

# Adamstown



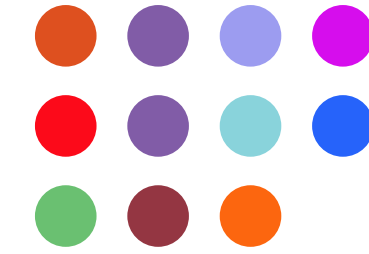
## STRATEGIC DEVELOPMENT ZONE PLANNING SCHEME

South Dublin County Council  
Land Use Planning & Transportation Department

DECEMBER 2014







**Adamstown**

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### Strategic Environmental Assessment and Appropriate Assessment

The Strategic Environmental Assessment Environmental Report, SEA Statement and the Appropriate Assessment Screening Report form separate documents which accompany this Planning Scheme.



# INTRODUCTION

# 1.0



## Introduction

- 1.1 Adamstown Planning Scheme Philosophy
- 1.2 Planning Scheme Format
- 1.3 Background and Process
- 1.4 The Approved Planning Scheme
- 1.5 Planning Scheme Area
- 1.6 Planning Context
- 1.7 Area Characterisation

# 1.0 INTRODUCTION

## 1.1 Adamstown Planning Scheme Philosophy

1.1.1 This Planning Scheme aims to create sustainable communities rather than just housing developments. The Scheme was prepared with regard to best practice in the planning and design of new urban communities. This is a holistic approach that integrates:-

- > **Urban Design**  
To create urban place with a strong sense of identity that is attractive and desirable as well as safe and secure, in a traditional town and village format;
- > **Land Use**  
To require a mix of land uses to provide amenities, facilities, services and employment and enable the community to work, shop and recreate locally;
- > **Housing**  
To facilitate a mix of house types, sizes and tenure options that allow all sections of society to remain part of the community throughout the life cycle i.e. from the cradle to the grave;
- > **Transportation**  
To provide alternatives to the private car in the form of a new railway station and transport interchange, additional rail capacity, dedicated bus routes and a continuous network of walking and cycling links;
- > **Ecology and Landscape**  
To preserve ecosystems and landscape by incorporating distinct habitats and established landscape features into a network of parks and open spaces;
- > **Conservation**  
To protect and ensure the appropriate use of historic structures, built heritage and archaeological features;
- > **Energy Efficiency**  
To minimise energy usage through innovations in accessibility, block layout, building design, use of materials and adaptability in floor plans and uses;
- > **Phased Delivery**  
To ensure that development occurs at a pace whereby it is supported by all necessary infrastructure, services, amenities and facilities.

## 1.2 Planning Scheme Format

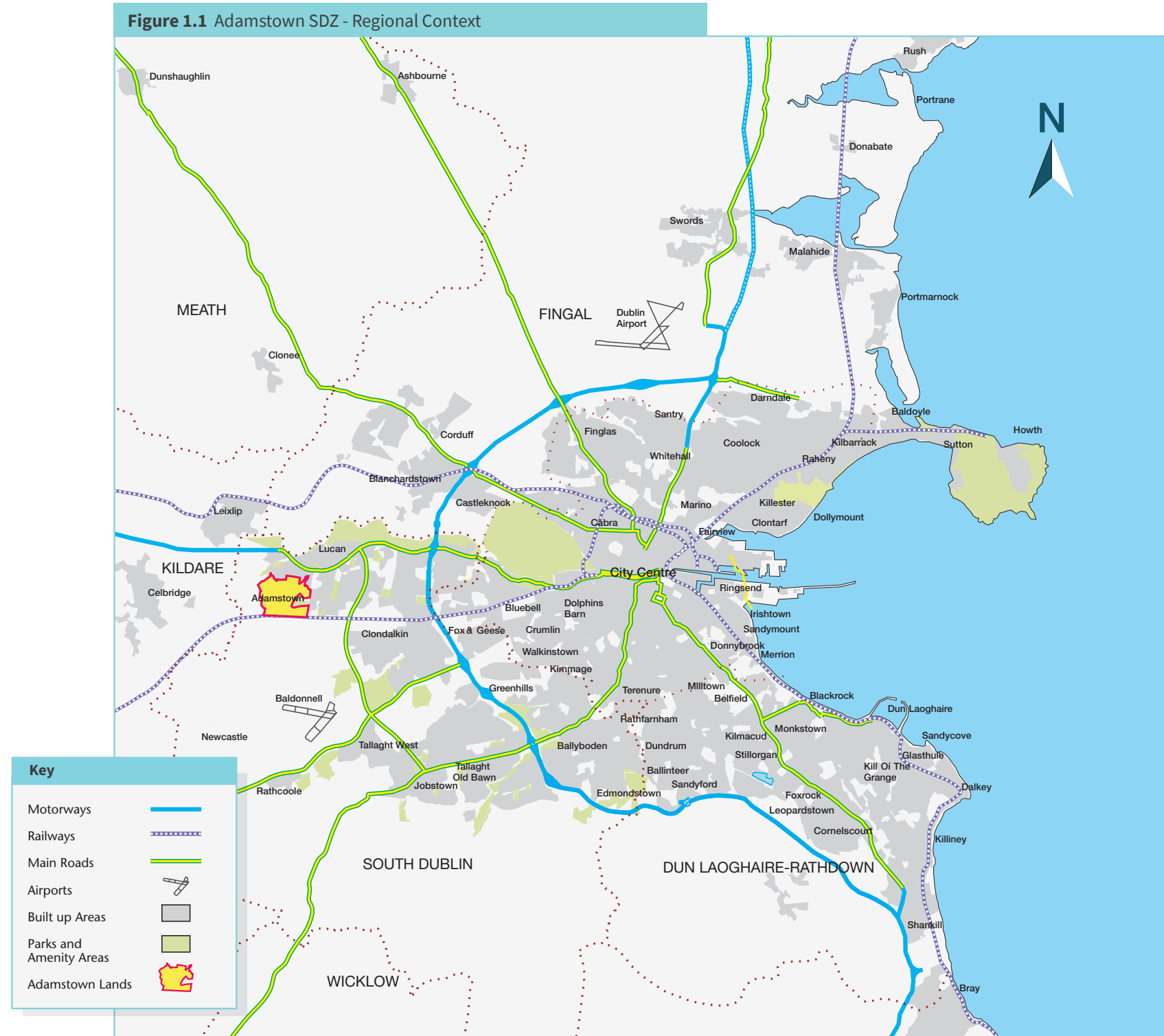
1.2.1 This Planning Scheme comprises four parts. A Strategic Environmental Assessment and Appropriate Assessment Screening Report also accompany the Scheme. The first part introduces the concept and explains the background to the Adamstown Strategic Development Zone (SDZ) process.

1.2.2 The second part presents proposals for the overall development of Adamstown, including the type, extent and design of development and proposals for transportation, services and amenities

1.2.3 The third part details each of the 15 sub-areas that the Adamstown SDZ has been sub-divided into for the purposes of the Planning Scheme. There are 11 'development areas' and 4 'amenity areas'.

1.2.4 The fourth part of the Planning Scheme indicates the required phasing of development. The number of dwelling units that may be permitted as part of each phase of development is dependent on a certain amount of infrastructure, services, facilities and amenities having been completed.

Figure 1.1 Adamstown SDZ - Regional Context

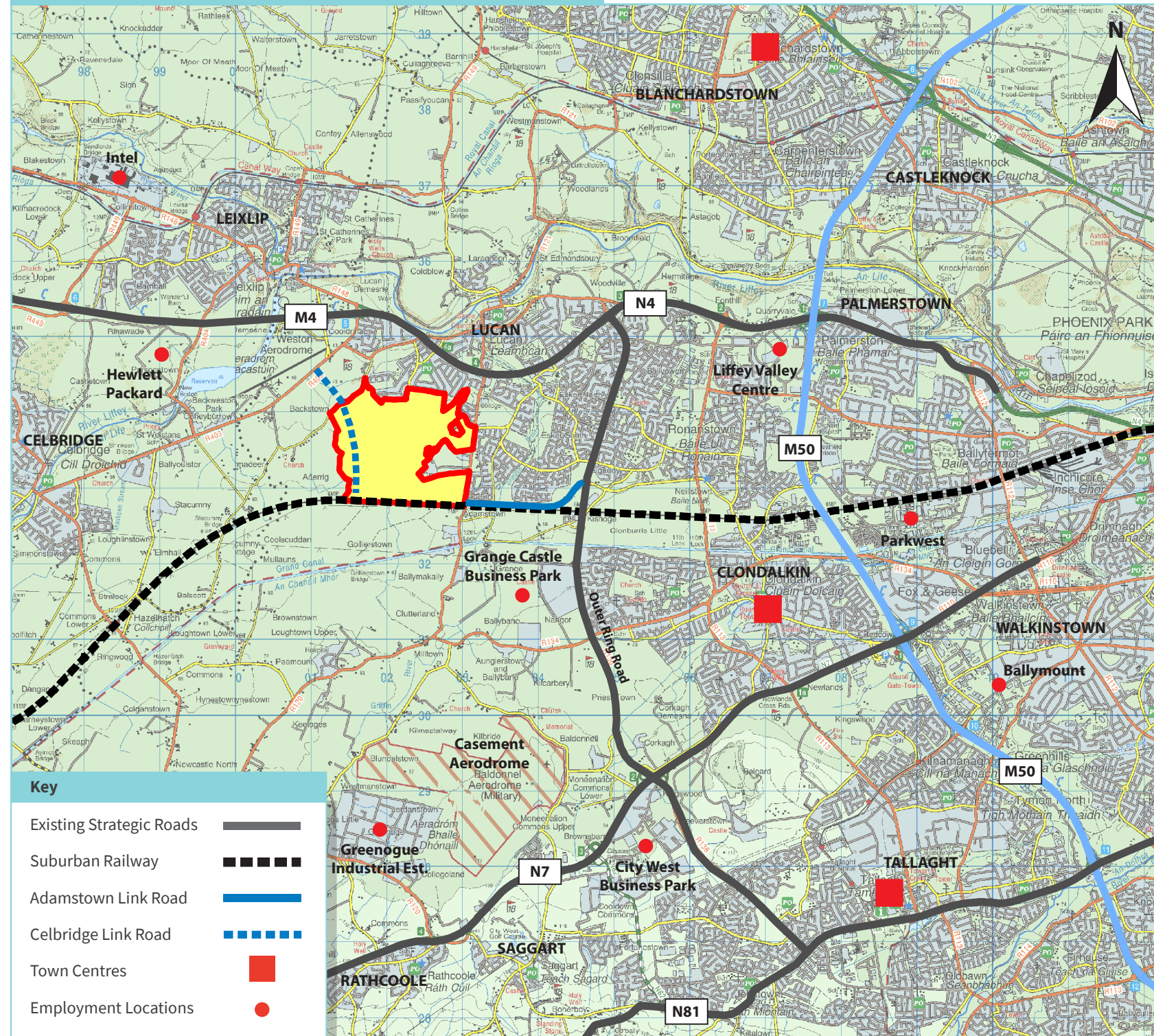




### 1.3 Background and Process

- 1.3.1 Part IX of the Planning and Development Act 2000 (as amended) introduced Strategic Development Zones (SDZ's) to facilitate specified development of economic or social importance to the State.
- 1.3.2 The Government designated 223.5 hectares of land at Adamstown, to the south-west of Lucan, County Dublin, as a site for a Strategic Development Zone for residential development, on 1 July 2001.
- 1.3.3 South Dublin County Council is the specified Development Agency for the Adamstown SDZ site, being the relevant Planning Authority for the area. A Draft Planning Scheme was prepared and submitted to the Elected Members of South Dublin County Council in December 2002.
- 1.3.4 The Draft Planning Scheme was displayed in public during January and February 2003, during which time submissions and observations were invited from all interested parties. A total of 123 valid submissions were made to the Planning Authority.
- 1.3.5 Reports on submissions and observations received were prepared and submitted to the elected members of the Planning Authority. The Reports recommended 40 changes to the Draft Planning Scheme. The Elected Members proposed 56 further changes in the form of motions during April 2003.
- 1.3.6 After several Council meetings at which the proposed changes were considered, the Elected Members of South Dublin County Council decided, by resolution, to 'make' the Draft Planning Scheme subject to a total of 62 variations and modifications, on 7 May 2003.
- 1.3.7 A total of 20 parties who had previously made submissions to the Planning Authority in respect of the Draft Planning Scheme, made appeals to An Bord Pleanála regarding the decision of South Dublin County Council, in June 2003.
- 1.3.8 An Bord Pleanála held an oral hearing in respect of the Draft Planning Scheme during July 2003. The Board approved the Planning Scheme, subject to 26 further modifications, on 25 September 2003.
- 1.3.9 On the 8th of May 2006 South Dublin County Council made amendments to the Adamstown SDZ Planning Scheme, 2003 to allow for (a) relocation of the combined schools and leisure campus and thereby revising the boundaries of the 'Adamstown Square' and 'Adamstown Castle' development areas and (b) to include a requirement for a Primary Health Care Facility in Phase 5.
- 1.3.10 In October 2013 South Dublin County Council being the specified Development Agency for the Adamstown SDZ and the relevant Planning Authority, submitted 49 no. proposed amendments to the Adamstown SDZ Planning Scheme, 2003 (as amended) to the Elected Members of South Dublin County Council. An Environmental Report under the provisions of the SEA regulations was prepared in respect of the Scheme. Following a screening exercise the Planning Authority determined that an Appropriate Assessment was not required in respect of the Adamstown SDZ Planning Scheme 2003 and the proposed amendments.
- 1.3.11 Following the statutory public consultation process from October 23rd to 3rd December 2013, a Managers Report was prepared in relation to the submissions received during this public consultation period. This report was submitted to the Elected Members on the 10th January 2014 for their consideration.

Figure 1.2 Adamstown SDZ - Sub-Regional Context



- 1.3.12 Briefing meetings were held between the Manager, Members of the Lucan Area Committee and the Project Team (The National Transport Authority attended one of the briefings) in January 2014. An addendum document to the Managers Report with recommended alterations from these briefings was presented to the Elected Members for their consideration.
- 1.3.13 On 10th February 2014, South Dublin County Council decided by resolution to amend the Adamstown Strategic Development Zone (SDZ) Planning Scheme, 2003, subject to variations and modifications as detailed in the addendum document. A motion to amend a phasing requirement was also proposed and passed by the Elected Members.

- 1.3.14 The decision of South Dublin County Council was appealed to An Bord Pleanála, in March 2014.
- 1.3.15 Following an Oral Hearing, An Bord Pleanála approved the amendments to the Planning Scheme, subject to 11 further modifications on the 2nd December 2014. This document comprises the consolidated Planning Scheme and incorporates all changes, variations and modifications.



## 1.4 The Approved Planning Scheme

- 1.4.1 The Adamstown SDZ Planning Scheme forms part of any County Development Plan in force in the area of the Scheme until the Scheme is revoked, and any contrary provisions of the Development Plan shall be superseded by the Planning Scheme.
- 1.4.2 Development within the Planning Scheme area requires planning permission from South Dublin County Council. Where development proposals are consistent with the provisions of the Planning Scheme, they will be granted planning permission. Where not consistent with the Scheme, no permission will be granted.
- 1.4.3 No party may appeal to An Bord Pleanála against a decision of South Dublin County Council on any application for permission in respect of a development within the area subject to the Adamstown SDZ Planning Scheme.

## 1.5 Planning Scheme Area

- 1.5.1 The overall Adamstown SDZ area comprises lands to the north of the railway and west of the R120 Newcastle (Lock) Road that are zoned 'SDZ – Strategic Development Zone' in the South Dublin County Council Development Plan 2010-2016, the adjoining roads, the railway line, site boundaries, Tandy's Lane and an adjoining public open space in the Hillcrest housing area to the north-east.
- 1.5.2 The Planning Scheme area is 214 hectares and comprises all of the lands within the SDZ, but excludes the existing occupied Protected Structures at St. Helen's and Somerton and their attendant grounds (Figure 1.3), and the adjoining public open space at Hillcrest.

## 1.6 Planning Context

- 1.6.1 The amended Planning Scheme is consistent with current guidance, strategies and policies at national and regional level and with the County Development Plan's core strategy. This approach ensures that the Scheme takes cognisance of higher level plans at national and regional level and with the local planning context.
- 1.6.2 The overarching theme of national planning policy is the consolidation and sustainable use of land in urban areas, particularly that which is well served by public transport. Urban consolidation is key to the achievement of sustainable development, economic competitiveness, community well being, environmental protection and also to secure full economic value from investment in public infrastructure. The key strategies that have informed the review process are outlined below:

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

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

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

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

### Greater Dublin Area Transport Strategy 2011 - 2030

- 1.6.5 The goal of the Strategy is to support the GDA in meeting its potential as a competitive, sustainable city region with a good quality of life for all. The strategy represents the top level of transport plans within the regional hierarchy that will include an implementation plan and a strategic traffic management plan. The strategy identifies key transport principles important to quality of life, including:
- A strong focus on pedestrian and cycling movement for local trips;
  - Exploring the ability of public transport to cater for the mass movement of people while using a fraction of the fuel and street space required for cars; and
  - Intensification and consolidation of towns and cities by building on brownfield and vacant land or reusing underutilised lands.

### South Dublin County Development Plan 2010-2016

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

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

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

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

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

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

### 1.6.9 Sustainable Urban Housing: Design Standards for New Apartments-Guidelines for Planning Authorities 2007

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

### 1.6.10 Planning and Development of Large Scale, Rail Focused Areas in Dublin 2013

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

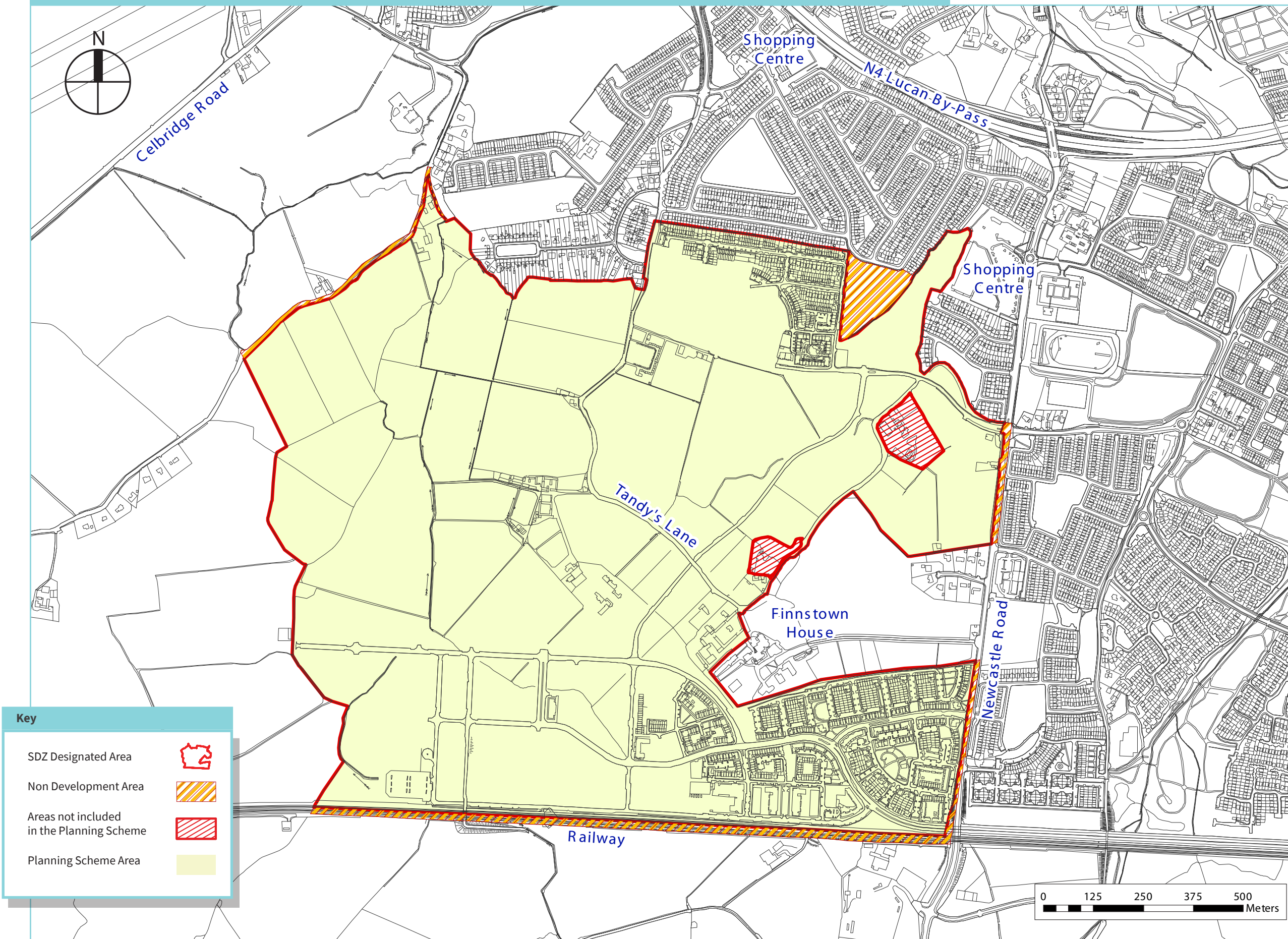
The first, "Workplace Travel Plans - A Guide for Implementers" provides guidance to organisations who wish to support sustainable travel based on the experience of the National Transport Authorities Smarter Travel Workplaces programme. It is a "How to" guide, and provides useful information to local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



Figure 1.3 Designated Adamstown SDZ Area Boundary



**Figure 1.5** Guidance, Strategy and Policy Documents**GUIDANCE, STRATEGY AND POLICY DOCUMENTS REFERENCED DURING REVIEW PROCESS**

<b>NATIONAL:</b>	National Development Plan, 2007-2013; Smarter Travel- A Sustainable Transport Future, 2009; Design Manual for Urban Roads and Streets, 2013; National Climate Change Strategy 2007-2012; National Biodiversity Plan, 2011-2016; National Heritage Plan, 2002; National Anti-Poverty Strategy, 1997; National Action Plan for Social Inclusion, 2007-2016; National Transport Strategy 2012-2030; National Cycle Manual, 2011
<b>REGIONAL:</b>	Regional Planning Guidelines for the Greater Dublin Area 2010-2022; Retail Strategy for the Greater Dublin Area, 2008-2016, Greater Dublin Area Draft Transport Strategy, 2011-2030; Waste Management Plan for the Dublin Region, 2010-2022.
<b>LOCAL:</b>	South Dublin County Development Plan, 2010-2016; South Dublin County Heritage Plan, 2010-2015; South Dublin County Council Disability Act Implementation Plan, 2008-2010; South Dublin County Council Litter Management Plan, 2011-2014; Adamstown Street Design Guide (ASDG), 2011.
<b>GUIDELINES:</b>	Sustainable Residential Development in Urban Areas, 2009; Urban Design Manual -A Best Practice Guide, Part's 1 & 2, 2009; Sustainable Urban Housing, Design Standards for New Apartments, 2007; Delivering Homes Sustaining Communities 2007; Quality Housing for Sustainable Communities - Best Practice Guidelines, 2007; Design Manual for Urban Roads and Streets, 2013; Retail Planning Guidelines, 2012; Retail Design Manual, 2012; Childcare Facilities Guidelines, 2001; Provision of Schools and the Planning System, 2008; The Planning System and Flood Risk Management, 2009; Architectural Heritage Protection Guidelines, 2011; Landscape & Landscape Assessment, 2000; Framework and Principles for the Protection of Archaeological Heritage, 1999; Green City Guidelines – Advice for the protection and enhancement of biodiversity in medium to high-density urban developments, 2008; Guidelines for Designing out Anti-Social Behaviour, 2007

**1.7 Area Characterisation**

- 1.7.1 The gross developable area of the Adamstown SDZ Planning Scheme comprises 214 hectares and is subdivided into eleven development areas and four amenity areas. The purpose of this is to characterise each part of the SDZ as a smaller, more identifiable unit.
- 1.7.2 Excluding proposed main road and railway reservations, major public open spaces and sites for schools from the total gross developable area, the total net developable area is 155 hectares. Main road reservations include all required public space within the road corridor such as footpaths etc.
- 1.7.3 Area Character type is based on a tiered approach of relatively low, medium and high residential density.

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

	Development or Amenity Area	Gross Area (Hectares)	Net Area (Hectares)	Area Character Type
<b>1</b>	Adamstown Castle	22.3	13.6	Low Density
	<i>Developed</i>		13.3	
	<i>Remaining</i>		0.3	
<b>2</b>	Somerton	14.5	12.8	Low Density
<b>3</b>	Airlie Stud	15.6	14.3	Low Density
	<i>Developed</i>		7.6	
	<i>Remaining</i>		6.7	
<b>4</b>	Tobermaclugg Village	21.4	19.3	Low Density
<b>5</b>	Tubber Lane	18.8	17.6	Low Density
<b>6</b>	Tandy's Lane Village	21.7	17.0	Medium Density
<b>7</b>	St. Helen's	16.0	14.2	Medium Density
<b>8</b>	Aderrig	21.7	17.8	Medium Density
<b>9</b>	Adamstown Square	13.5	10.9	High Density
	<i>Developed</i>		10	
	<i>Remaining</i>		0.9	
<b>10</b>	Adamstown Boulevard	14.6	11.5	High Density
<b>11</b>	Adamstown Station	8.6	6.5	High Density
	<b>Subtotal</b>	<b>188.7</b>	<b>155.5</b>	<b>Medium Density</b>
<b>A</b>	Tandy's Lane Park	8.0	7.7	Park
<b>B</b>	Tobermaclugg Park	3.8	3.4	Park
<b>C</b>	Airlie Park	11.6	10.9	Park
<b>D</b>	Central Boulevard	1.9	1.3	Urban Park
	<b>Subtotal</b>	<b>25.3</b>	<b>23.3</b>	
	<b>TOTAL</b>	<b>214</b>	<b>178.8</b>	



Figure 1.4 Adamstown SDZ Planning Scheme - Gross and Net Development Areas

