

PROPOSALS FOR DEVELOPMENT

2.0



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2.0 PROPOSALS FOR DEVELOPMENT

2.1 Types of Development

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

Table 2.1 Types of Development Permissible in Adamstown - Development Areas	
Permitted in Principle	Advertisements & Advertising structures, Bed and breakfast, Betting office, Car park, Church/Place of Worship, Community facility, Childcare Facilities, Cultural use, Dancehall/nightclub, Doctor/Dentist etc., Education, Enterprise centre, Funeral home, Guest house, Health centre, Hospital, Home-based economic activities, Hotel/motel, Industry-light, Office-based industry, Offices, Open space, Petrol station, Public house, Public services, Railway Station, Recreational buildings (commercial), Recreational facility/sports club, Residential, Residential caravan bays/Group housing, Residential institution, Restaurant/Cafe, Retirement home, Science and Technology based enterprise, Service garage, Retail service, Shop, Vet. Surgery
Open for Consideration	Agricultural buildings, Caravan park-holiday, Cash and carry/Wholesale outlet, Garden centre, Household fuel depot, Motor sales outlet, Refuse transfer station, Retail warehouse, Telecommunications support structures required to service Adamstown, Transport depot, Warehousing.
Not Permitted	Abattoir, Aerodrome/Airfield, Boarding kennels, Cemetery, Concrete/Asphalt plant, Heavy vehicle park, Industry-Extractive, Industry-General, Industry-Special, Refuse landfill, Rural industry, Scrap yard

2.1.2 The Planning Scheme aims to “Create a sustainable and vibrant community based on a traditional town format, with a wide range and choice of dwellings, shopping, services, employment, education, community and leisure facilities and amenities”.

2.1.3 The Government Order designating Adamstown as a site for an SDZ. S.I. No. 272 of 2001, specifies “residential development and the provision of schools, commercial activities including employment, office and retail facilities, a rail halt, emergency services and the provision of community facilities as referred to in Part III of the First Schedule of the Planning and Development Act 2000, including health and childcare services”.

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

Figure 2.1 Mixing Uses

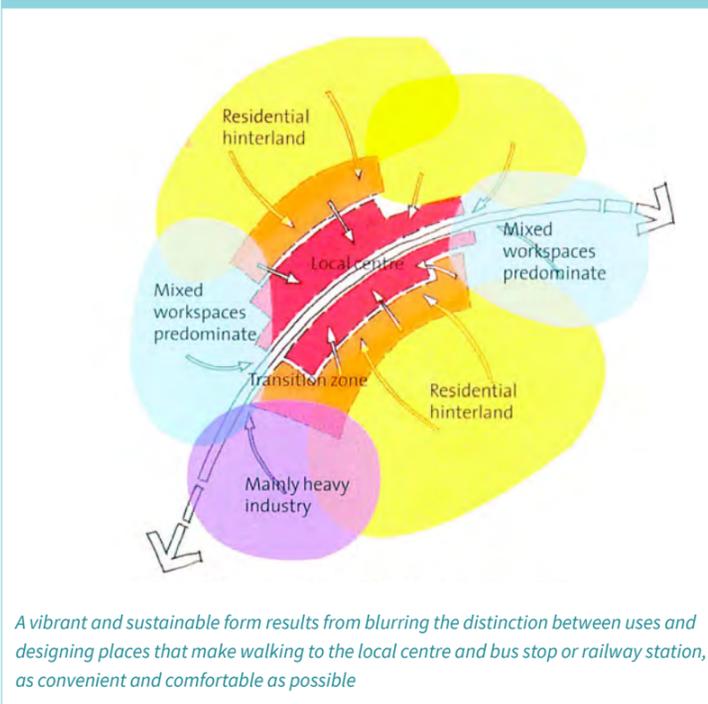


Table 2.2
Types of Development Permissible in Adamstown - Amenity Areas

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

* In existing structures

2.1.5 Adamstown is primarily a residential development area with significant community and commercial elements focused on a new railway station, new district centre and at least two new local centres.

2.1.6 The types of development permissible in the eleven development areas (Figure 1.4) are indicated on Table 2.1. the types of development permissible in the four amenity areas (Figure 1.4) are indicated on Table 2.2.

2.2 Extent of Development

Table 2.3
Total Extent of Development Permissible in Adamstown*

Development Type	Minimum Extent	Maximum Extent
Total Residential	765,000 sq.m	970,000 sq. m
Total Dwelling Units	7,010 units	8,905 units
Total Non-Residential Development	22,500 sq.m	127,000 sq.m
Additional Development	Railway station/transport interchange Four Primary Schools (2 in place on existing 4 hectare site) One secondary school (in place on existing 4 hectare site) Fire Station (if required) Primary Health Care Facility	

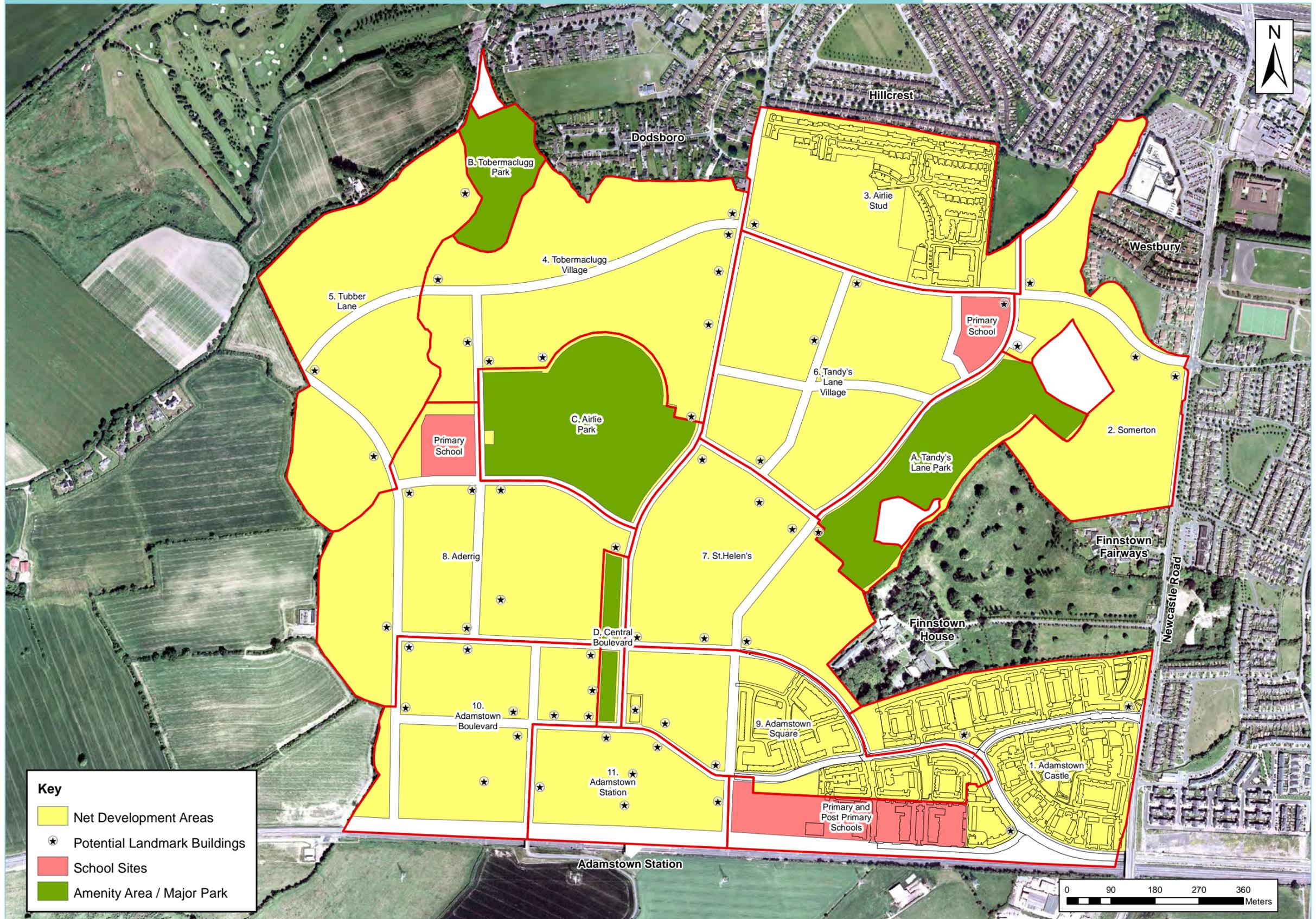
* Figures in the above table have been rounded for presentation purposes.

2.2 (i) Total Extent

2.2.1 In addition to the type or types of development that may be permitted, a Planning Scheme must indicate the extent of any such proposed development.

2.2.2 The scale of the Adamstown SDZ is such that the area is likely to be developed over a relatively long period of time. The Planning Scheme must therefore be sufficiently flexible to allow for changing economic and social conditions, yet be clear enough to indicate the full extent of development permissible.

Figure 2.2 Net Development Areas, Landmark Buildings and School Sites



2.2.3 To facilitate flexibility over time and ensure clarity, this Planning Scheme is based on a system that indicates an acceptable range of development. Both a minimum and a maximum ('min-max') amount of development are specified. The extent of development permissible falls within this min-max range.

2.2 (ii) Breakdown of Total Extent

- 2.2.4 The total extent of development in the Adamstown SDZ comprises:-
- > Development in Net Development Areas;
 - > Development in Landmark Buildings;
 - > Development on School Sites;

Net Development Areas

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

	Development Area	Total Development (sq.m)		Total Dwelling Units (number)	
		Min	Max	Min	Max
1	Adamstown Castle	57,775	58,975	630	640
2	Somerton	54,000	64,800	450	540
3	Airlie Stud	67,425	72,600	630	675
4	Tobermaclugg Village	84,700	106,150	770	965
5	Tubber Lane	73,800	94,800	615	790
6	Tandy's Lane Village	74,800	102,850	680	935
7	St. Helen's	81,400	101,750	740	925
8	Aderrig	97,125	121,275	925	1155
9	Adamstown Square	78,720	80,565	640	655
10	Adamstown Boulevard	72,450	90,825	690	865
11	Adamstown Station	49,000	58,500	490	585
	Subtotal	791,195	953,090	7,260	8,730
	Landmark Sites				+175
	Employment Use Transfer of Units			-250	
	TOTAL	765,000	970,000	7,010	8,905

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

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

* Up to 2% of max may be provided to facilitate landmark buildings. This equates to an additional 175 units/ 17,500sq.m of development.

* Figures in the above table have been rounded for presentation purposes.

2.2.6 Within each of the eleven net development areas, the Planning Authority will allow flexibility in the relationship between the amount of floorspace and the number of dwelling units. For example, a developer may provide the minimum amount of floorspace and the maximum number of dwellings, or vice-versa, subject to the minimum individual standards set out in Table 2.10. This allows for considerable variation in dwelling size and type.

2.2.7 There is generally a 20% variation between the minimum and maximum extent of development within each net development area. This is to counter excessive fluctuations throughout Adamstown.

2.2.8 There are a minimum of 7,010 units and a maximum of 8,905 units permissible in the Planning Scheme Area.

Landmark Buildings

2.2.9 To increase potential for future infill development, up to 2% on top of the maximum floorspace in each net development area may be provided to facilitate landmark buildings at the locations identified appropriate locations throughout Adamstown. This permits up to a maximum of 17,500 square metres of further development which may include up to 175 extra dwelling units.

Additional Employment

2.2.10 To increase potential for future employment use within the site, up to 250 no. residential units may be displaced in the Adamstown Boulevard Development Area situated west of Adamstown Station. This could facilitate additional employment floor space of up to 26,250 sq.m.

2.2 (iii) Social Housing

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

2.2.12 Social housing provision must include at least four traveller accommodation sites with capacity for up to 6 units of accommodation, comprising grouped houses and/or residential caravan bays, depending on the requirements of South Dublin County Council.

2.2.13 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.

2.2 (iv) Total Non-Residential Development

2.2.14 There is a maximum of 127,000 sq.m of non-residential development permissible in the Planning Scheme area (excluding school buildings, primary healthcare facility, railway station and fire station). The maximum amount of non-residential floorspace is available for commercial, retail, community, office, employment, leisure, civic and cultural activities and uses.

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

Table 2.5
Maximum Extent of Non-Residential Development*

	Development Area	Total Maximum Non-Residential		Total Maximum Retail	
		As a % of total floorspace	Floor Area (sq.m)	As a % of total non-residential floorspace	Floor Area (sq.m)
1	Adamstown Castle	5%	3,000	10%	300
2	Somerton	5%	3,250	50%	1,625
3	Airlie Stud	5%	3,750	10%	375
4	Tobermaclugg Village	7%	7,250	33%	2,250
5	Tubber Lane	5%	4,500	10%	450
6	Tandy's Lane Village	7%	6,750	33%	2,025
7	St. Helen's	4%	3,750	10%	375
8	Aderrig	4%	4,750	10%	475
9	Adamstown Square	10%	8,000	10%	800
10	Adamstown Boulevard	10%	8,750	10%	875
11	Adamstown Station	50%	29,250	50%	14,625
	Subtotals		83,000		24,175
	Landmark Buildings		17,500	0%	0
	Employment Use Transfer		26,250	0%	0
	TOTALS		127,000		24,175

* Figures refer to the total extent of development permissible in Development Areas, inclusive of existing development.

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

* Figures in the above table have been rounded for presentation purposes.

- 2.2.16 There is a minimum of 22,500 sq.m approximately (excluding school buildings, primary healthcare facility, railway station and fire station) of non-residential floorspace required to ensure the provision of certain community, retail and retail service uses including the following:-
- > 15,859 sq.m. retail and retail services;
 - > 1 no. 1,000 sq.m. central civic building/library;
 - > 1 no. 1,500 sq.m. enterprise centre;
 - > 1,200sq.m. community centre floorspace (or 1 x 600sq.m. school sports hall and 1 x 600sq.m. community centre) in total;
 - > 565 no. childcare places in at least 5 separate facilities (at 5 sq.m per child, estimated to be 2,825sq.m approximately).

Table 2.6
Minimum Extent of Non-Residential Development *

	Development Area	Retail & Retail Services (sq.m.)	Community Buildings	Enterprise/ Commercial Buildings	Childcare		Total (sq.m.)
					No. of Spaces	sq.m.	
1	Adamstown Castle	739	0		65	325	1,064
2	Somerton	0	0		0	0	0
3	Airlie Stud	0	0		0	0	0
4	Tobermaclugg Village	1,800	0		100	500	2,300
5	Tubber Lane	0	0		0	0	0
6	Tandy's Lane Village	1,620	0		100	500	2,120
7	St. Helen's	0	0		100	500	500
8	Aderrig	0	0		0	0	0
9	Adamstown Square	0	0		0	0	0
10	Adamstown Boulevard	0	0		0	0	0
11	Adamstown Station	11,700	0		200	1,000	12,700
	Civic Building/ Library		1,000				1,000
	Community Building(s)		1,200				1,200
	Enterprise Centre			1,500			1,500
	TOTALS	15,859	2,200	1,500	565 spaces	2,825	22,500*

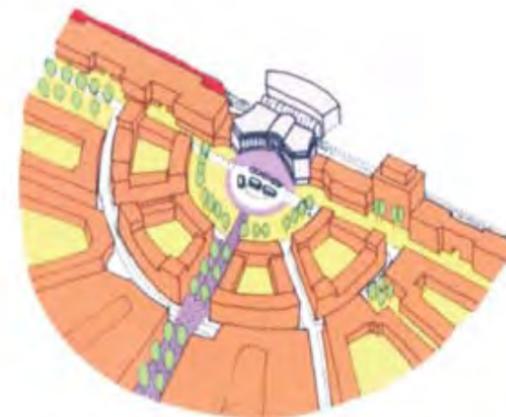
* Excludes school buildings, primary healthcare centre, railway station and fire station. Childcare places estimated at 5 sq.m per child.

* Figures in the above table have been rounded for presentation purposes.

- 2.2.17 Permissible non-residential floorspace in any development area except for the three local/district centres of Adamstown Station, Tandys Lane Village and Tobermaclugg Village may be transferred to one or more immediately adjoining development areas or subject to Table 2.2, amenity areas, subject to the following:-

- > 'Immediately adjoining' requires adjoining development areas to share a contiguous boundary within the Planning Scheme area;
- > Transferred floorspace is additional to permissible development in the destination area or areas;
- > Transferred floorspace causes a reduction in permissible development in the origin area or areas;
- > Total permissible non-residential floorspace in the Adamstown Planning Scheme area as a whole shall remain unchanged;
- > Transferred floorspace shall not apply cumulatively and shall be based on the non-residential floorspace figures detailed in this Planning Scheme;
- > Floorspace may be transferred only with the written agreement of the owner(s) of the origin and destination landholding, which must accompany any relevant planning application;

Figure 2.3
Integration between the Type and Extent of Development and Transportation



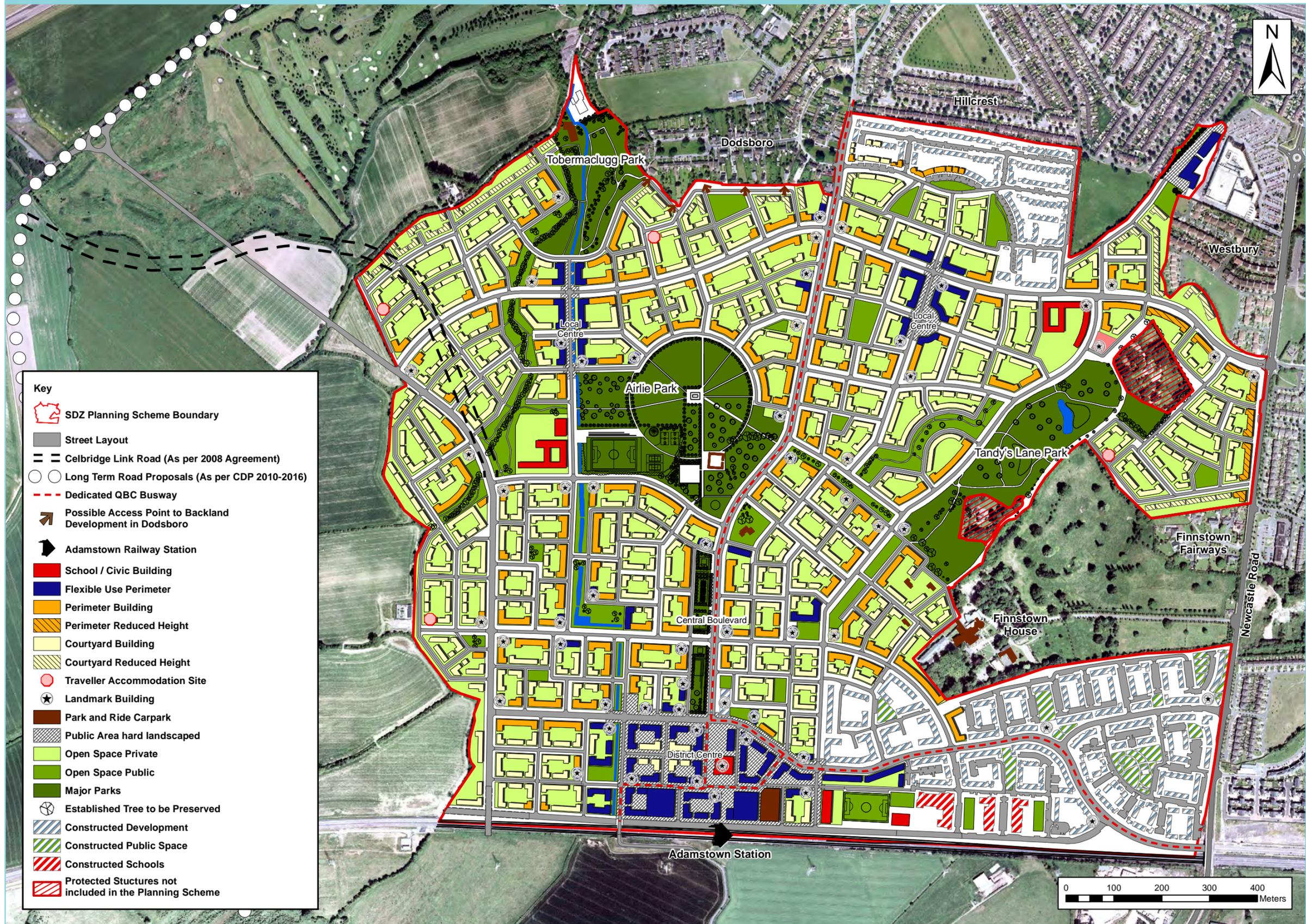
Public transport orientated development ensures that a mixed use community has a railway station or bus stop within walking distance at its heart

2.3 Overall Design of Development

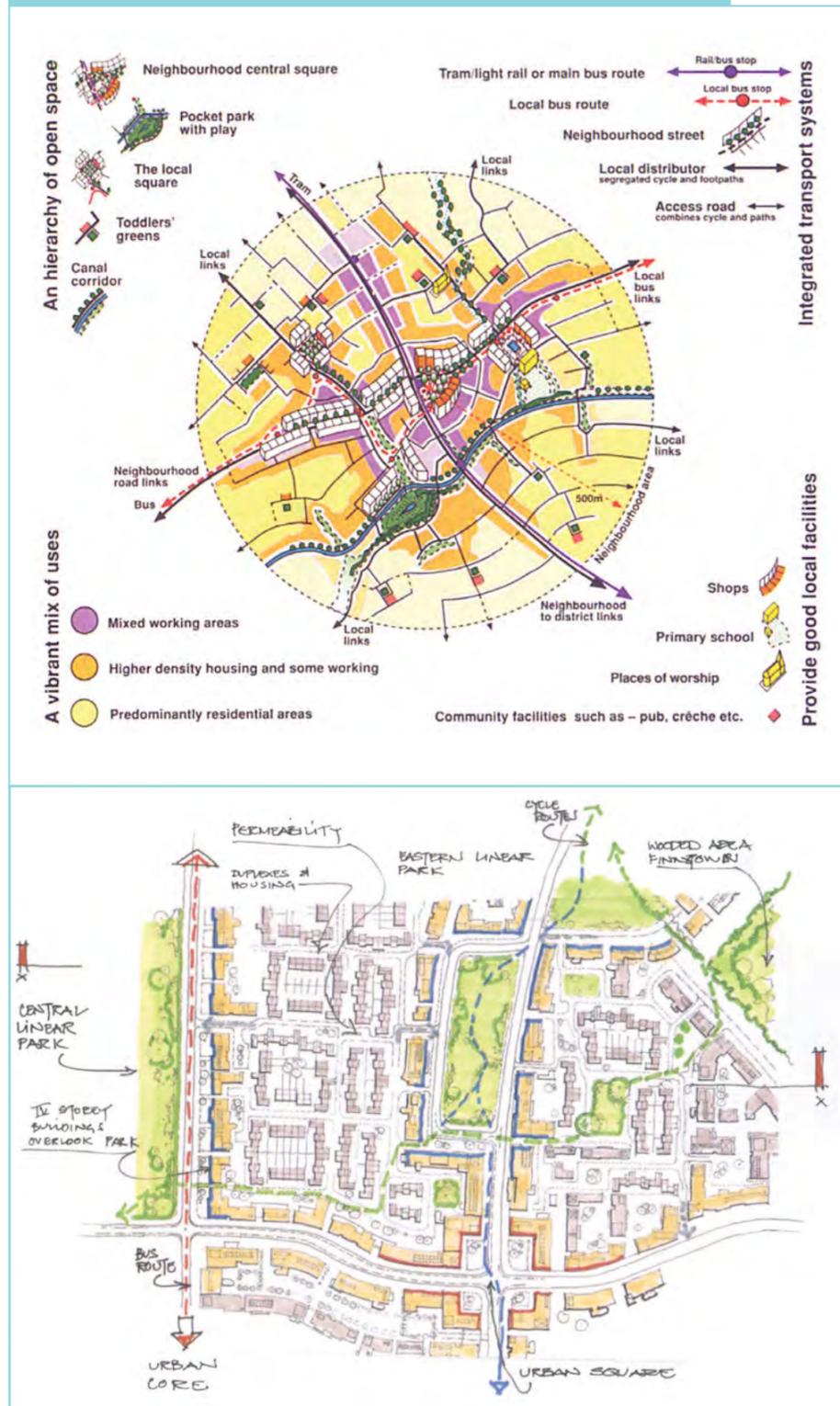
2.3 (i) Design Statement

- 2.3.1 Development in the Adamstown SDZ is based on a traditional urban town and village format, with a lively and interconnecting network of streets, squares and public parks and gardens, varied and interesting buildings and a mix of residential, commercial, public and community uses, all in close proximity.
- 2.3.2 The guiding principles of planning and design within Adamstown are:-
- > Connectivity and permeability in layouts rather than enclosed and gated enclaves;
 - > Perimeter buildings addressing and abutting streets rather than set back on their sites;
 - > Integration of buildings and public amenity space to ensure overlooking and passive supervision;
 - > A mix of activities and uses focused on a hierarchy of identified centres with opportunities for non-residential development throughout the area;
 - > Greater variety in residential densities than in suburban areas to date;
 - > Greater variety in building height;
 - > Opportunities for landmark buildings at key nodes and focal points to promote urban legibility and a varied townscape;
 - > Good modern architecture with a building language that is varied and forward-looking rather than repetitive and retrospective;
 - > A range and choice of dwelling types and sizes;
 - > Apartments, duplexes and townhouses, with greater internal floor areas and private amenity space than before;
 - > Increased utilisation of shared/communal and well-defined on-street car parking.
- 2.3.3 These principles support a deliberate shift in the planning and design of Adamstown, away from the traditional suburban housing estate format towards a more sustainable, compact and integrated urban format of development.

Figure 2.4 Adamstown SDZ Planning Scheme 2014



Figures 2.5. and 2.6 Design and Layout Principles: Concept and Application



2.3 (ii) Layout

- 2.3.4 To encourage connectivity and permeability whilst ensuring that maximum safety standards are maintained, the Planning Authority will base its assessment of residential road layouts in the Adamstown SDZ on the guidance detailed in Design Manual for Urban Roads and Streets (DMURS), DoTTS & DoEC&LG, 2013, the National Cycle Manual, NTA, 2011 and the Adamstown Street Design Guide (ASDG), SDCC, 2009.
- 2.3.5 Proposed layouts must demonstrate standards of permeability that prioritise public walking and cycling routes that are direct, safe and secure. Major barriers to pedestrian/cyclist movement such as gated or fenced-off compounds around individual developments will not generally be permitted. Layouts shall be designed to ensure that defensible space is defined by buildings, which shall in turn provide passive supervision of the public realm.
- 2.3.6 Passive supervision of the public realm is the most effective means of preventing anti-social behaviour. All roads/streets, walking/cycling routes and public open spaces shall be overlooked by adjoining accommodation to ensure passive surveillance. Back-land spaces, rear access lanes, blind corners and long side-garden walls will not be permitted.

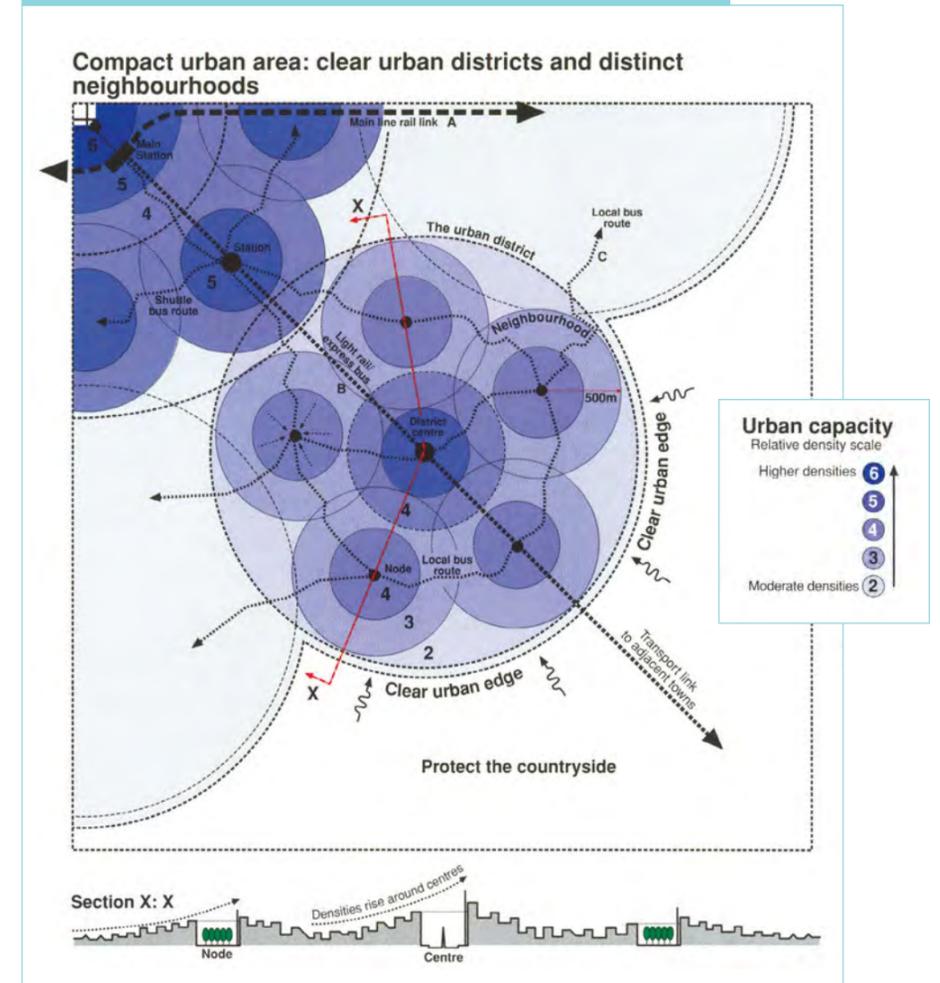
2.3 (iii) Block Size

- 2.3.7 In order to maximise pedestrian accessibility, block sizes in Adamstown should generally be in the range of one acre (0.4 hectares) to one hectare (net) in area and generally not more than one hectare (net) in area. This equates to approximate dimensions of 65m x 65m or 50m x 80m for a one acre (0.4 hectare) block and 100m x 100m or 80m x 120m for a one hectare block.
- 2.3.8 As a guide, a net block size of one acre (0.4 hectares) is adequate to allow a four storey perimeter building with up to one surface car parking space per 50 square metres of development, or two storey housing with a garden and private car parking space provided for each dwelling. Flexibility is allowed for by varying block size, building height/type or car parking provision, such as decked, underground or basement parking.

2.3 (iv) Hierarchy of Centres

- 2.3.9 Adamstown is focused on an identifiable hierarchy of district and local centres and a network of smaller local nodes. The principal District Centre is focused on the railway station and transport interchange.
- 2.3.10 In order to encourage a mix of activities and uses the boundary of Adamstown District Centre is not physically defined. The District Centre comprises all of the Adamstown Station development area and may include parts of the adjoining Adamstown Boulevard and Adamstown Square development areas.

Figure 2.7 The Relationship between Hierarchy and Urban Capacity



- 2.3.11 The District Centre is defined by the greatest concentration of permissible shopping, services, leisure and employment activities together with community uses serving Adamstown as a whole, in addition to a significant permissible residential element.
- 2.3.12 In design terms, the Centre is characterised by the availability of good public transport, higher plot ratios, pedestrian priority, smaller block sizes, greater building heights, hard-landscaped civic spaces, green boulevards and high quality buildings and materials in order to create development in an urban format.
- 2.3.13 The two proposed Local Centres, are located at the centre of the Tobermaclugg and Tandy's Lane development areas in the north-west and north-east of Adamstown respectively. The boundary of neither Local Centre is physically defined.
- 2.3.14 The two Local Centres are defined by a local concentration of both residential and non-residential uses. Each is located immediately adjacent to a primary school site and close to a major park. In design terms, the Local Centres are characterised by similar criteria to the proposed District Centre, although reduced in scale to create development in an urban village format.

Figure 2.8 Hierarchy of Centres

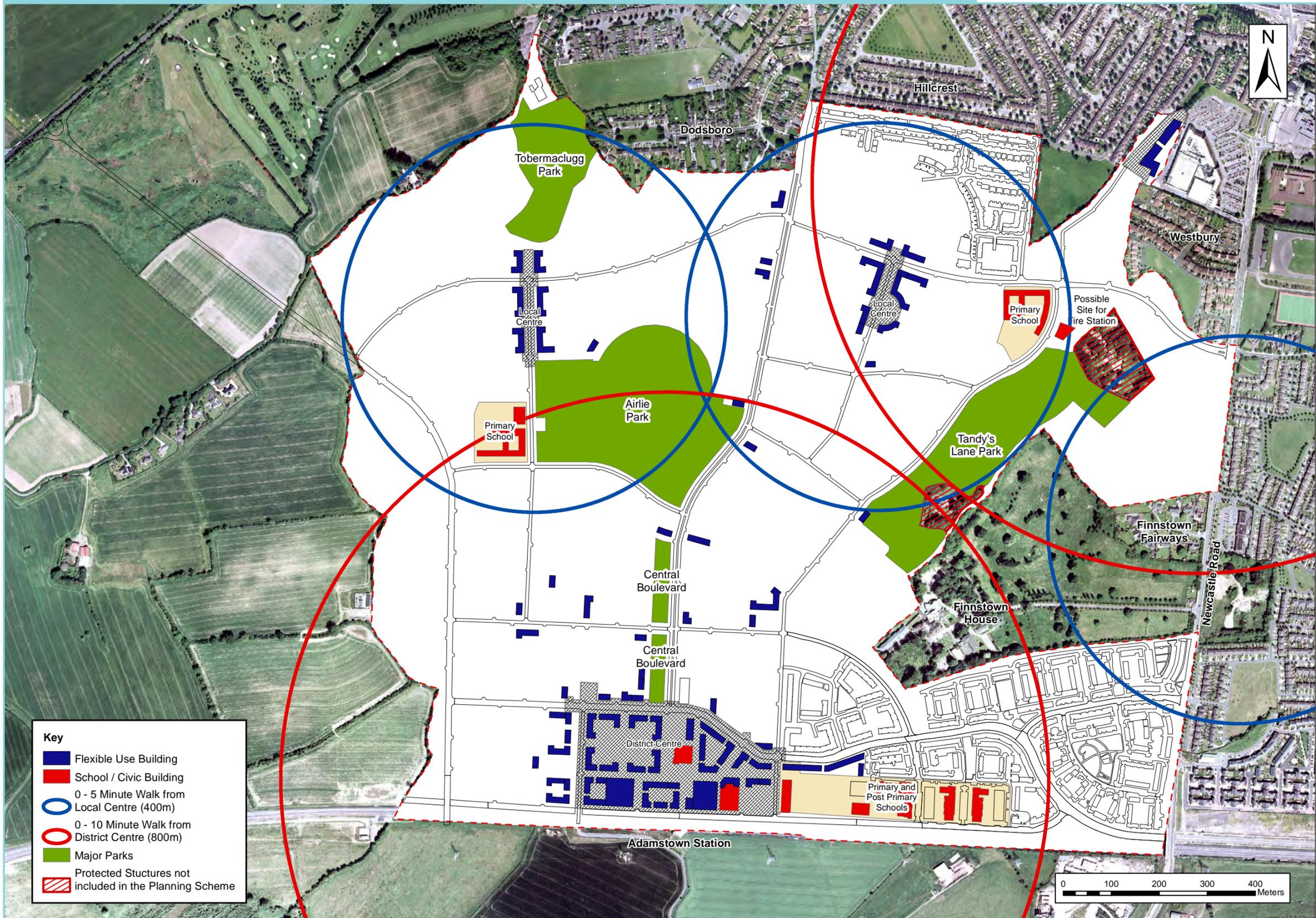
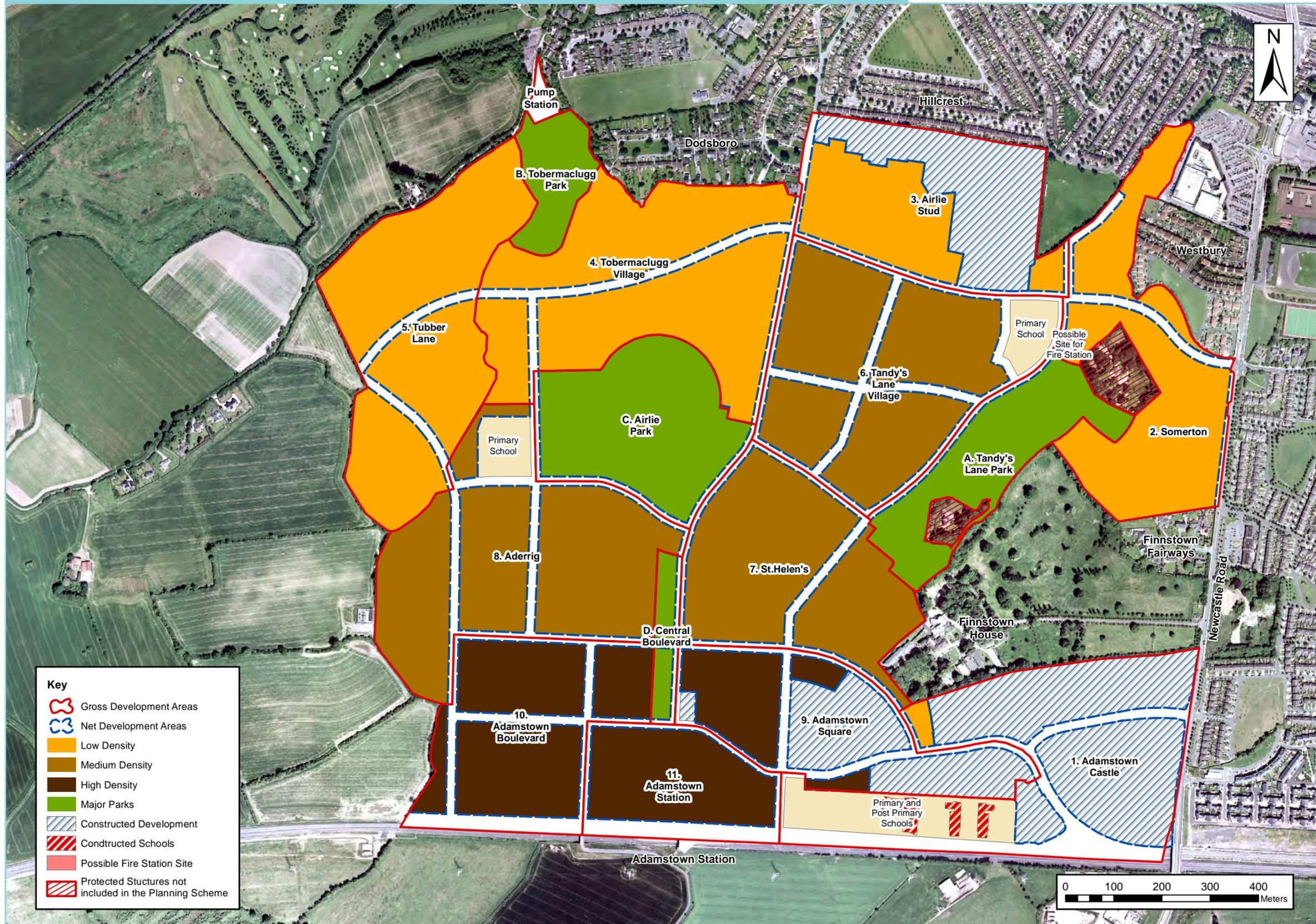


Figure 2.9 Development Density



- 2.3.15 The existing Lucan District Centre adjoins the north-eastern boundary of Adamstown and abuts the Somerton development area. An extension to the existing District Centre is permissible in order to facilitate direct vehicular and pedestrian access from within Adamstown and thereby expand the Centre's natural catchment.
- 2.3.16 There are a network of local nodes throughout Adamstown which may accommodate permissible small-scale non-residential uses such as childcare facilities, community centres, individual/groups of shops, a pub and/or bus stop in the form of urban parades or cross-roads, subject to appropriate traffic safety measures.

2.3 (v) Development Density

Table 2.7

Min-Max Development Density and Residential Yield by Net Development Area

	Development Area	Residential Yield (dwellings per hectare)	Area Character Type	
1	Adamstown Castle (Total)	46 - 47	Mainly Developed	
	Adamstown Castle (Developed)	47	Developed	
	Adamstown Castle (Remaining)	13-47	Low Density	
2	Somerton	35 - 42	Low density	
	3	Airlie Stud (Total)	44 - 47	Part Developed
		Airlie Stud (Developed)	52	Developed
4	Airlie Stud (Remaining)	35-42	Low Density	
	Tobermaclugg Village	40-50	Low Density	
	Tubber Lane	35-45	Low density	
6	Tandy's Lane Village	40-55	Medium Density	
	St. Helen's	52-65	Medium Density	
	Aderrig	52-65	Medium Density	
9	Adamstown Square (Total)	59-60	Part Developed	
	Adamstown Square (Developed)	59	Developed	
	Adamstown Square (Remaining)	58-75	High Density	
10	Adamstown Boulevard	60-75	High density	
	Adamstown Station	75-90	High density	
	Overall	47-56	Medium Density	

- 2.3.17 Average net density in each Development Area shall be within the minimum – maximum density range outlined in Table 2.7. Development on any individual development site may fall above or below the specified density ranges for that Development Area by a maximum of 20% subject to the specified min-max density ranges being achieved for the area as a whole. The applicant will be required to demonstrate at planning application stage that the provisions of the Scheme with respect to density can feasibly be met through future development proposals within the applicant's landholding or on adjoining landholdings within that Development Area subject to the written agreement of adjoining landowner(s).

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

- > The applicant will be required to demonstrate that the undeveloped site will not have a seriously negative impact on urban form, streetscape and on the amenities of the area;
- > The application will be required to submit a development proposal for the site to demonstrate that the higher or lower densities are achievable within the terms of the Planning Scheme;
- > The infill site should be incorporated within the application site boundary so that the Planning Authority can consider the impact of same as part of the application assessment and attach conditions as appropriate.

2.3 (vi) Residential Yield

- 2.3.18 Residential yield in the Adamstown SDZ is expressed in terms of the number of dwellings per hectare. Dwellings per hectare is considered the most appropriate means of estimating future residential yield and is also a measure of overall residential density.

2.3 (vii) Road/Street Width

- 2.3.19 In 2011 South Dublin County Council published the Adamstown Street Design Guide (ASDG) to guide the design of roads and streets within the SDZ area. The ASDG acted as a precursor to the Design Manual for Urban Roads and Streets (DMURS), jointly published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in 2013.
- 2.3.20 DMURS and the ASDG seek to promote an integrated approach to street design that promotes safety, sustainable transport patterns and a sense of place. These documents combine more conventional road design approaches with sustainable/place based design measures. This approach calms traffic by altering driver behaviour in response to the characteristics of the streets environment. The slower more cautious nature of driving within these streets will therefore increase pedestrian/cyclist safety and mobility.
- 2.3.21 The design of roads and streets within the Adamstown SDZ should be designed in accordance with DMURS. Regard should also be had to ASDG, and in particular the Street Typologies and Accepted Standards contained within Part B of the document. Part B of the ASDG is intended to be an evolving document and as new typologies and standards are accepted they will be incorporated into the document.

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

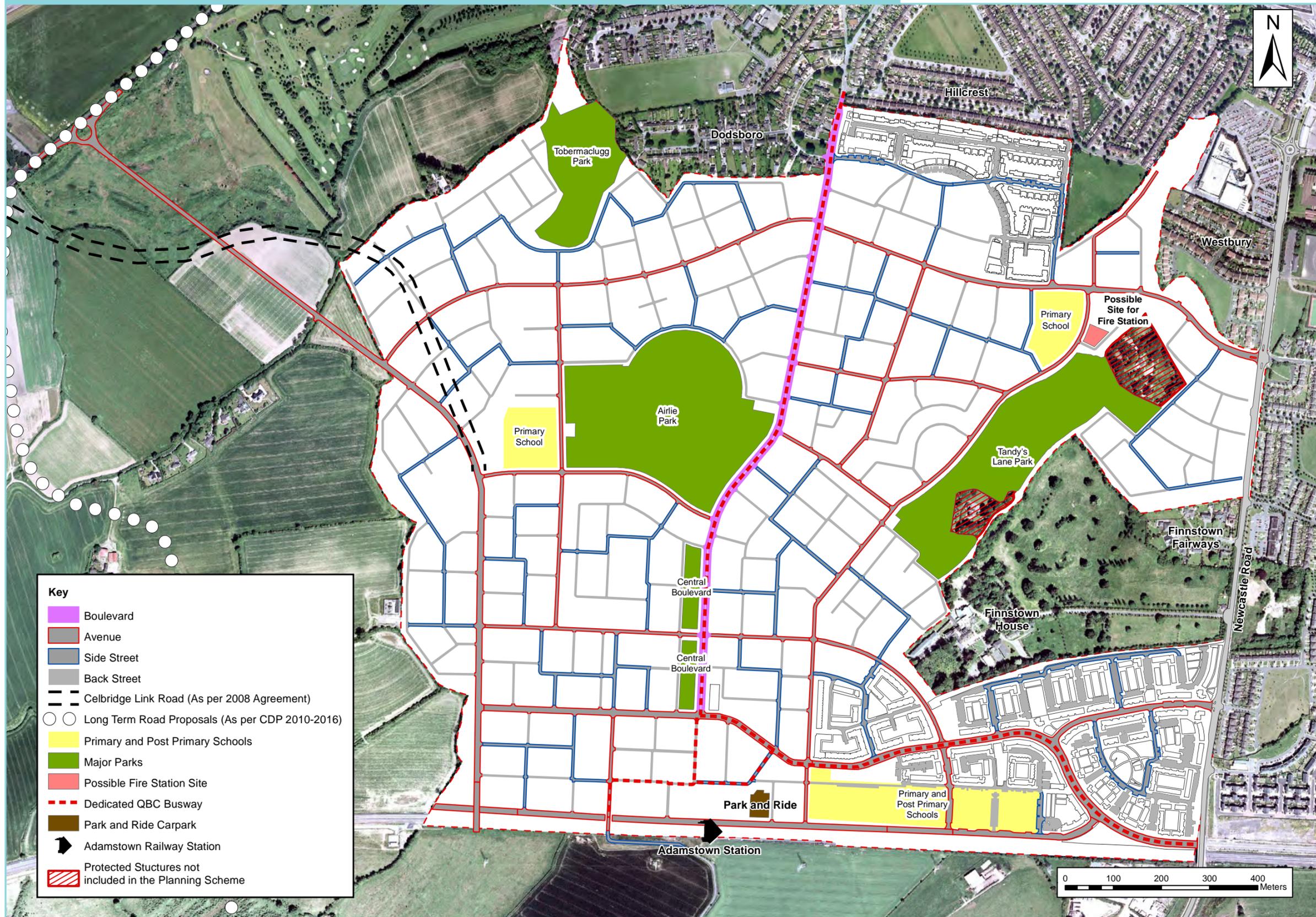
- 2.3.23 DMURS classifies streets as a hierarchy of *Arterial, Link and Local Streets*. Within the Adamstown Street Design Guide these street types are further defined as:

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

The principal network of streets is identified in Figure 2.10.

- 2.3.24 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.

Figure 2.10 Road / Street Type



2.3 (viii) Building Type and Height

	Development Area	Area Character Type	Courtyard Building Height (no. storeys)	Perimeter Building Height (no. storeys)
1	Adamstown Castle	Low density	1 - 2 and up to 3 at corners (1 - 2 where reduced)	3 - 4 and up to 5 at corners (2 - 3 and up to 4 at corners where reduced)
2	Somerton	Low density	1 - 2 and up to 3 at corners (1 - 2 where reduced)	3 - 4 and up to 5 at corners (2 - 3 and up to 4 at corners where reduced)
3	Airlie Stud	Low density	1 - 2 and up to 3 at corners (1 - 2 where reduced)	3 - 4 and up to 5 at corners (2 - 3 and up to 4 at corners where reduced)
4	Tobermaclugg Village	Low density	2 - 3 and up to 4 at corners (1 - 2 where reduced)	3 - 4 and up to 5 at corners (2 - 3 and up to 4 at corners where reduced)
5	Tubber Lane	Low density	1 - 2 and up to 3 at corners (1 - 2 where reduced)	3 - 4 and up to 5 at corners (2 - 3 and up to 4 at corners where reduced)
6	Tandy's Lane Village	Medium density	2 - 3 and up to 4 at corners	3 - 5
7	St. Helen's	Medium density	2 - 3 and up to 4 at corners	3 - 5
8	Aderrig	Medium density	2 - 3 and up to 4 at corners	3 - 5
9	Adamstown Square	High density	2 - 4 and up to 5 at corners	3 + 1 setback - 5 + 1 setback
10	Adamstown Boulevard	High density	2 - 4 and up to 5 at corners	3 + 1 setback - 5 + 1 setback
11	Adamstown Station	High density	2 - 4 and up to 5 at corners	3 + 1 setback - 5 + 1 setback

- 2.3.25 For the purposes of this Planning Scheme, buildings in Adamstown are generally characterised as one of two basic building types - 'perimeter' or 'courtyard' buildings (Figure 2.11).
- 2.3.26 Perimeter buildings are larger buildings that address the main distributor roads, squares, parks and open spaces and generally define the outside of the blocks within each development area. They may range in height from three storeys in the lower density areas to five storeys plus one storey setback in the higher density areas, but shall generally be three-four storeys in height.
- 2.3.27 Courtyard buildings are smaller buildings laid out in a variety of configurations inside the perimeter of the blocks within each development area. They may range in height from one storey in the low density areas to five storeys at corner/feature buildings in the high density areas, but shall generally be two-three storeys in height.
- 2.3.28 Where maximum building height may be increased at corner and/or feature buildings (all buildings in lower density areas and all courtyard buildings elsewhere) this shall not generally apply to more than 25% of the footprint of all buildings in each development area. Roof space is not defined as a storey.
- 2.3.29 The maximum permissible height of buildings in Adamstown is reduced where located immediately adjoining existing housing (Figure 2.11). The maximum height of courtyard buildings is reduced to two storeys at any point and the maximum height of perimeter buildings is reduced to three storeys with four storeys at corners and/or feature buildings.
- 2.3.30 'Flexible use' buildings should generally be regarded as perimeter building types. School buildings should generally be regarded as courtyard building types. In addition to 'flexible use' buildings, non-residential uses may occupy other building types at appropriate locations, such as ground or first floor locations in perimeter buildings and corner or feature locations in either building type. Perimeter and courtyard buildings may contain a combination of uses.
- 2.3.31 It is an objective that buildings located immediately adjoining existing residential areas and shown hatched on Figure 2.11, should generally be used for residential purposes.

2.3 (ix) Landmark Buildings

- 2.3.32 To create a sense of place, urban legibility and visual diversity, landmark buildings are encouraged at key focal points throughout Adamstown. These locations include the transport interchange, village or local centres, important street corners or junctions with large open spaces, the edges of public squares, the end of strategic vistas and gateway locations at access points to urban blocks.
- 2.3.33 Landmark buildings may be particularly suited to non-residential uses and are encouraged to at least partly include public or community activities. They may be taller than adjoining buildings, and may be permitted to exceed the normal building height limitation in medium and higher density development areas.
- 2.3.34 It is important to note that the significance of these buildings need not be limited to their height and that their presence may be enhanced by changes in building form, colour and construction materials.

Area Character Type (development density)	Maximum Height (metres)	Maximum Height (no. of storeys approx.)
Low density	15	5
Medium density	21	7
High density	30	10

- 2.3.35 To facilitate landmark buildings, a proportion (up to 1%) of total permissible floorspace in the net development areas is available (see paragraphs 2.2.9, 2.2.10). Landmark buildings may be accommodated within permitted development floorspace and are not obliged to include non-residential uses.
- 2.3.36 Landmark buildings will be characterised by high architectural quality in terms of innovation in design and use of materials. They will be evaluated in terms of townscape potential, overall environmental impact and contribution to sustainability through durability of materials and energy efficiency.

Figure 2.11 Building Type and Height by Development Area

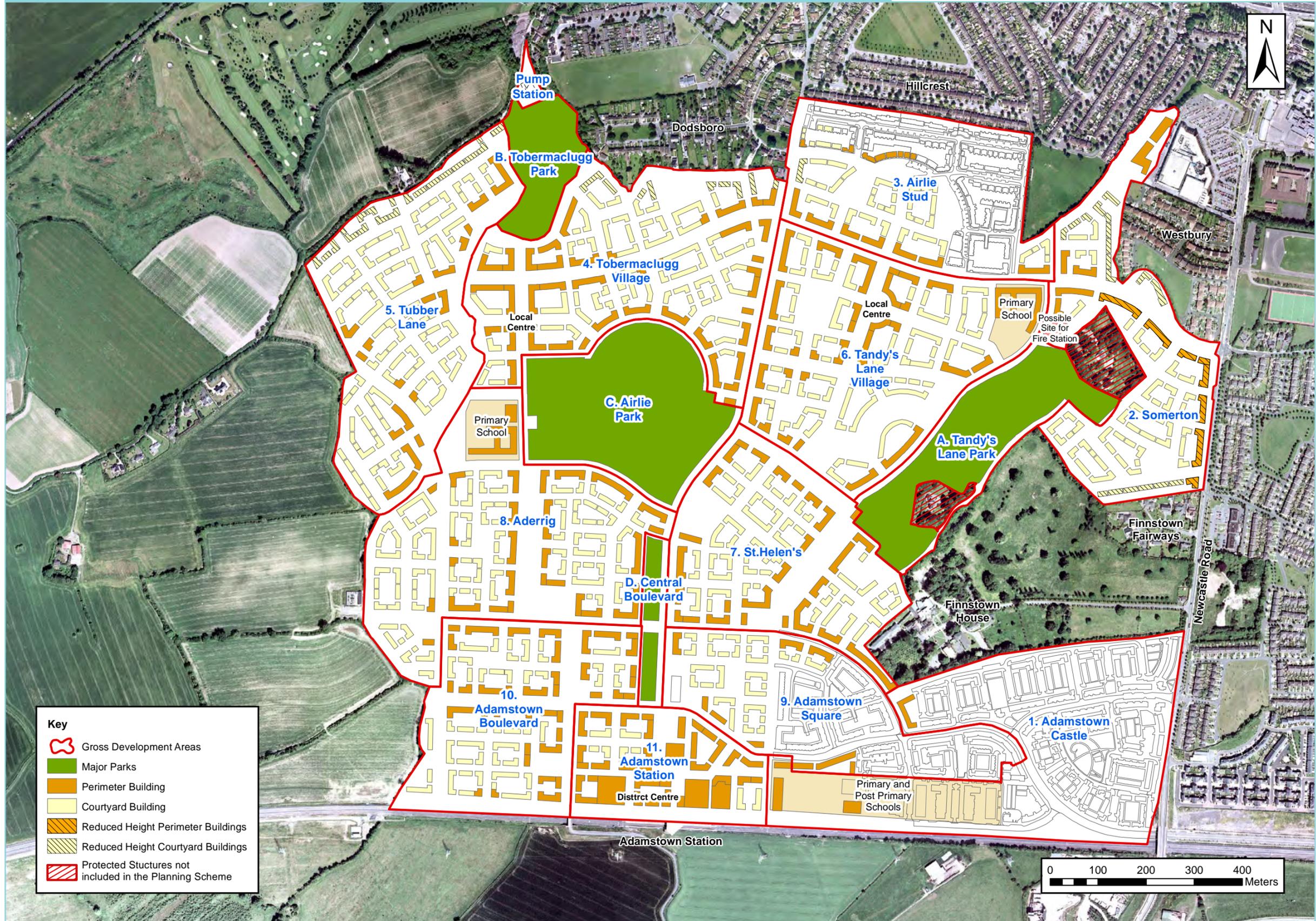


Figure 2.12
Corner/Feature/landmark Building with Ground Floor Shop Unit at Adamstown



2.3 (x) Building Language and Finishes

- 2.3.37 Good modern architecture and design will be encouraged throughout Adamstown. Architectural diversity will be encouraged between the eleven development areas identified. Within the individual development areas, there shall be consistency in materials, brick and render colours, proportions, roof pitches and building detailing.
- 2.3.38 Building materials shall be durable and of high quality. Construction materials and detailing shall adhere to the principles of sustainability:- energy efficiency; renewable material sources; clean production processes and minimisation of waste. High maintenance detailing, such as large expanses of hardwood sheeting, shall be avoided. External steelwork in balconies or railings shall be galvanised and powder coated.
- 2.3.39 The Planning Scheme envisages a difference in urban and architectural quality between the buildings and streets at the perimeter of the blocks and the courtyard housing within the interior of these blocks. This difference should be modulated by height, choice of materials and scale of technologies employed, colour, proportion, and differences in treatment of street/pavement/parking surfaces, railings and treatment of landscape.
- 2.3.40 The perimeter blocks shall have design consistency along the length of the block. This will be reflected in consistent parapet heights and treatment, clear relationships between storey heights (particularly at ground floor level) and the use of datum lines on longer elevations to ensure continuity of line and proportions. Streets and pavements outside the blocks shall be subject to a more urban treatment with, inter alia, good quality paving and kerbs, tree planters and guards, bollards and streetlighting etc.
- 2.3.41 Buildings within the block interiors shall be treated in a more informal architectural language with a greater emphasis on visual variety, colour and soft landscaping. This informality shall also be reflected in road and footpath arrangements with consideration to be given to the provision of shared surfaces etc. based on the Design Manual for Urban Roads and Streets and the Adamstown Street Design Guide.

- 2.3.42 The Adamstown District Centre area focused on the transport interchange is to be developed as a vibrant urban centre with mixed commercial and residential uses. Kerb and pavement materials, lighting, railings, bollards and other street furniture shall reflect the District Centre status and be of high quality. Along these streets trees shall be bedded in constructed tree pits with tree grids and protective rails.
- 2.3.43 Ground floor treatment in particular of buildings in the District Centre shall be of durable, high quality materials. High maintenance materials will be avoided in all circumstances. External roller shutter systems will not be acceptable. Entrance doors to larger buildings shall in size and quality and through the careful use of canopies, reflect the scale of buildings accessed.
- 2.3.44 Internally illuminated box signs shall be avoided in all instances. Signage on buildings shall be individually made and/or illuminated letters or hand-painted on building fascias.
- 2.3.45 Larger public spaces shall use stone paving where possible and enhance the spatial and civic quality of these spaces through the judicious use of patterning in separate materials.
- 2.3.46 The provision of high quality design and finishes in Adamstown is a priority of the Planning Scheme. Design guidance documents will be provided on an ongoing basis as required. Conditions addressing design issues will be attached to grants of planning permission as necessary.

2.3 (xi) Dwelling Size

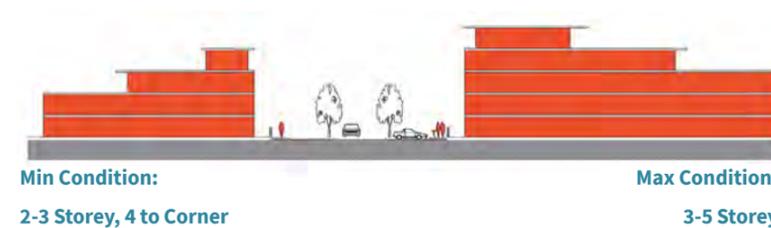
- 2.3.47 The Department of the Environment, Heritage and Local Government guidance documents, Quality Housing for Sustainable Communities Guidelines, 2007 and The Sustainable Urban Housing: Design Standards for New Apartments, 2007 set out space standards for new dwellings. Table 2.10 sets out minimum required dwelling unit sizes for Adamstown that reflect the standards set out in these Guidelines. Development should also comply with the space provision and room size standards set out in these Guidelines for living rooms, bedroom and storage areas.

Figure 2.13 Building Height

Low Density



Medium Density



High Density

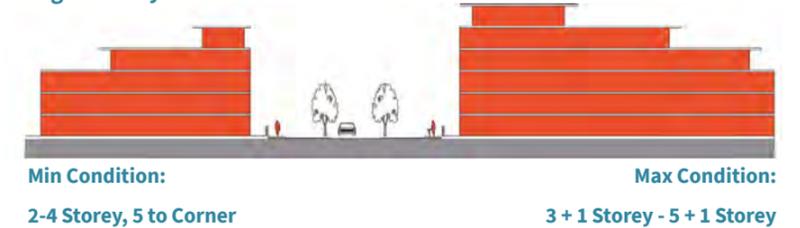


Figure 2.14 Variety of Modern Building Forms and Styles in Adamstown

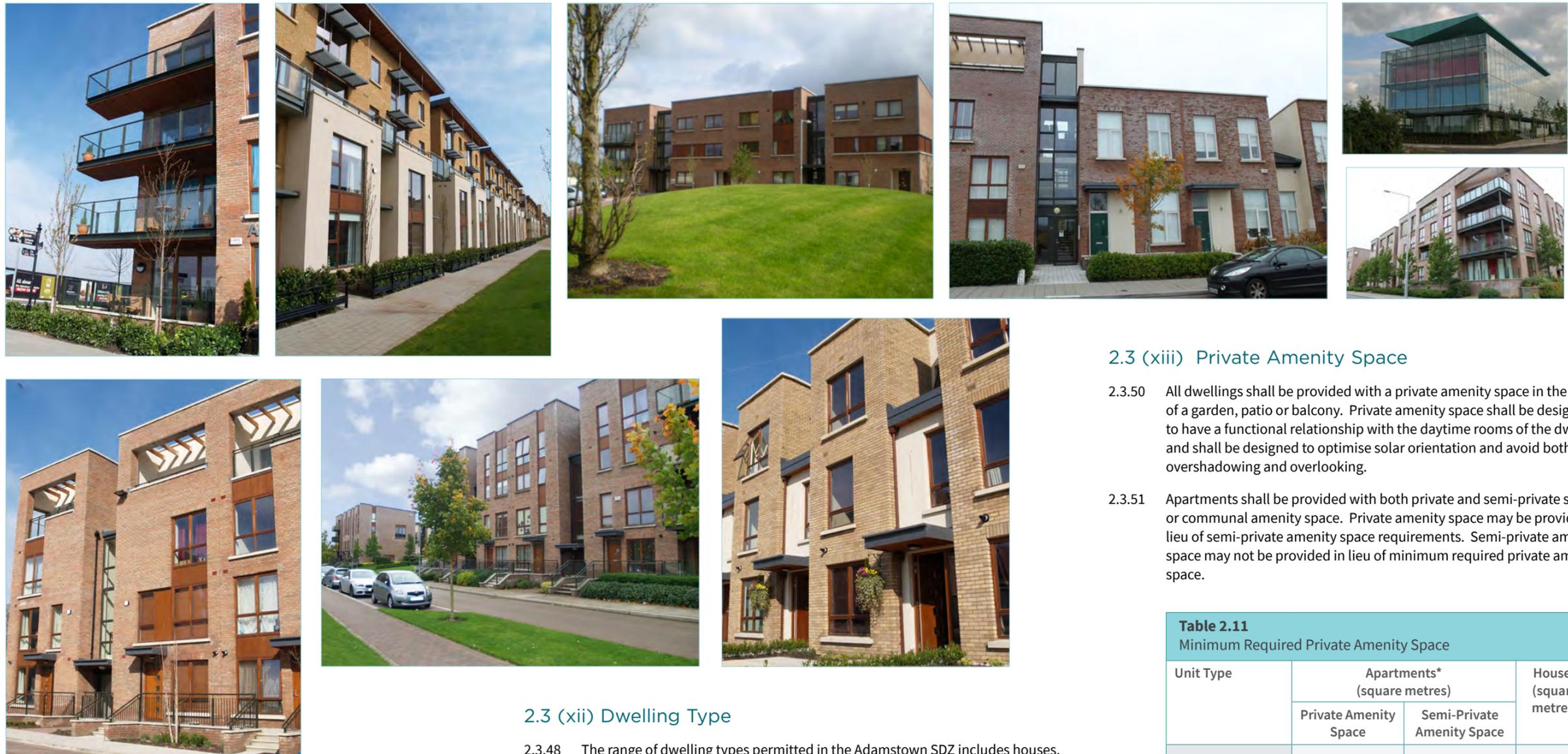


Table 2.10
Minimum Required Dwelling Unit Size

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

2.3 (xii) Dwelling Type

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

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

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

2.3 (xiii) Private Amenity Space

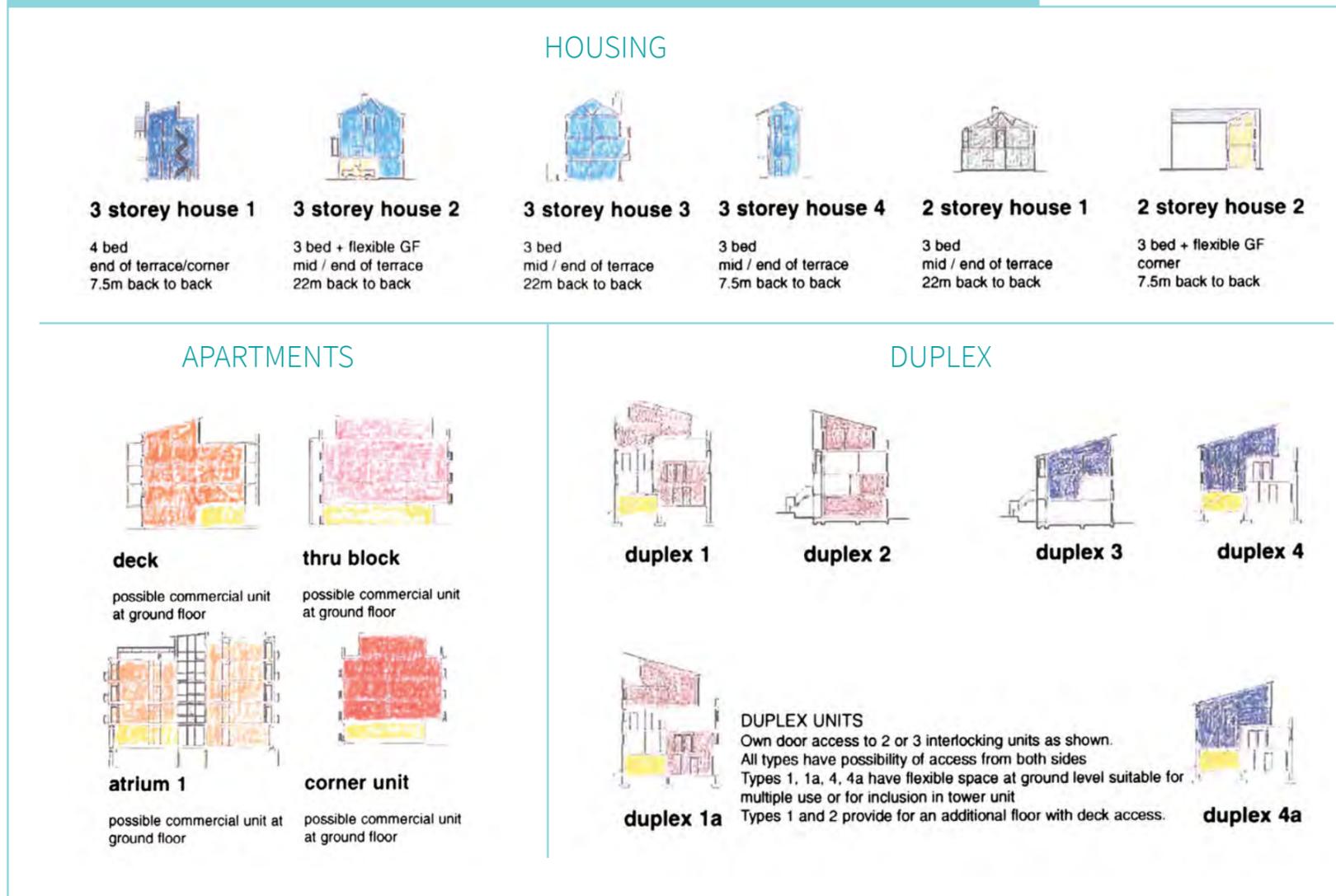
- 2.3.50 All dwellings shall be provided with a private amenity space in the form of a garden, patio or balcony. Private amenity space shall be designed to have a functional relationship with the daytime rooms of the dwelling and shall be designed to optimise solar orientation and avoid both overshadowing and overlooking.
- 2.3.51 Apartments shall be provided with both private and semi-private shared or communal amenity space. Private amenity space may be provided in lieu of semi-private amenity space requirements. Semi-private amenity space may not be provided in lieu of minimum required private amenity space.

Table 2.11
Minimum Required Private Amenity Space

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

* For the purposes of this Planning Scheme a house is defined as a single or multi-level living space with own door access and direct access to an outdoor private amenity space at ground level. All other dwelling types are considered to be apartments. Duplex units could be in either category.

Figure 2.15 Illustrative Dwelling Types



2.3.52 Having regard to Department of the Environment, Heritage and Local Government guidelines that address minimum private open space standards for new housing, namely the Sustainable Urban Housing: Design Standards for New Apartments (DoEHLG, 2007) and Quality Housing for Sustainable Communities Guidelines, (DoEHLG, 2007) the minimum required private and semi-private amenity space standards for dwellings in Adamstown are detailed in Table 2.11.

2.3 (xiv) Boundary Treatments

2.3.53 Special consideration must be given to boundary treatments, particularly where adjoining existing dwellings and Protected Structures. Existing natural and planted boundaries, including those adjoining protected structures, should generally be retained and augmented.

2.3.54 Boundaries between the rear of existing and proposed dwellings must be adequate in height (at least 1.8m) and construction (i.e. capped and rendered concrete block or brick walls) to ensure both privacy and security. Timber fencing will be acceptable only between new dwellings.

2.3 (xv) Electricity Supply

2.3.55 Provision will be made for electricity supply in consultation with service providers. The 220kV powerline that traversed the south eastern portion of the SDZ lands has been diverted to the lands south of the railway, with the exception of one remaining electricity pylon. This pylon is located at the junction of the Adamstown Link Road, Station Road and Adamstown Avenue adjacent to the Sentinel. The ESB intend to further divert the line at this location in the future. An 110kV medium voltage electrical transformer station, required to guarantee electricity supply to Adamstown and the surrounding area, was constructed to the west of the SDZ lands.

2.4 Proposals for Transportation

As the development of Adamstown rolls out and the population grows, transport infrastructure and services will be improved as demand rises. Traffic and public transport provision will be monitored and reviewed at each phase of development. Given the proximity of Adamstown to and interrelationship with the existing Lucan built-up area, this will be in the context of an overall Lucan Movement Framework, to be completed in conjunction with the NTA.

2.4 (i) Road Network

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

2.4 (ii) Road Improvements

2.4.2 Development in the Adamstown SDZ has been supported by several major road improvement schemes outside the SDZ lands. These include the completion of the Outer Ring Road from the N4 to the N81.

2.4.3 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.

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

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

2.4 (iii) Suburban Rail

2.4.6 Since the Adamstown SDZ was approved in 2003 major improvements have been carried out to the suburban rail network affecting the Adamstown area. These include:

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

2.4.7 The Scheme is supported by the key objectives of national rail investment policy including the development of the "Phoenix Park Tunnel Link" and the "Dart Underground" and related works and facilities. These projects, although desirable for the enhancement of public transport facilities, linkages and services at Adamstown in the medium and long term, are of such a scale in capacity terms that the development of Adamstown is not dependent on their completion.

Figure 2.16 Main Road and Busway Network

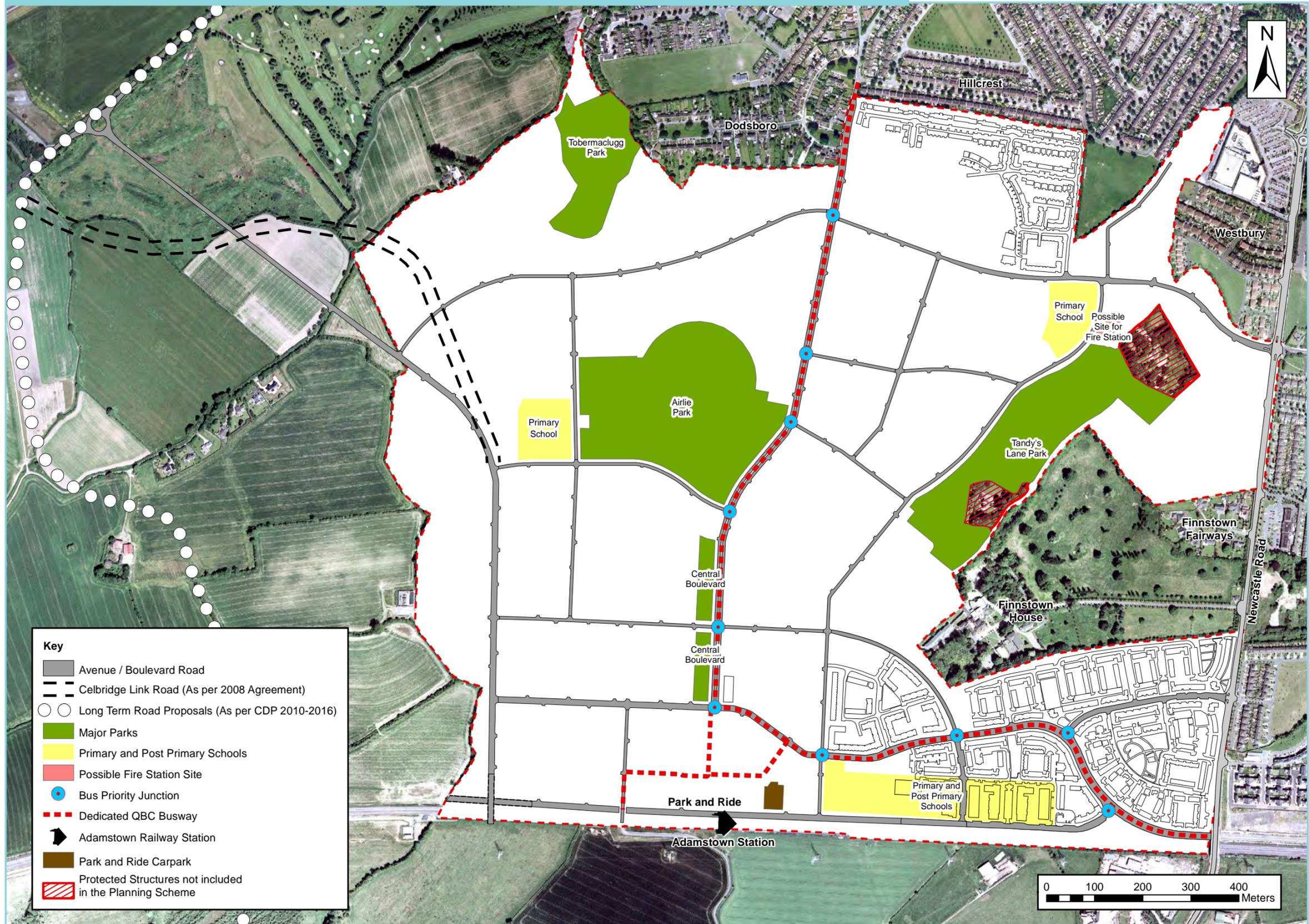


Figure 2.17 Walk Times to Station

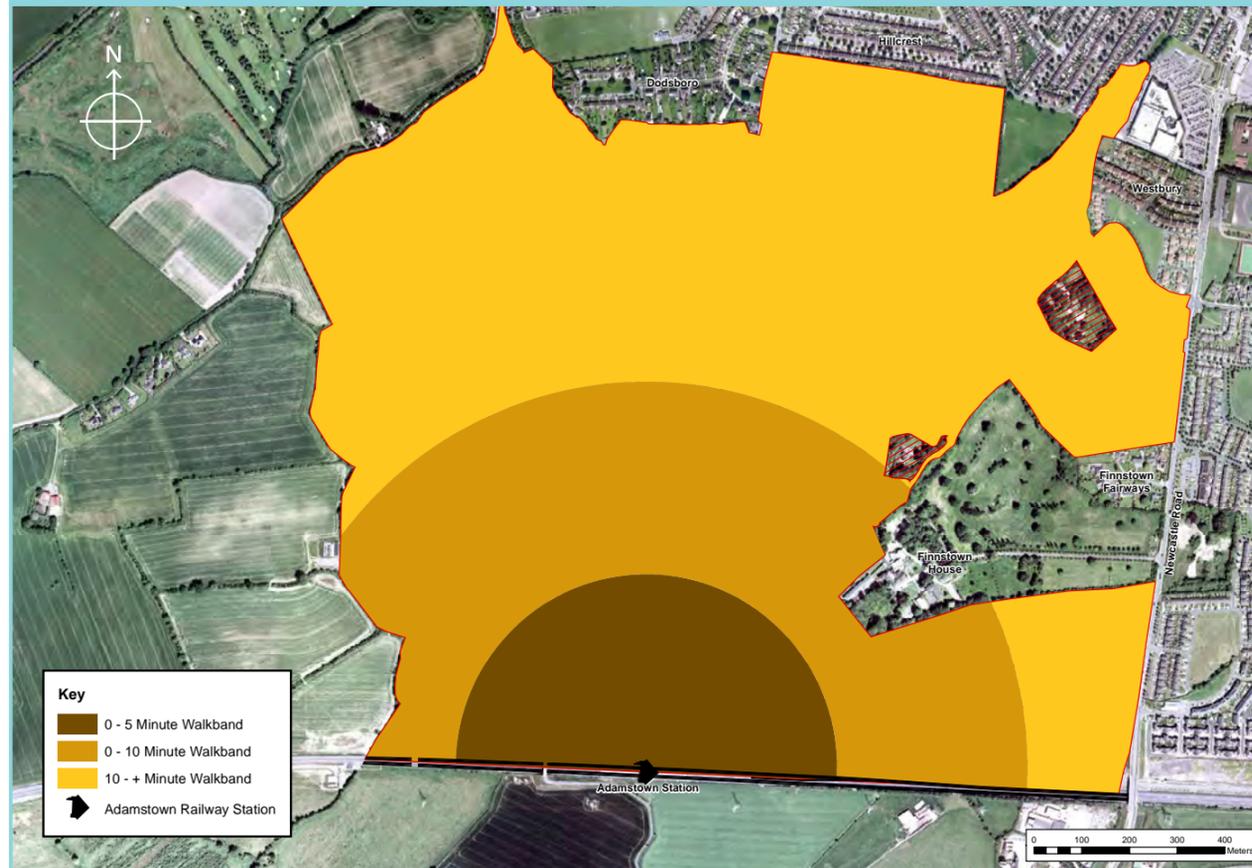
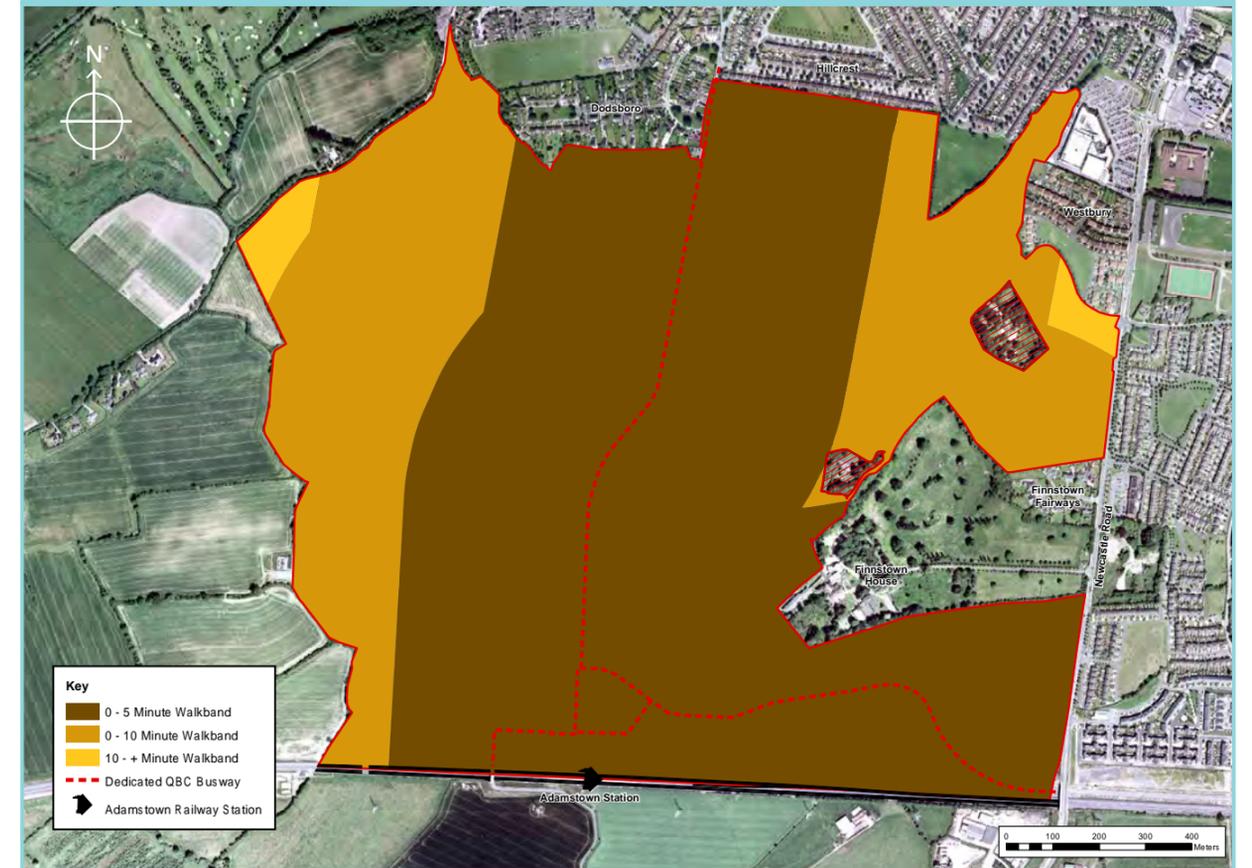


Figure 2.18 Walk Times to QBC



2.4 (iv) Busway/QBC

The Planning Scheme will continue to be supported by the National Transport Authority (NTA) as the regulatory body for bus provision in any actions or investments to improve the attractiveness of the bus system in the Greater Dublin Area. It is an objective of the Planning Scheme to both increase bus capacity to serve Adamstown/Lucan area and the City Centre, having regard to service levels in the overall Lucan area.

- 2.4.8 A dedicated north-south QBC busway is required through the centre of the Adamstown SDZ lands between the railway station and the existing N4 Quality Bus Corridor (QBC). A QBC has been provided on both sides of the Adamstown Link Road. A dedicated QBC busway linking Adamstown Station with the Outer Ring Road and the N4 has been provided.
- 2.4.9 The north-south QBC busway is routed north via Millstream Road, Dodsboro, the Celbridge Road and a bus only left-in access to the citybound N4 QBC at Ardeevin. The westbound left-out exit from the N4 QBC is via Old Cornmill Road and Millstream Road at Dodsboro.

- 2.4.10 The completion of the north - south QBC shall include both on-site and off-site bus priority measures between the SDZ and the N4 which may include, inter alia, road markings, bus gates and/or bus priority signals. A dedicated bus lane is not required where available road width is constrained at Dodsboro and the Old Celbridge Road.
- 2.4.11 A two way single carriageway has also been provided on the Adamstown Link Road.
- 2.4.12 The provision of additional bus services from the Adamstown transport interchange and serving Lucan, Liffey Valley, Blanchardstown and Tallaght will be pursued.

Figure 2.19 Dublin Bus Service at Adamstown



Figure 2.20 Irish Rail Suburban Service



2.4 (v) Transport Interchange

- 2.4.13 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.
- 2.4.14 The provision of a permanent Park and Ride facility to serve Adamstown will continue to be a phasing requirement.
- 2.4.15 The use of Residential and Schools Travel Planning could have a significant impact on use of public transport and more sustainable modes such as walking and cycling in Adamstown. The Department of Transport Smarter Travel – A Sustainable Transport Future 2009-2020 document sets out goals and targets to address unsustainable travel patterns by 2020 and includes actions which include the promotion of Personalised Travel Plans aimed at citizens in areas served by public transport. Ireland’s first Personalised Travel Planning project was carried out in Adamstown in 2009. This behaviour change programme targeted residents of Adamstown and provided individually tailored travel advice based on travel conversations. After 6 weeks of initial engagement a shift in travel behaviour was evident with significant numbers switching to walking or using the bus.

2.4 (vi) Walking and Cycling

- 2.4.16 Walking and cycling routes form an essential part of the transport network in Adamstown. As a guiding principle, this Planning Scheme is based on five and ten minute walking distances, which are 400 metres and 800 metres respectively, from public transport and district and local centres.
- 2.4.17 Accordingly, future development proposals are required to maximise pedestrian and cyclist access to services and facilities and in particular, the local and strategic public transport network. This is to be achieved through the provision of a network of direct, safe, secure and pleasant pedestrian and cycle routes in the form of a permeable grid at regular intervals.
- 2.4.18 Pedestrian and cyclist priority measures shall be provided at the locations identified on Figure 2.22 and may include, inter alia, traffic lights, road markings, raised surfaces and/or vehicular pinch points. The map illustrates the principal locations for such measures but is not exhaustive. Detail regarding measures to be provided shall be submitted for consideration at planning application stage.
- 2.4.19 Pedestrian and cyclist routes within Adamstown are also identified in Figure 2.22 and are defined as follows.
 - > Major Pedestrian and Cycle Routes: These are the principle pedestrian and cyclist links through and within Adamstown. These routes will generally follow Adamstown Boulevard/Avenues as they are the most direct and continuous routes through and within the SDZ area. Segregated pedestrian and cyclist facilities will be provided along these routes.
 - > Pedestrian and Cycle Only Routes: These supplement Major Routes by providing direct short cuts, and or alternative routes away from traffic. These routes will largely be provided through areas of open space and will be of a more recreational nature.
 - > Shared Routes: These supplementary routes provide a number of links between nodes and/or other routes. The routes integrate vehicular and cyclist movement (and in some cases pedestrian movement) in a clearly marked and purpose designed shared surface environment. Accordingly these streets will be highly traffic calmed with very low speeds of 30 km/h or less.
- 2.4.20 The promotion of principles of walking and cycling distances in Adamstown through Residential and School Travel Planning could significantly impact on travel behaviour.

2.4 (vii) Car Parking

- 2.4.21 It is an objective that Adamstown is designed to accommodate but not be dominated by the car. Car-parking provision shall be carefully integrated in terms of layout, surface treatment and screen planting. Shared on-street and communal car parking shall be optimised.
- 2.4.22 Properly marked car parking spaces shall be provided on all roads and streets throughout Adamstown, with the exception of main access and busway distributor roads, certain sections of residential distributor roads, and in close proximity to junctions. In addition, no more than 60% of residential car parking spaces shall be provided as private in-curtilage parking spaces in any development area.

- 2.4.23 Where on-street car parking is provided in a road corridor outside but adjoining a net development area, it may contribute towards residential and/or non-residential car parking requirements in the net development area.
- 2.4.24 On-street car parking shall be combined with regular tree planting and a high standard of kerbing and paving. It is a general objective that not more than five perpendicular or two parallel car parking spaces be allowed between trees.

Table 2.12 Car Parking Standards

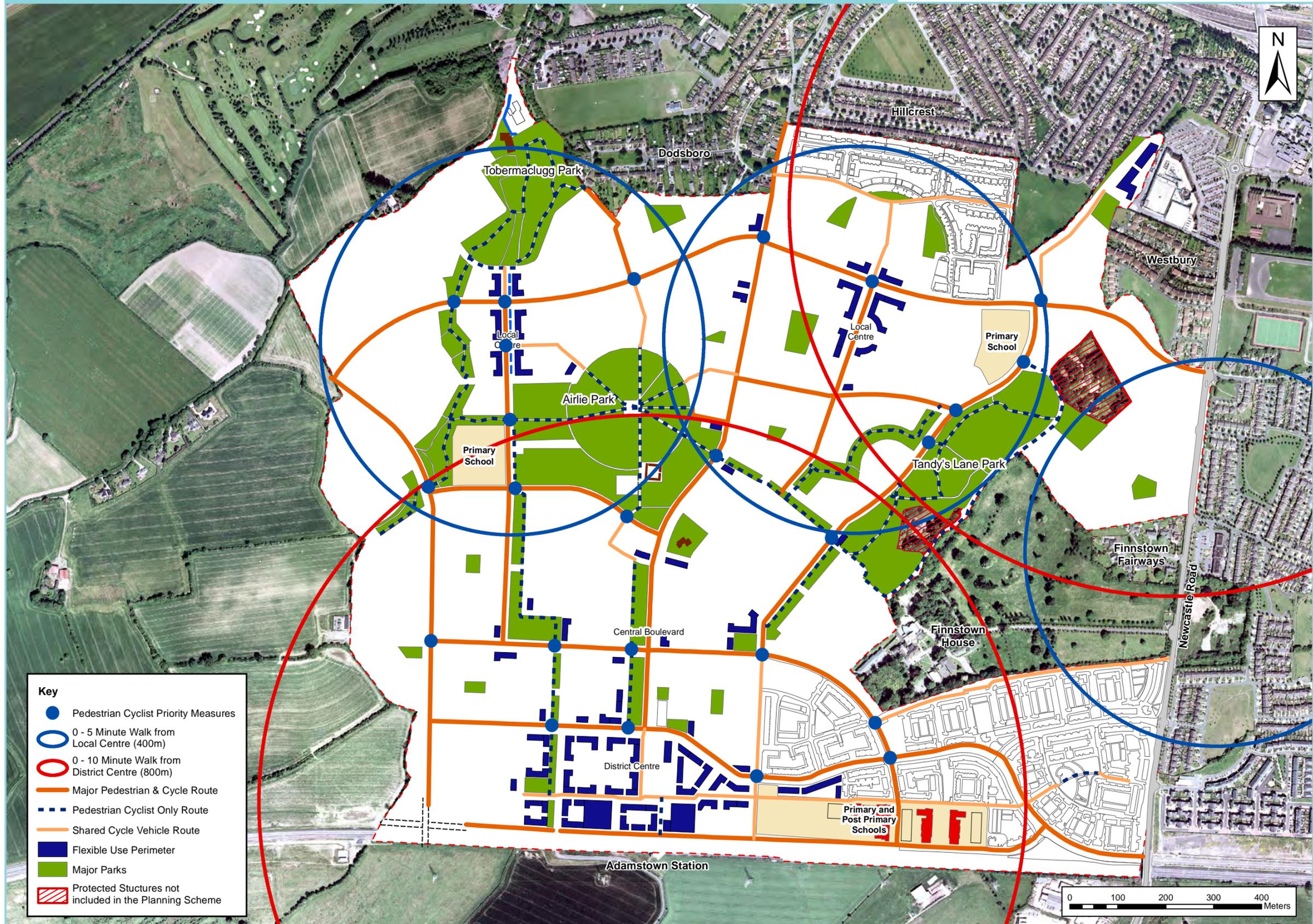
Development Type	Car Parking Standard
Residential	
Dwelling with 1 bedroom	1 space per dwelling
Dwelling with 2 bedrooms	1.5 spaces per dwelling
Dwelling with 3 or more bedrooms	2 spaces per dwelling
Commercial	
Convenience retail	1 space per 15 square metres gross
Comparison retail/retail services	1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

* Minimum Car Parking Standard

Figure 2.21 On-street parking at Adamstown



Figure 2.22 Pedestrian and Cyclist Permeability



- 2.4.25 Residential car-parking may be provided as courtyard arrangements within blocks, although parking courts on backland sites will not be permissible. Where residential car-parking is grouped, the spaces shall be overlooked by adjoining dwellings to minimise the risk of anti-social behaviour.
- 2.4.26 Commercial car parking may be provided on a larger scale. Surface car parking must be located mainly to the rear or side of buildings served or in courtyard arrangements within blocks so as not to physically dominate individual sites. Large surface car parks in front of buildings will not be acceptable.
- 2.4.27 Decks, underground or basement car parking may be provided for residential and/or non-residential development. Quantitative standards for the provision of car parking are detailed on Table 2.12 and unless stated otherwise, are maximum standards.
- 2.4.28 The minimum residential car parking standard is an average of 1 space per dwelling. Where it can be demonstrated that car parking can be shared between complementary land uses, parking standards may be altered accordingly.

2.4 (viii) Bicycle Parking

- 2.4.29 In addition to bicycle parking provision at the transport interchange, secure bicycle parking to comprise covered or semi-covered space with locking bars shall be provided throughout Adamstown. Quantitative standards for the provision of bicycle parking are detailed on Table 2.13 below and are minimum standards.

Table 2.13 Minimum Bicycle Parking Standards

Development Type	Bicycle Parking Standard
Residential Apartments*	1 per dwelling
Commercial Retail Office/high tech industry (employment)	1 space per 100 square metres gross 1 space per 100 square metres gross
Community/Leisure Secondary school Primary school Major Parks Creches Community Centres	1 space per 2 pupils 1 space per 10 pupils 1 space per 0.2 hectares 1 space per 100 square metres gross 1 space per 30 square metres gross

* For the purposes of this Planning Scheme a house is defined as a single or multi-level living space with own door access and direct access to an outdoor private amenity space at ground level. All other dwelling types are considered to be apartments. Duplex units could be in either category

Figure 2.23 and 2.24 Provision for Bicycle Parking/Cycling



2.5 Proposals for Services

2.5 (i) Water Supply

- 2.5.1 The water supply infrastructure within Adamstown is served by a 600mm delivery water main from Peamount, constructed as part of the Lucan/Palmerstown High Level Water Supply Scheme (LPHLWSS).
- 2.5.2 The Lucan/Palmerstown High Level Water Supply Scheme (LPHLWSS) provides additional water supply and boost pressures in the local area. Works to upgrade the LPHLWSS comprised of the provision of a new storage reservoir near Peamount and a series of network improvements which were fully commissioned in October 2004. This ensures an adequate supply to satisfy demand arising from the development of Adamstown.
- 2.5.3 The route of the 600mm diameter supply main through Adamstown follows the main road layout and directly serves the SDZ via a distribution network of 100-300mm diameter pipes. The distribution network is also routed in accordance with the main road layout.

2.5 (ii) Surface Water Drainage

- 2.5.4 Adamstown is subdivided into three surface water drainage sub-catchment as follows:-
- Tobermaclugg**
- 2.5.5 Most of the SDZ (65%) is drained to a large surface water outfall and attenuation pond at Tobermaclugg Stream. The Tobermaclugg Stream is joined by the Backstown Stream on leaving the SDZ and continues along Tubber Lane and under the N4 via a culvert before discharging to the River Liffey in the vicinity of Lucan Village.
- 2.5.6 In order to cater for up to a 100 year storm, the stream capacity of Tobermaclugg was supplemented by the construction of a 2400mm diameter surface water pipeline and attenuation pond. Dry weather and normal flows will continue to discharge into Tobermaclugg Stream.
- North East Griffeen Tributary**
- 2.5.7 This catchment consists of approximately 20% of the SDZ and is drained to the surface water outfall and attenuation pond at Tobermaclugg.
- 2.5.8 Attenuation has been achieved by using underground storage in the form of a combination of precast concrete tanks and oversized pipes in conjunction with flow control devices.
- South East Griffeen Tributary**
- 2.5.9 This catchment consists of approximately 15% of the SDZ. A section of this area drains to the Griffeen River via oversized pipes into precast attenuation tanks. On leaving Adamstown, it drains to an existing 450mm diameter pipe under the Newcastle Road before continuing eastwards and discharging to the main channel of the Griffeen River.
- 2.5.10 The remainder of the South-East Catchment comprises of a gravity-fed system via oversized pipes and precast concrete attenuation tanks with flow control devices, discharging to the Griffeen River.

Figure 2.25 Principal Watermain Network

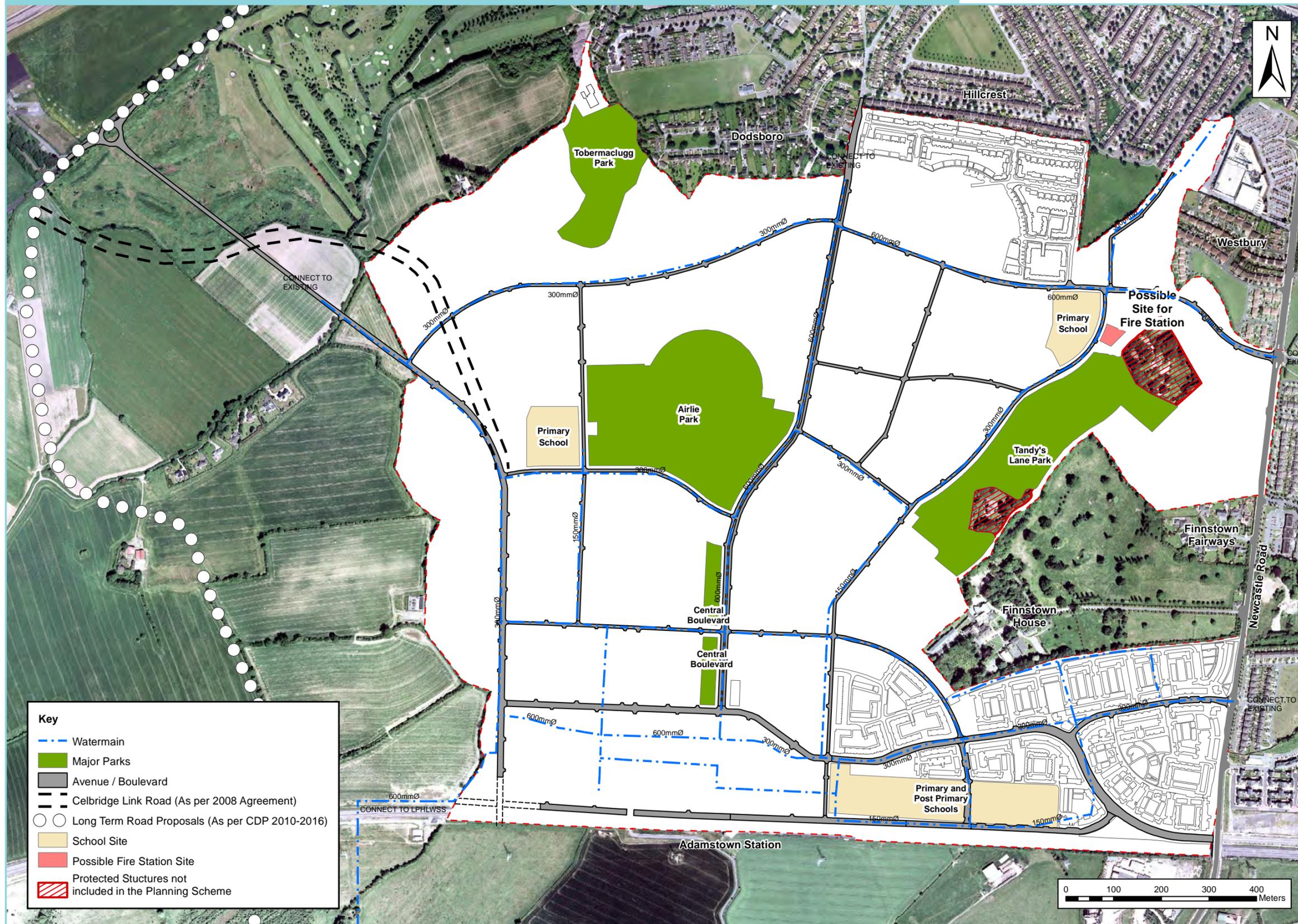


Figure 2.26 Main Surface Water Drainage Network

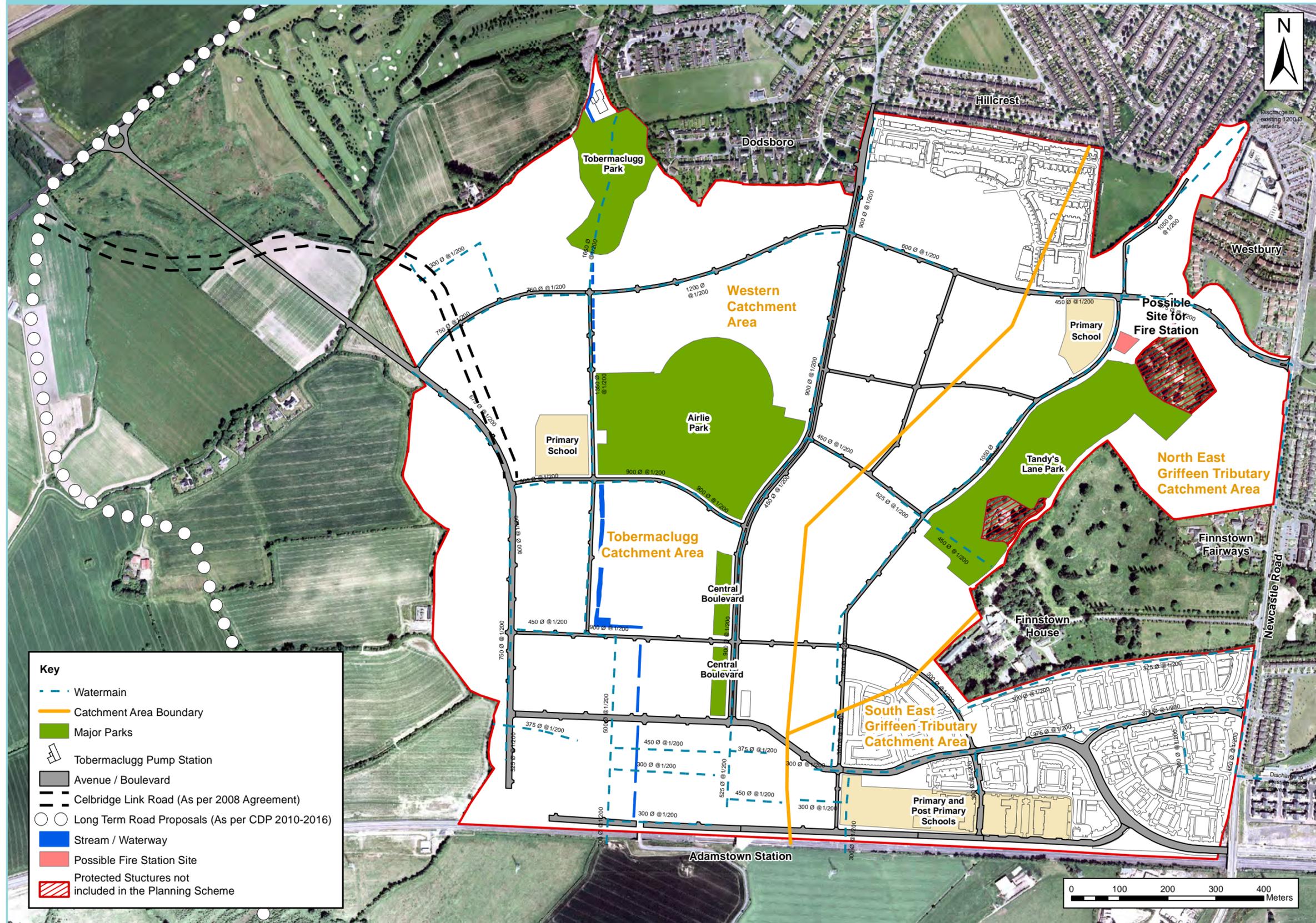


Figure 2.27 Main Foul Drainage Network

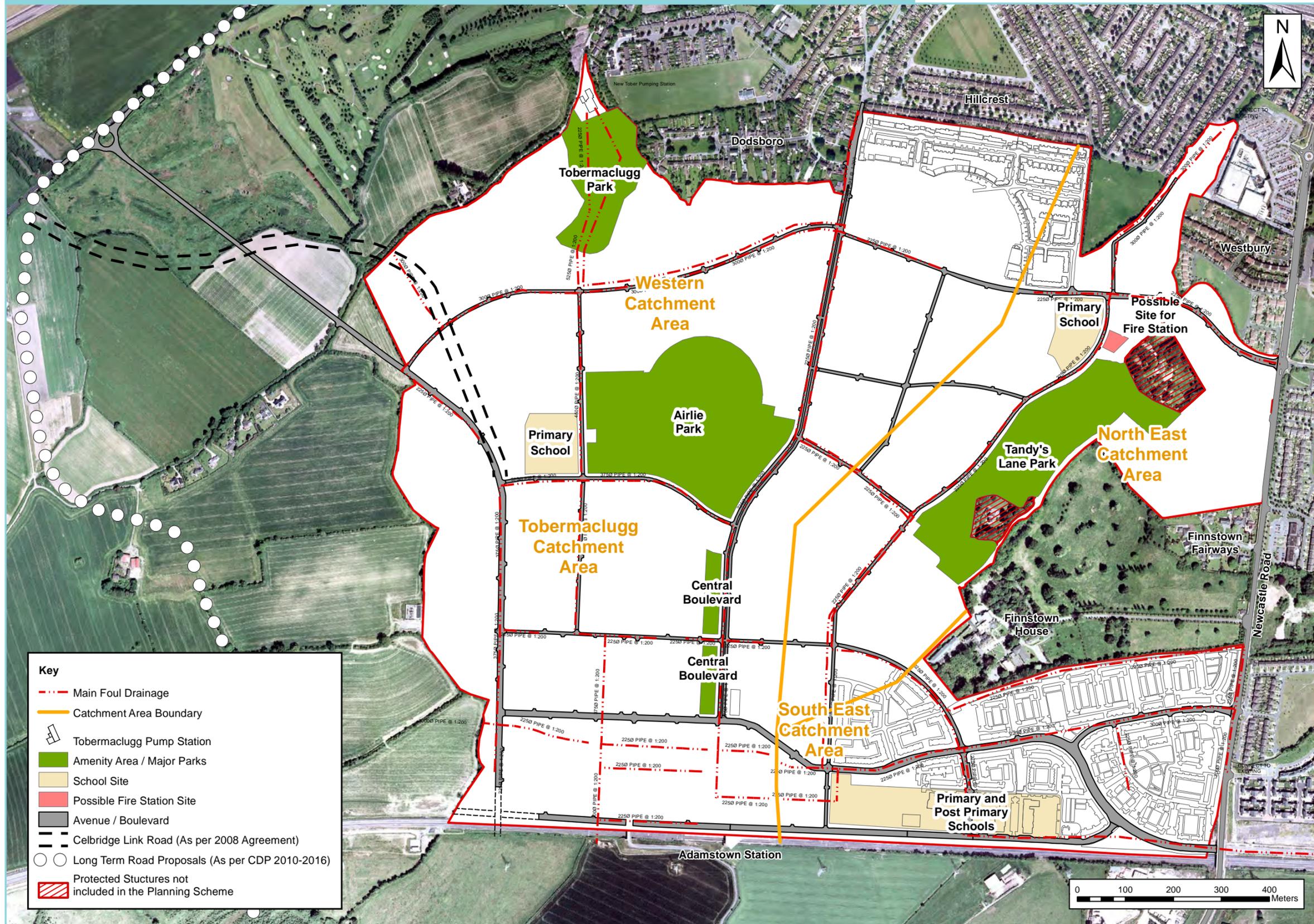


Figure 2.28 Local Renewable Energy Opportunities



Figure 2.29 Services Infrastructure



2.5 (iii) Foul Sewerage

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

Western

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

North East

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

South East

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

Off Site Foul Drainage Works

2.5.15. The output of all three foul drainage catchments in the SDZ ultimately drains to the 9B trunk sewer.

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

2.5.17. The continued development of Adamstown is not dependent on the completion of work on the 9B trunk sewer, which serves the entire Lucan-Clondalkin foul drainage catchment.

2.5 (iv) Telecommunications/Information Technology

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

2.5.19. This shall be achieved through the provision of a data infrastructure spine comprising a network of fibre-optic cables routed in accordance with the main road layout. All dwelling units shall be connected to the data spine. Each shall be provided with at least two telecoms ducts and shall be serviced by carrier neutral multi-duct infrastructure having regard to Recommendations for Underground Telecommunications Cable Works, issued by the Department of Communications, Marine and Natural Resources.

2.5.20. The purpose of this is to facilitate the creation of an e-enabled community in Adamstown based on an internally and externally linked community network. There are potential benefits in relation to employment:-teleworking/flexibility; service provision:- single point entry to local public service providers; shopping/business:- local e-commerce; and most significantly, to the community:- via a live local information platform.

2.5.21. The latter presents particular opportunities for Adamstown as a new urban community. Possibilities include up-to-date and 'real time' information on matters such as public transport routes and timetables, traffic congestion, car pooling, station and shopping car parking availability, local meetings and events, park activities and opening hours, refuse collection and recycling, childcare and schools.

2.5.22. The proposed data infrastructure and community network would also support and complement the optimal use of the more traditional forms of proposed infrastructure in Adamstown, including the new railway station, busways, community centres, civic building, enterprise centres, childcare facilities and schools, as well as local shops and businesses.

2.5 (v) Environmental Sustainability and Sustainable Design

2.5.23 The Planning Scheme supports environmental sustainability through ensuring a coherent framework for sustainable development at Adamstown, ensuring that sustainable design is integral to the development of the area and aligning new development with public transport. This will assist greatly towards meeting the aims contained in the National Climate Change Strategy and the Councils Climate Change Strategy. Environmental sustainability is promoted in Adamstown through four approaches:

- > A mix of use types in the area, to support the development of sustainable residential communities.
- > Buildings to be designed and constructed to energy standards prescribed by the Building Regulations Part L – Dwellings as a minimum. 2011 requirements prescribe that a building shall be designed and constructed so as to ensure that the energy performance of the building is such as to limit the amount of energy required for the operation of the dwelling and the amount of carbon dioxide (CO2) emissions associated with this energy use. The regulations also prescribe that a reasonable proportion of the energy consumption to meet the energy performance of a dwelling should be provided by renewable energy sources.
- > Encouraging high levels of use of sustainable modes of transport by promoting walking, cycling and public transport.
- > Promoting and supporting improvements in the public realm which reduce energy consumption, support Sustainable Urban Drainage Systems (SUDS), increase carbon sequestering and support CHP (combined heat and power) schemes.

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

2.5.25 All development proposals shall be accompanied by a sustainability statement to illustrate measures proposed to increase energy efficiency, reduce resource consumption and minimise waste generation.

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

2.6 (i) Major Parks and Public Open Spaces

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

Table 2.14 Minimum Required Public Open Space			
County Development Plan 2010-2016 Zoning Objective	Total Area subject to each Zoning Objective within the Planning Scheme Area (hectares)	County Development Plan 2010-2016 Open Space Requirement	
		%	Hectares
A1 'to provide new residential communities' (excludes Tandy's Lane)	211.54	14%	29.62
A 'to preserve residential amenity'	0.12	10%	0.01
Unzoned (Tandy's Lane, adjoining roads, railway line and site boundaries)	7.14	None	None
TOTAL	218.8		30 hectares approximately

2.6.2 It is proposed to provide the majority of proposed public open space – at least 23.3 hectares or approximately 10% of the total Planning Scheme area, in four major parks, each of which comprise a separate amenity sub-area, detailed in Section 3.2.

2.6.3 The balance of required public open space, at least 6.75 ha or approximately 4% of the total Planning Scheme area, is to be provided as smaller local public spaces within each of the eleven development areas. These range from hard landscaped civic spaces and green boulevards to less formal kickabout greens and play areas.

2.6.4 For each of the major parks, a plan to include a detailed schedule of work shall be agreed with South Dublin County Council. Existing trees and natural features shall be retained and enhanced in all parks and open spaces, where possible. All public open spaces, regardless of size, will include a significant amount of hard and soft landscaping and sensitive boundary treatment. Children's play areas and sports courts will be provided in both Airlie Park and on the Central Boulevard. Airlie Park shall also include all-weather playing pitch and changing facilities.

2.6.5 It is an important feature of the Adamstown SDZ that all public open spaces are linked by a network of 'green' walking and cycling routes.

Figure 2.30 St. Helens's House from Tandy's Lane



Figure 2.31 Local Park with Playground at Adamstown



	Development or Amenity Area	Gross Development Area (hectares)	Public Open Space (hectares)	Guidelines for provision of 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
B	Tobermaclugg Park	3.8	3.4	1 x LEAP/NEAP play facility and running / cycle loops.	Major Park
C	Airlie Park	11.6	10.9	2 full size playing pitches, 2 x district level LEAP & NEAP play facilities at opposite edges, courts, landscaping and footpaths	Major Park
D	Central Boulevard	1.9	1.3	1 x district level LEAP & NEAP play facility, courts, landscaping & footpaths	Urban Park
	Subtotal	25.3	23.3		
1	Adamstown Castle	22.3	0.76	LEAP – existing	Low Density
2	Somerton	14.5	0.52	Close to play facility in major park	Low Density
3	Airlie Stud	15.6	0.56	1 x LEAP	Low Density
4	Tobermaclugg Village	21.4	0.77	Close to play facility in major park	Low Density
5	Tubber Lane	18.8	0.67	1 x LEAP	Low Density
6	Tandy's Lane Village	21.7	0.78	Close to play facility in major park	Medium Density
7	St. Helen's	16.0	0.57	Close to play facility in major park	Medium Density
8	Aderrig	21.7	0.78	Close to play facility in major park	Medium Density
9	Adamstown Square	13.5	0.54	1 x LEAP	High Density
10	Adamstown Boulevard	14.6	0.5	1 x LEAP	High Density
11	Adamstown Station	8.6	0.3	Close to play facilities in urban park	High Density
	Subtotal	188.7	6.75		
	TOTAL	214	30		

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

2.6 (ii) Green Infrastructure

- 2.6.6 The green infrastructure strategy for Adamstown is to achieve a rich and varied biodiversity through the protection and enhancement of key landscape and ecological assets.
- 2.6.7 The public open space network shall provide the basis for a green infrastructure network. Key landscape and ecological features within this network shall be retained and enhanced, as far as is practical. Public open spaces shall be linked by a network of 'green' routes that retain and enhance existing landscape and ecological features such as trees, hedgerows and watercourses and incorporate new elements such as street planting and sustainable urban drainage systems. Opportunities to extend this green infrastructure network into individual schemes should also be explored where possible through use of sustainable design techniques at the local level that have beneficial environmental impacts.

2.6 (iii) Historic Buildings and Landscape Features

- 2.6.8 The proposed public open space and walking/cycling network has been designed to preserve existing historic features including protected structures and good quality landscape features such as mature trees and hedgerows.
- 2.6.9 It is proposed that a section of Tandy's Lane be incorporated into the adjoining major park and preserved to become a pedestrian/cycle route with limited vehicular access.
- 2.6.10 The Site of Tobermaclugg House and Holy Well is incorporated into the adjoining major park. The two protected early 19th Century houses at St.Helen's and Somerton and their remaining privately owned land grounds together comprise 2.5 hectares and although excluded from the Planning Scheme, adjoin the major park at Tandy's Lane.
- 2.6.11 Airlie House is located between Airlie Park and the Central Boulevard. It is not a protected structure but is a feature of Adamstown that is of local historic interest and is in architectural terms, typical of a mid-19th Century farmhouse. The original part of the House is considered to be of local amenity value and it is proposed that it be retained. Appropriate uses could include community, residential or commercial activities.

2.6 (iv) Education/Schools

- 2.6.12 There are three sites identified for the provision of five schools in Adamstown - two 1.2 hectare primary school sites and one large 4 hectare combined school site, capable of accommodating both a secondary school and a primary school/schools.
- 2.6.13 Each of the primary school sites can accommodate a school with up to 32 classrooms. The sites are each situated adjoining one of the two proposed local centres as well as a major park and are therefore at the focus of local walking and cycling networks.
- 2.6.14 The large combined school site is situated close to the proposed Adamstown District Centre. This site has been developed and accommodates two 16 classroom primary schools and a post primary school with capacity for 1,000 pupils. The campus is situated in the Adamstown Castle development area.

Figure 2.32 New Primary School at Adamstown



2.6 (v) Childcare Facilities

- 2.6.15 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.
- 2.6.16 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 2.16. 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 2.16
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

Figure 2.33 Potential Locations for Childcare Facilities and Community Buildings

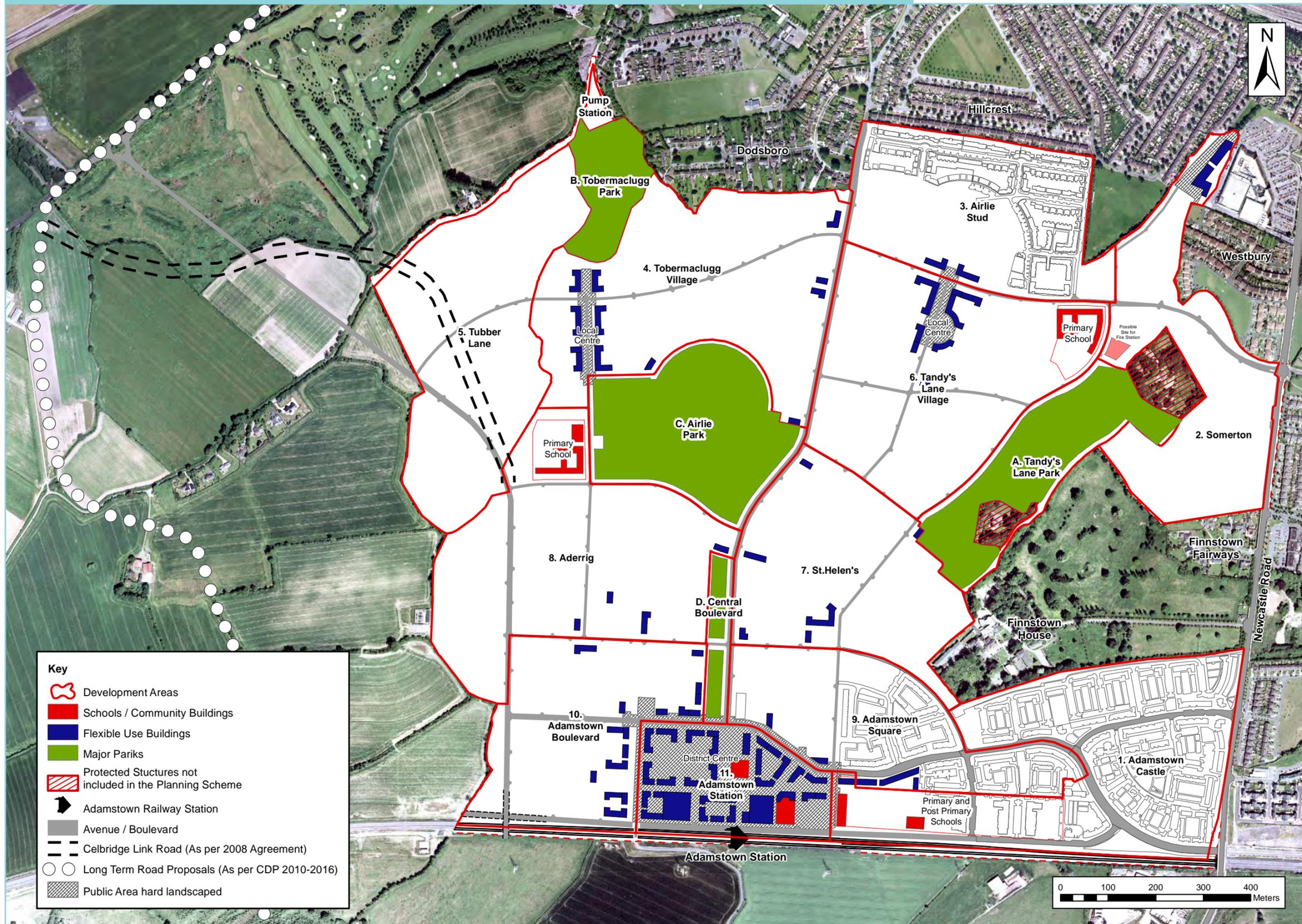


Table 2.17
Play Facilities Hierarchy:

	Young Children's Area for Play (YCAP)	Local Equipped Area for Play (LEAP)	Neighbourhood Equipped Area for Play (NEAP)
Description	Play space with min activity area of 100m ² that provides opportunities for play by toddlers and young children up to the age of 6. To contain equipment for younger children and opportunities for informal play.	Play space with a min activity area of 400m ² that provides play facilities for children up to 8 years of age. To contain at least 5 types of play equipment to stimulate different senses and encourage activity.	Play space with min activity area of 1000m ² that provides play facilities for a wider age range, particularly 8-18 age groups. To include play equipment and a hard surface area for ball games. Equipment for older children might include games walls, basketball 'half' courts with hoops and associated areas for sitting, watching and talking with friends.
Thresholds	1 YCAP per 50 units.	1 per Development Area, excluding areas close to major and urban parks – see Table 2.15.	2 in Tandy's Lane and Airlie Parks (=4); 1 in Airlie Park and Central Boulevard (=2) – see Table 2.15.
Location	Semi-private or public open spaces that are close to dwellings.	Local public open spaces; co-locate with NEAP in Parks	Major Parks and Urban Park; co-locate with LEAP.
Min. separation from dwellings	5m	15m	30m

- > *Management & Maintenance: Developer (or private management company) where open space and play facility are not taken in charge by South Dublin County Council;*
- > *Play Space Activity Area: Area designed for children's play and can include play equipment, safety surfacing, seating, and fencing where appropriate. The size should relate to the number of units served with specified minimums referring to the minimum area required to make the facility viable for the purpose specified.*
- > *The Planning Authority can operate discretion in respect of the minimum thresholds set out in the Table, to take account of existing provision in the vicinity.*

2.6 (vii) Community Buildings

2.6.20 Community Centre facilities are required as a priority. Two alternative options are available for the early delivery of same, as follows:

- > **Option 1:** one community centre with a minimum floor area of 1,200 square metres shall be provided at Adamstown in Phase 2. This facility shall incorporate a community sports hall (33 metres by 18 metres), four number multi-purpose meeting rooms, a kitchenette and toilet facilities.
- > **Option 2:** a school sports hall (minimum 600 square metres) shall be provide in Phase 2 and this shall provide for community use, and in addition a 600 square metres community centre (four number multi-purpose meeting rooms, toilet facilities and kitchenette) shall also be delivered in Phase 2.

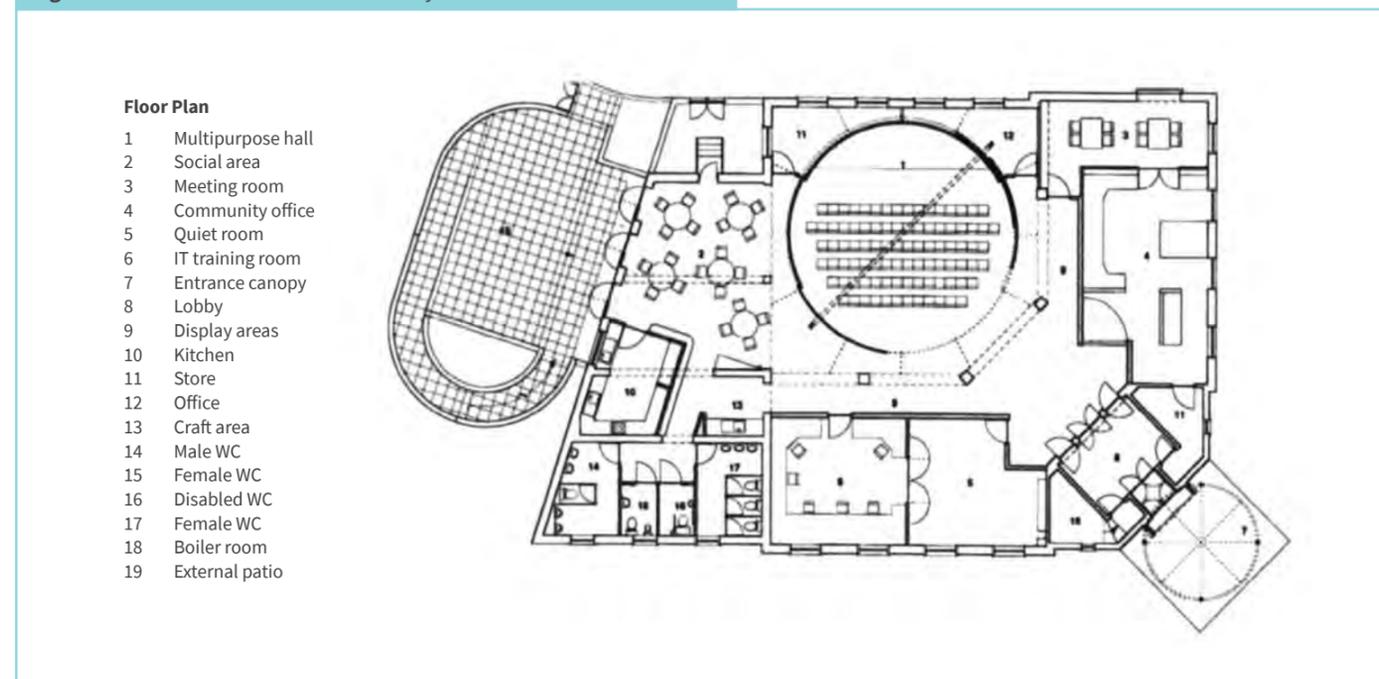
The need for further community facilities will be reviewed at the mid-term review in Phase 6, having regard to the physical adequacy and operational experience of community facilities then in place.

- 2.6.21 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.
- 2.6.22 It is proposed that one large civic hall centre/library shall be provided in the centre of Adamstown.
- 2.6.23 The purpose of the large civic centre/library is for community meetings, conferences and gatherings and may include a library and/or performance space such as a theatre. The civic centre/library should ideally be located in a landmark mixed-use building within the Adamstown district centre.

2.6 (vi) Children's Play Facilities

- 2.6.17 The Planning Scheme requires the provision of publicly accessible playgrounds in each of the four Major Parks to cater for the needs of children and young people up to 18 years of age, in accordance with the guidelines set out in the County Development Plan 2010-2016
- 2.6.18 The Planning Scheme requires the provision of equipped play facilities in all Development Areas. A hierarchical network of equipped play facilities catering for children of different age groups is required, with frequent smaller play areas for younger children close to their homes and less frequent, larger more centralised play facilities for older children up to age 18. The minimum guidelines for YCAP facilities are set out in Table 2.17.
- 2.6.19 Public realm design shall incorporate opportunities for informal play through innovative design solutions on streets and in open spaces.

Figure 2.34 Illustrative Plan of Community Resource Centre





- 2.6.24 It is proposed that one enterprise centre will be provided in Adamstown. The enterprise centre shall be at least 1,500 sq.m in size.
- 2.6.25 The purpose of the enterprise centre is to provide office, studio and workshop accommodation backed up by support and training facilities for local business start-ups. The enterprise centre shall be located in one of the two proposed local centres at Tandys' Lane Village and Tobermaclugg Village, together with local shopping, schools, childcare, community centres and possibly other employment activities.

2.6 (viii) Shopping and Retail Services

- 2.6.26 It is proposed that shopping and retail services be provided in three principal centres within the Adamstown SDZ, although an element of shopping and retail service floorspace is permissible in all eleven development areas.
- 2.6.27 The maximum amount of retail floorspace permitted is expressed in percentage terms as follows:-
 - > 50% of total non-residential floorspace in Adamstown Station, which is the Adamstown District Centre and in Somerton, which adjoins the existing Lucan District Centre;
 - > 33% of total non-residential floorspace in the Tobermaclugg Village and Tandy's Lane Village development areas, which are identified as the two major local centres;
 - > 10% of total non-residential floorspace in all other areas.

Table 2.18 Min-Max. Retail Provision by Development Area*

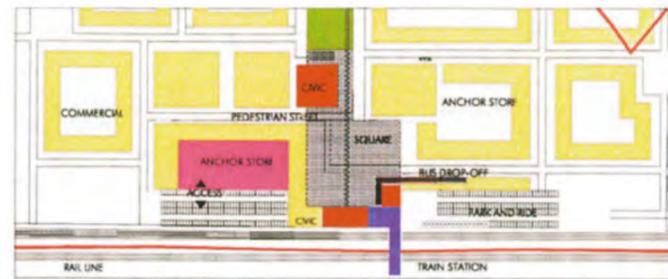
	Development Area	Minimum Retail and Retail Services		
		Floor Area (sq.m)	As a % of total non-residential floorspace	Floor Area (sq.m)
1	Adamstown Castle	739	10%	300
2	Somerton	0	50%	1,625
3	Airlie Stud	0	10%	375
4	Tobermaclugg Village	1,800	33%	2,250
5	Tubber Lane	0	10%	450
6	Tandy's Lane Village	1,620	33%	2,025
7	St. Helen's	0	10%	375
8	Aderrig	0	10%	475
9	Adamstown Square	0	10%	800
10	Adamstown Boulevard	0	10%	875
11	Adamstown Station	11,700	50%	14,625
TOTALS		15,859		24,175

- Proposed Adamstown District Centre**
- 2.6.28 There is one major District Centre proposed in Adamstown, focused on the Transport Interchange. Shopping up to a maximum of 16,300sq.m. is permitted. This includes 14,625 sq.m in the Adamstown Station development area and 875 sq.m and 800 sq.m in the adjoining Adamstown Boulevard and Adamstown Square development areas respectively.
- 2.6.29 It is proposed that shops be provided principally at ground level in both the Adamstown Station development area and immediately adjoining parts of the Adamstown Boulevard and Adamstown Square development areas.
- 2.6.30 Adamstown District Centre may include more than one large supermarket and a significant quantum of comparison shopping floorspace. Retail service, community, leisure, employment, civic and cultural uses may be provided in addition to shopping.
- 2.6.31 There is a minimum requirement for 11,700 sq.m of shop and retail service floorspace in Adamstown District Centre. As an absolute minimum, the District Centre must include one large supermarket and units suitable for use as individual shops and retail service outlets, such as newsagent, pharmacy, doctor's/dentist's surgery, bank and/or estate agency uses. The District Centre may also include at least one public house.
- Existing Lucan District Centre**
- 2.6.32 There is a maximum of 1,625 sq.m of shopping floorspace permissible in the Somerton development area which includes lands adjoining the existing Lucan District Centre.
- 2.6.33 It is proposed that any additional shopping in this area would comprise an extension to the existing District Centre. This could be by means of an extension to an existing shop unit and/or new shop unit(s). New access to the existing Lucan District Centre from Adamstown is required to facilitate this, although this may not necessarily include a vehicular through route.

Figure 2.39 District Centre Alternative Concept Options



Plan: Option 1



Plan: Option 2

2.6.34 An extension to the existing District Centre to provide additional shopping may comprise part of an overall development proposal that also includes all other non-residential floorspace permissible in the Somerton development area.

Proposed Local Centres

2.6.35 There are two proposed local centres, at Tandy's Lane Village and Tobermaclugg Village. Retail and retail service floorspace of up to a maximum of 2,025 sq. m. and 2,250 sq. m. is permitted in each local centre respectively and a minimum 1,620 sq. m. and 1,800 sq. m. is required in each centre respectively.

2.6.36 It is required that each local centre includes a large convenience store/ small supermarket together with units suitable for use as individual shops and retail service outlets, such as newsagent, pharmacy, doctor's surgery or estate agency uses. Each Local Centre may also include a public house.

Local Parades

2.6.37 Five out of a total of eleven development areas permit only a small element of local shopping/service outlets either as individual shops or small parades, with maximum floor areas in the range of 300 - 700 sq.m. It is noted that a typical convenience store is less than 500 sq.m. in area.

2.6.38 There is no minimum requirement for shopping floorspace in these areas. Suitable locations include local nodes and intersections and ground floor frontage on the main pedestrian and road network.

2.6.39 For the purposes of this Planning Scheme, the definition of 'shop' accords with that outlined in the Planning and Development Regulations 2001 and includes:-

- > The retail sale of goods;
- > A post office;
- > The sale of tickets or a travel agency;
- > The sale of sandwiches or other food for consumption off the premises where the sale of such food is subsidiary to the main retail use;
- > Hairdressing;
- > The display of goods for sale;
- > The hiring out of domestic goods or articles;
- > A launderette or dry cleaners;
- > A premises for the reception of goods to be washed, cleaned or repaired.

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

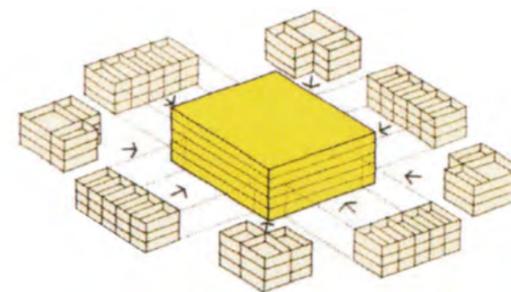
- > Financial services;
- > Professional services;
- > Any other service.

Figure 2.40 Existing Lucan District Centre

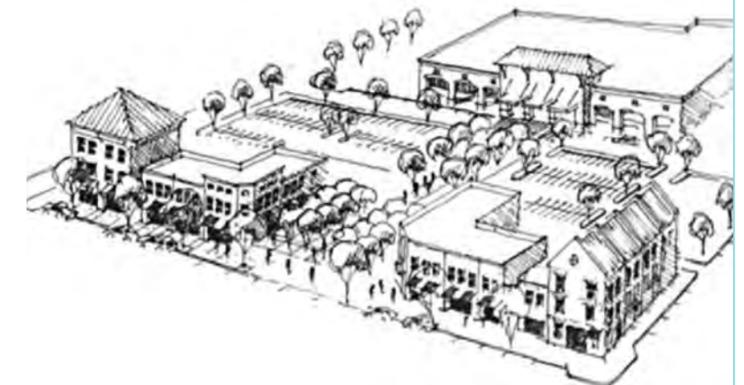


Figures 2.41 and 2.42

Illustrative Retail Centre Formats indicating Frontage Development as the preferred alternative to Large Retail Boxes dominated by Car Parking



Wrap big boxes with smaller units to create active frontage



2.6 (ix) Health/Emergency/Religious

- 2.6.41 Given the nature and scale of development proposed in Adamstown provision has been made to reserve a site of approximately 0.4 hectares (1 acre) for a fire station within the SDZ.
- 2.6.42 The proposed fire station site will be levelled, grassed and seeded to form an area of public open space, pending determination of the need for a fire station in this area and selection of this site for such a facility. This work should comprise part of the development of the adjoining 'Somerton' development area and phased accordingly. Should it be determined by Dublin Fire Brigade and the Planning Authority that the site is not required for a fire station, it may be developed for 'courtyard' housing in accordance with this Planning Scheme.
- 2.6.43 Provision is made for a Primary Health Care Facility within the SDZ lands.
- 2.6.44 Group worship and associated cultural activities are a fundamental and integral part of life for many and the needs of the Adamstown community may be varied and diverse in this regard. There is no new Church or place of worship proposed to serve Adamstown. Public worship is "open for consideration" in all areas subject to appropriate safeguards and the Civic Centre/Library and Community Centre buildings may be used for public worship. While proposals for independent facilities will be considered at all locations, flexible use buildings that are close to district and local centres are likely to present as the most suitable locations. Accessibility, traffic, parking, noise and impact on the amenity of the area will be important considerations in assessing individual applications for places of worship.