use is not acceptable for a Stage 2

	<p>Flood Risk Assessment. As previously noted, extensive drainage works have been carried out to date in the plan lands which have substantially alleviated flood risk in the area. During the national flooding in Dublin on the 24th October 2011, no localised flooding was reported in Adamstown or the immediate surroundings (i.e. Tubber Lane to the north of the plan lands which had previously experienced localised flood events). The Draft Amendments provide for a 20% reduction in the proposed population density on the plan lands. The drainage system and associated flood alleviation works carried out in 2011 were designed to cater for a greater capacity based on the permitted density at that time.</p> <p>Recommendation</p> <p>Amend Figure 4.6 in the Environmental Report to reflect the impact of the drainage works carried out to date.</p>
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Recommendation Summary

The following recommendations are proposed to the text within the Planning Scheme.

- **Recommendation:** Inclusion of the SEA statement as an appendix to the amended Planning Scheme

The following recommendations are proposed to the text within the **Environmental Report**.

- **Recommendation:** Section 4.7.3 of the Environmental Report will be updated to include the following information on PM10 - "*There have been 5 exceedances to date in 2013.*"
- **Recommendation:** Amend Figure 4.6 in the Environmental Report to reflect the impact of the drainage works carried out to date.

Next Stage in the SEA Process

The submissions from the Environmental Authorities received as part of the public consultation exercise will inform amendments to policies, objectives and strategy within the Draft Amendments to the Planning Scheme as recommended in the Manager's Report.

Variations/Modification to the draft amendments recommended by the Elected Members at this stage will be assessed for environmental impact. Any adopted variations/modifications which propose to materially alter the draft amendments will be put on public display to allow for further comment. An environmental assessment of any proposed variation will be part of this display.

APPENDIX 4: PUBLIC CONSULTATION INFORMATION POSTERS



DRAFT AMENDMENTS, ADAMSTOWN SDZ
PLANNING SCHEME, 2003

THE EXISTING SCHEME

- Adamstown was designated by the Government as a Strategic Development Zone in 2001
- The Planning Scheme was approved in 2003 and sets out a detailed Masterplan for the site
- The Scheme facilitates up to 10,150 new homes and 125,000sq.metres of additional development such as community, shopping, leisure, and employment uses
- Four major parks, a transport interchange and a minimum of four schools are also provided for
- Residential densities range from 35-90 dwellings per hectare with an average of 53-64 dwellings per hectare
- Highest residential densities are located close to the rail station in the south of the area
- In the region of €100 million has been spent by the private and public sectors on infrastructure and facilities to date
- A new railway station, link road, 2 primary schools, a post primary school, a crèche, a neighbourhood park, local retail facilities, a new sewerage pumping station, water and drainage infrastructure, internal road network and upgrades to the adjoining road network have been delivered
- 1,250 homes are now occupied in the Adamstown Castle, Adamstown Square and Airrie Stud areas, with a total existing population of 3,350 (CSO 2011).



DRAFT AMENDMENTS, ADAMSTOWN SDZ
 PLANNING SCHEME, 2003

KEY AMENDMENTS

The Adamstown SDZ was approved by An Bord Pleanála in 2003. Due to both the passage of time and the economic and social changes in the interim a review of the Plan was considered necessary. There are a total of 49 amendments proposed to the scheme. This includes 20 major amendments and 29 amendments which update the scheme or which result from the provisions of major amendments.

The main themes of the changes can be categorised as follows;

More sustainable amount of development

- Min max dwellings 8,700-8,200 (current scheme 8,250-10,160)
- Option to transfer 250 residential for future employment use
- Additional primary school and health care facility included from 2008 amendment
- Average min-max dwellings per hectare 44-51 (currently 63-87 dwellings per hectare)
- Average unit size increase by 10% from 100 square metres to 110 square metres

Phasing and Delivery

- Updated to reflect infrastructure provided to date
- Changes to timing of delivery of key infrastructural requirements
- Phasing bands reduced from 800 units to 600 units per phase (10 key phases)
- Last phase to be delivered at 8,400 rather than 8,200 units.
- Phasing would allow for either/or provision in respect of parks and distributional centres. This allows for consideration of viability and/or deliverability

Update in line with current guidelines

- Almost all guidance and strategy documents referred to in the 2003 scheme have been replaced or updated
- Update to include Amendment No.1 (2006) which provided for an additional primary school and a health care facility
- Update to show the areas which have been developed to date
- Provide new sections on Green Infrastructure, Environmental Sustainability and Sustainable Design in line with SDCC Climate Change Strategy

KEY AMENDMENTS

Facilities and Amenities

- Community building requirements; 2 facilities of 600-800 square metres each or one large facility of 1,200 square metres (currently 8-10 facilities of 150 square metres)
- School sports hall and all-weather pitches introduced as a requirement in phasing and delivery
- 1 enterprise centre required (currently 2 required)
- Childcare provision adjusted to reflect demand; requirement for 800 spaces from 1,450
- Minimum level of retail floorspace requirements reduced but focused on 3 main centres



APPENDIX 5: NEWSPAPER NOTICE



**PLANNING AND DEVELOPMENT ACTS
2000 – 2010 (PART IX)
PLANNING AND DEVELOPMENT
(STRATEGIC ENVIRONMENTAL ASSESSMENT)
REGULATIONS 2004-2011
NOTICE OF PUBLIC CONSULTATION ON DRAFT
AMENDMENTS TO ADAMSTOWN STRATEGIC
DEVELOPMENT ZONE (SDZ) PLANNING
SCHEME, 2003.**

Notice is hereby given that South Dublin County Council has prepared a draft amendments report to the Adamstown SDZ Planning Scheme, 2003.

An Environmental Report has been prepared as part of a Strategic Environmental Assessment of the draft amendments. The Planning Scheme and draft amendments have also been subject to Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).

Information:

The public consultation will take place from **Wednesday, 23rd of October to Tuesday 3rd of December, 2013 inclusive**. The draft amendments report and Environmental Reports can be viewed on the Council's website at www.sdcc.ie and can also be viewed at Lucan Library, District Centre (formerly Superquinn), Lucan and the Civic Offices Clonsalkin and County Hall, Tallaght, during normal opening hours (excluding public holidays).

Members of the public, local groups and stakeholders are invited to participate in community workshops to outline and discuss proposed changes to the SDZ Planning Scheme, and in order to inform the submission process at Finnstown Country House Hotel, Lucan, on **Monday 11th November at 7.30pm to 9.30pm** and **Thursday 14th November at 7.30pm to 9.30pm**, registration from 7.15pm.

Council staff will also be available to answer general queries on the draft proposed amendments every **Wednesday afternoon between 2.00pm – 4.00pm** at County Hall, Tallaght, during the public consultation. If you have further questions on the draft amendments, please call 01-4149000 or email adamstownreview@sducoco.ie.

Submissions

Submissions and observations in relation to the draft amendments and the Environmental Reports can be made in writing only to the addresses below from **23rd October to 3rd of December, 2013**.

Submissions and observations should state name, address, and where relevant the body represented. All comments including the names and addresses of those making the comments, submitted to the Council in regard to this development will form part of the statutorily required report to be presented to South Dublin County Council, and will form part of a public document.

Children, or groups or associations representing children, are entitled to make submissions or observations. Submissions and observations will be taken into consideration in deciding upon the draft amendments.

Only submissions received by 4.00pm on the 3rd of December, 2013 and addressed as set out below will be considered. Submissions cannot be accepted in any other format or to any other email or postal address.

By e-mail: adamstownreview@sducoco.ie or

By Post: Administrative Officer, Projects & Forward Planning, Planning Department, South Dublin County Council, County Hall, Tallaght, Dublin 24

Web: www.sdcc.ie

