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).

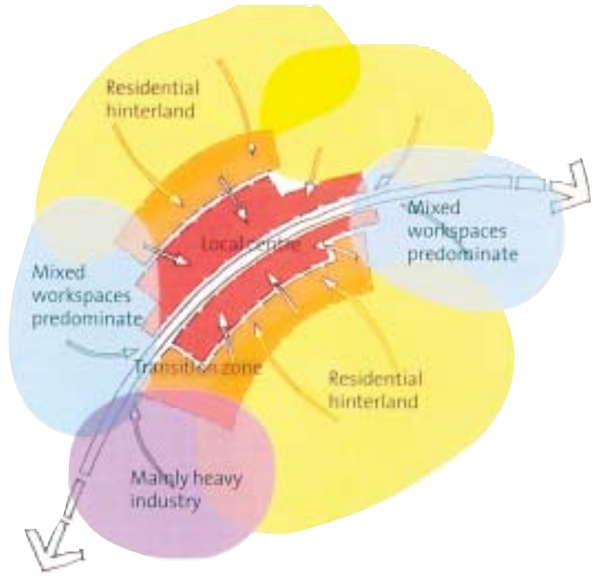
2.1.2 The *South Dublin County Development Plan 1998* indicates the types of development that may be permitted in an area by identifying a zoning objective and specifying the types of development that are either '*permitted in principle*', '*open for consideration*' or *'not permitted'* in that area.

Permitted in Principle	Advertisements & Advertising structures, Bed and breakfast, Betting office, Car park, Church, Community facility, Creche/Nursery school, 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

Table 2.1 Types of Development Permissible in Adamstown - Development Areas

2.1.3 The *Adamstown Local Area Plan 2001* aims to "Create a sustainable and vibrant community based on a traditional town format, with a wide range and choice of dwellings, shopping, services, employment, education, community and leisure facilities and amenities".

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



A vibrant and sustainable form results from blurring the distinction between uses and designing places that make walking to the local centre and bus stop or railway station, as convenient and comfortable as possible

Figure 2.1. Mixing Uses

Permitted in Principle	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, Creche/Nursery school Education, Garden centre, Guest house*, Home based economic activities*, Public services, Residential caravan bays/ Group housing, Residential instution*, Retirement home*, Recreational buildings (commercial), Telecommunications support structures required to service Adamstown
Not Permitted	Abattoir, Adverrtisements & 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

Table 2.2 Types of Development Permissible in Adamstown - Amenity Areas

*** 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 1.5) are indicated on Table 2.1. the types of development permissible in the four amenity areas (Figure 1.5) are indicated on Table 2.2.

2.2 Extent of Development

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

Table 2.3. Total Extent of Development Permissible in Adamstown*

(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.

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.

*** Non residential development includes community, commercial, leisure, retail, office, employment, cultural and civic uses**

(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 and a fire station.

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

Table 2.4 Development Permissible by Net Development Area*

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

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

*** Excludes additional floorspace/dwellings available for landmark buildings and school sites**

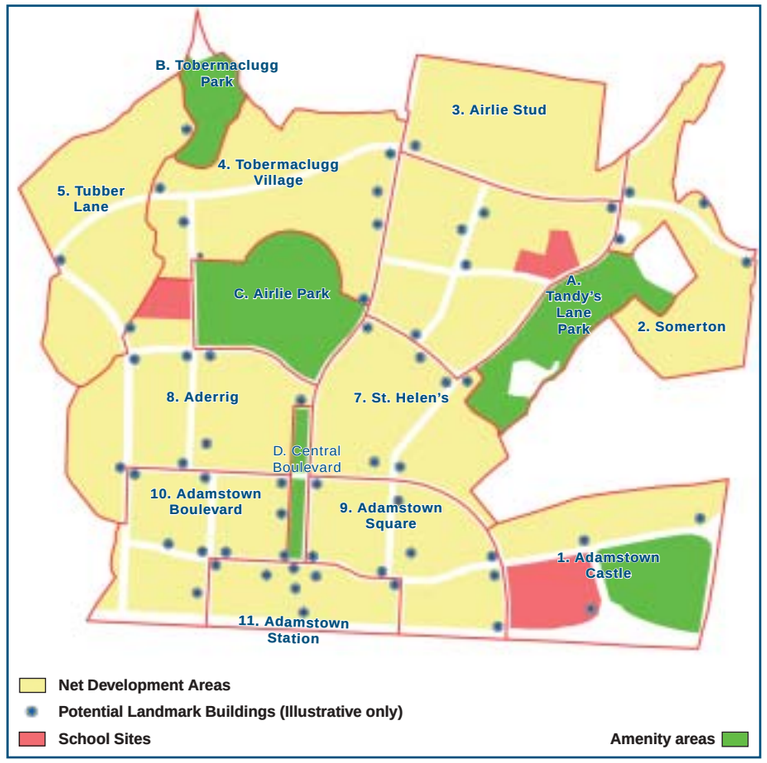


Figure 2.2. Net Development Areas, Landmark Buildings and School Sites

Landmark Buildings

2.2.8 Up to 1% of floorspace in the net development areas may be provided to facilitate landmark buildings at appropriate locations throughout Adamstown. This permits up to a maximum of 10,000 square metres of further development which may include up to 100 extra dwelling units.

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

School Sites

2.2.10 Designated school sites do not form part of the net development areas. There are three sites identified for the provision of four schools:– two 1.2 hectare primary school sites and one large 4 hectare combined school site, capable of accommodating both a secondary school and a primary school.

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

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

(iii) Total Residential Development

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

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

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

2.2.15 Social housing provision must include at least three traveller accommodation sites to accommodate at least 30 units of accommodation, two-thirds of which must be grouped houses and one-third residential caravan bays.

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

(iv) Total Non-Residential Development

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

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

	Development Area	Total Maximum Non-Residential		Total Maximum Retail	
		As a % of total floorspace	Floor Area (square metres)	As a % of total non-residential floorspace	Floor Area (square metres)
1	Adamstown Castle	5%	3,000	10%	300
2	Somerton	5%	2,750	50%	1,375
3	Airlie Stud	5%	3,500	10%	350
4	Tobermaclugg Village	10%	10,500	25%	2,625
5	Tubber Lane	5%	4,250	10%	425
6	Tandy's Lane Village	10%	10,250	25%	2,575
7	St. Helen's	5%	5,500	10%	550
8	Aderrig	5%	7,000	10%	700
9	Adamstown Square	10%	11,000	10%	1,100
10	Adamstown Boulevard	10%	10,250	10%	1,025
11	Adamstown Station	50%	37,500	50%	18,750
	Subtotals		**105,500**		**29,775**
	Landmark Buildings	100%	10,000	0%	0
	School Sites	100%	10,000	0%	0
	TOTALS		**125,500**		**29,775**

Table 2.5 Maximum Extent of Non-Residential Development *

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

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

- 19,950 sq.m. retail and retail services;
- 1 no. 1,000 sq.m. central civic hall;
- 2 no. 1,500 sq.m. enterprise centres;
- 1 no. 150 sq.m. community centre per 1,000 dwelling units (8-10) no. in total;
- 1,449 no. childcare places in at least 15 separate facilities (at 5 sq.m. per child, estimated to be 7,245 sq.m. approximately).

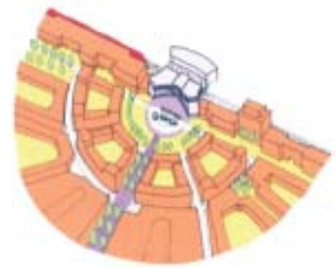
	Development Area	Retail & Retail Services (sq.m.)	Community Buildings (sq. m.)	Childcare Places (no.)		Total (sq.m.)
				no.	sq.m.	
1	Adamstown Castle	0	0 -150	133	665	665
2	Somerton	0	0 -150	120	600	600
3	Airlie Stud	0	150	153	765	915
4	Tobermaclugg Village	2,200	1,500 + 150	155	775	4,625
5	Tubber Lane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

Table 2.6 Minimum Extent of Non-Residential Development *

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

2.2.20 Up to 20% of permissible non-residential floorspace in any development area may be transfered to one or more immediately adjoining development areas or subject to Table 2.2, amenity areas, subject to the following:-

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



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

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

Figure 2.4. Adamstown SDZ Planning Scheme 2003

2.3 Overall Design of Development

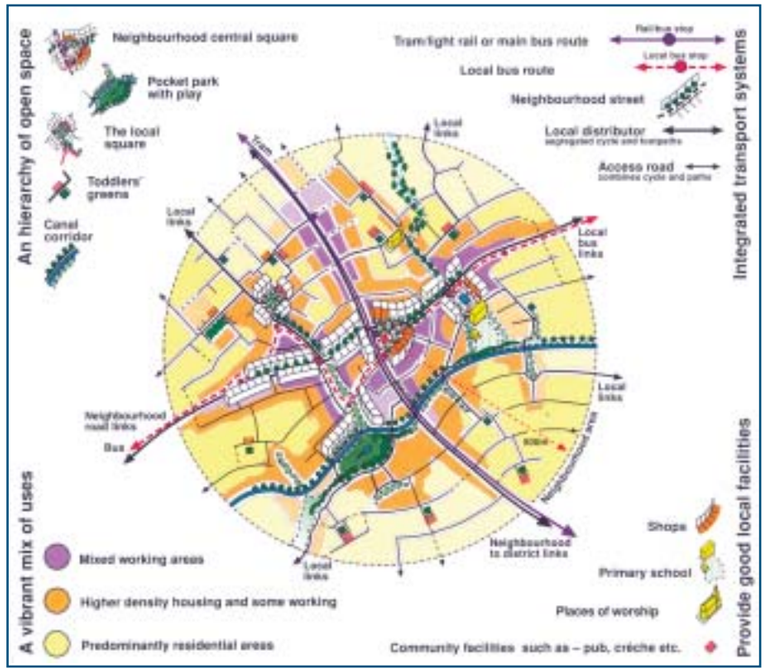
(i) Design Statement

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

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

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

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



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

(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 the UK Department of the Environment, Transport and the Regions (DETR) *Design Bulletin 32* (DB 32), *Residential Roads and Footpaths* and its companion guide, *Places Streets and Movement.*

2.3.5 The most significant requirement of DB32 in relation to Adamstown is that roads serving more than 50 dwellings should be loops or through roads. Direct access to dwellings is considered appropriate from roads serving up to 300 units. Where more than 300 dwellings are proposed, the provision of additional access routes assists in reducing the number of dwellings served to that figure.

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

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

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

(iii) Block Size

2.3.9 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.

2.3.10 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.

(iv) Hierarchy of Centres

2.3.11 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 proposed railway station and transport interchange.

2.3.12 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.

2.3.13 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.

2.3.14 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.

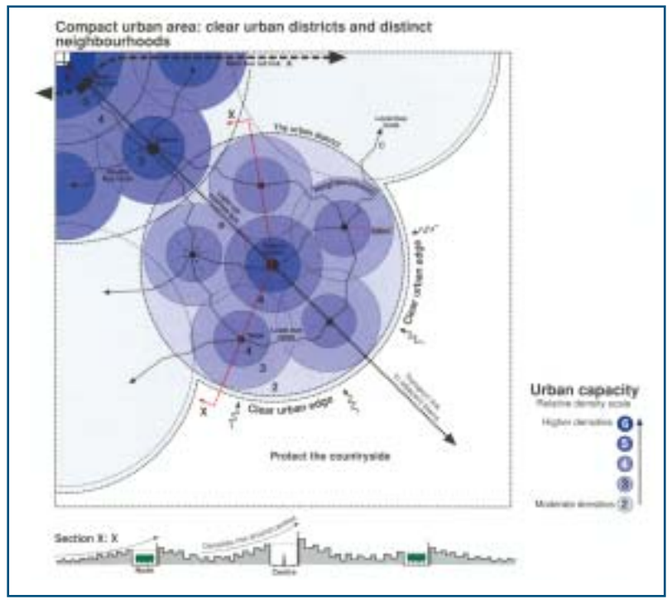


Figure 2.7. The Relationship between Hierachy and Urban Capacity

2.3.15 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.

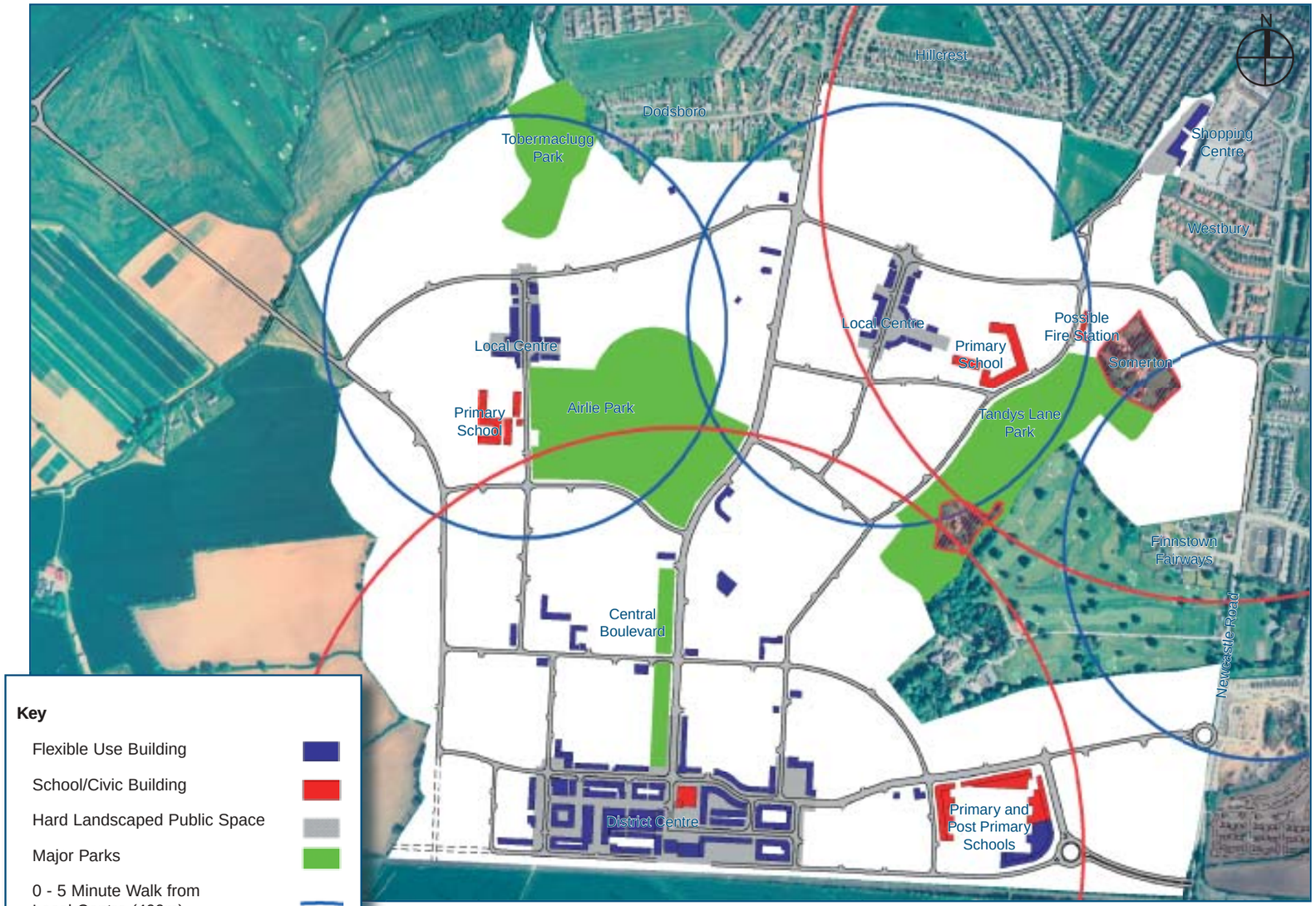


Figure 2.8. Hierarchy of Centres

2.3.16 The two Local Centres are defined by a local concentration of both residential and non-residential uses. Each includes a proposed enterprise centre and 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.

2.3.17 The existing Superquinn 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.

2.3.18 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.

(v) Development Density

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

2.3.20 Adamstown is subdivided into eleven development areas to identify and characterise each part of the SDZ. Based on the three density zones identified in the *Adamstown Local Area Plan 2001*; '*transitional', 'intermediate' and 'urban*', each development area has been characterised as either low, medium or high development density and an appropriate range of min-max plot ratio standards applied:-

	Development Area	Development Density (plot ratio)		Residential Yield (dwellings per hectare)	Area Character Type
		Min	Max		
1	Adamstown Castle	1 : 0.42	1:0.5	42 - 50	Low density
2	Somerton	1:0.35	1:0.42	35 - 42	Low density
3	Airlie Stud	1 : 0.40	1:0.48	40 - 48	Low density
4	Tobermaclugg Village	1 : 0.45	1:0.54	45 - 54	Low density
5	Tubber Lane	1 : 0.40	1:0.48	40 - 48	Low density
6	Tandy's Lane Village	1 : 0.50	1:0.60	50 - 60	Medium density
7	St. Helen's	1 : 0.65	1:0.78	65 - 78	Medium density
8	Aderrig	1 : 0.65	1:0.78	65 - 78	Medium density
9	Adamstown Square	1 : 0.75	1:0.9	75 - 90	High density
10	Adamstown Boulevard	1 : 0.75	1:0.9	75 - 90	High density
11	Adamstown Station	1 : 1.0	1:1.2	75 - 90	High density
	Overall	**1 : 0.54**	**1:0.65**	**53 - 64**	**Medium Density**

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

Figure 2.9. Development Density

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

(vi) Residential Yield

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

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

(vii) Road/Street Width

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

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

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

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

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

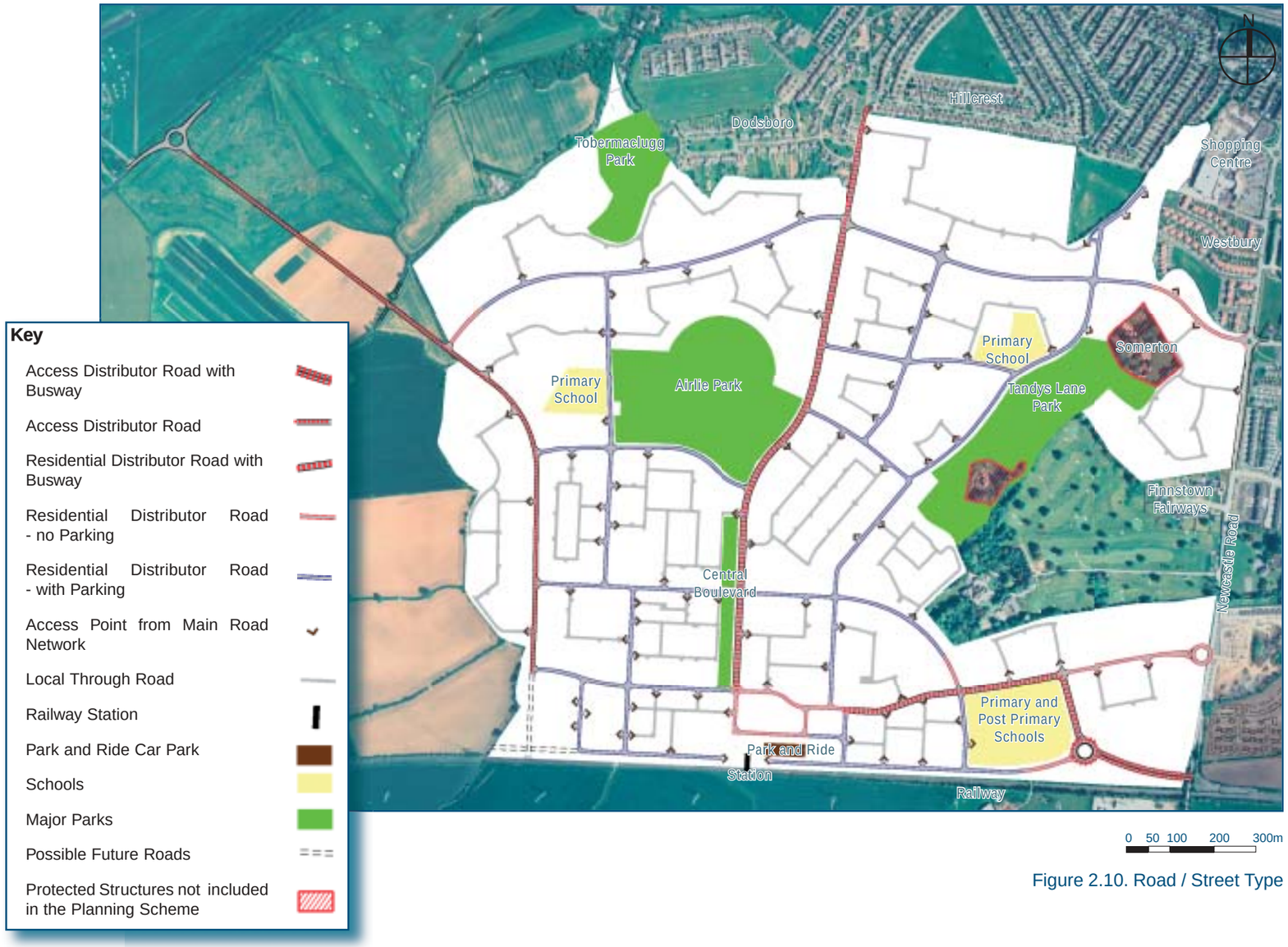


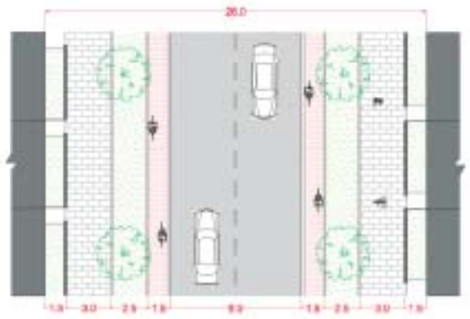
Figure 2.10. Road / Street Type

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

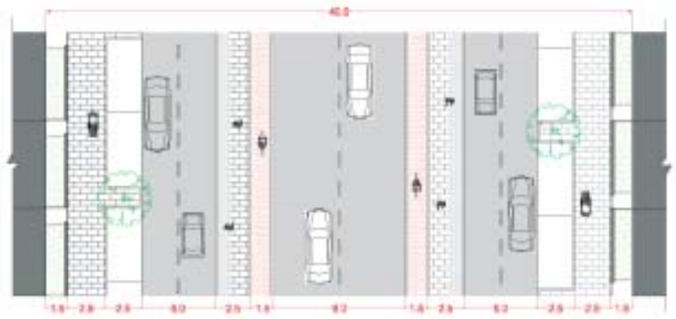
2.3.28 Minimum dimensions generally required for a footpath or a cycleway are 1.5m. A minimum distance of 1.5m is also required for a privacy setback/disabled access platform adjoining all buildings. Car parking spaces should generally be 2.5m x 5.5m where parallel and 2.5m x 5.0m where perpendicular.

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

Access Distributor

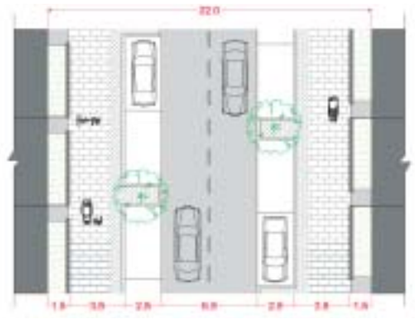


Min. Condition: 26m



Max. Condition: 40m

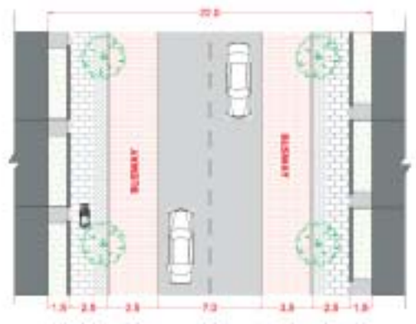
Residential Distributor



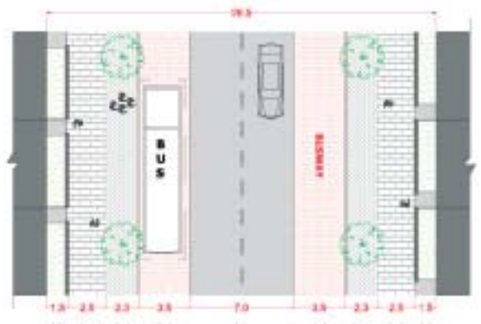
Min. Condition: 22m
Parallel Parking

Max. Condition: 26.5m
Parallel Parking

Busway Residential Distributor



Min. Condition: 22m
No parking to allow for Busway



Max. Condition: 26.5m
No parking to allow for Busway

Figure 2.11. Distributor Road / Street Sections

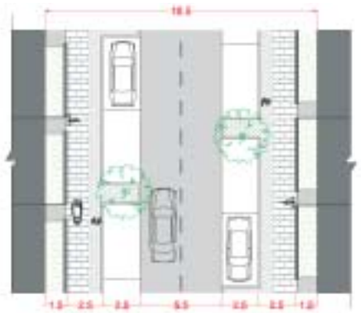
Local Roads

Perpendicular parking
Min. Condition: 24m

Perpendicular parking
Max. Condition: 28m

Parallel and in curtilage parking
Min. Condition: 27.5m

Parallel and in curtilage parking
Max Condition: 30m



Parallel parking
Min. Condition: 18.5m

Parallel parking
Max. Condition: 22m

Mixed parking
Min. Condition: 21.5m

Mixed parking
Max. Condition: 25m

Figure 2.12. Local Road / Street Sections

(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

Table 2.9 Min-Max Building Height by Development Area

Figure 2.13. Building Type and Height by Development Area

2.3.30 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 2.13).

2.3.31 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.

2.3.32 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.

2.3.33 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.

2.3.34 The maximum permissible height of buildings in Adamstown is reduced where located immediately adjoining existing housing (Figure 2.13). 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.

2.3.35 '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.

2.3.36 It is an objective that buildings located immediately adjoining existing residential areas and shown hatched on Figure 2.13, should generally be used for residential purposes.

Figure 2.14. Illustrative Corner/Feature/landmark Building with Ground Floor Shop Unit

(ix) Landmark Buildings

2.3.37 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.

2.3.38 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.

2.3.39 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

Table 2.10 Maximum Landmark Building Height by Area Character Type

2.3.40 To facilitate landmark buildings, a proportion (up to 1%) of total permissible floorspace in the net development areas is available (see paragraphs 2.2.8 - 2.2.9). Landmark buildings may be accommodated within permitted development floorspace, however, and are not obliged to include non-residential uses.

2.3.41 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.

Building Heights

Low Density

Min Condition: 1-2 Storey, 3 to Corner

Max Condition: 3-4 Storey, 5 to Corner

Medium Density

Min Condition: 2-3 Storey, 4 to Corner

Max Condition: 3-5 Storey

High Density

Min Condition: 2-4 Storey, 5 to Corner

Max Condition: 3 + 1 Storey - 5 + 1 Storey

Figure 2.15. Building Height

(x) Building Language and Finishes

2.3.42 Good modern architecture and design will be encouraged throughout Adamstown. Architectural diversity will be encouraged between the eleven development areas identified. Within the individual development areas, there shall be consistency in materials, brick and render colours, proportions, roof pitches and building detailing.

2.3.43 Building materials shall be durable and of high quality. Construction materials and detailing shall adhere to the principles of sustainability: - energy efficiency; renewable material sources; clean production processes and minimisation of waste. High maintenance detailing, such as large expanses of hardwood sheeting, shall be avoided. External steelwork in balconies or railings shall be galvanised and powder coated.

2.3.44 The Planning Scheme envisages a difference in urban and architectural quality between the buildings and streets at the perimeter of the blocks and the courtyard housing within the interior of these blocks. This difference should be modulated by height, choice of materials and scale of technologies employed, colour, proportion, and differences in treatment of street/pavement/parking surfaces, railings and treatment of landscape.

2.3.45 The perimeter blocks shall have design consistency along the length of the block. This will be reflected in consistent parapet heights and treatment, clear relationships between storey heights (particularly at ground floor level) and the use of datum lines on longer elevations to ensure continuity of line and proportions. Streets and pavements outside the blocks shall be subject to a more urban treatment with, inter alia, good quality paving and kerbs, tree planters and guards, bollards and streetlighting etc.

2.3.46 Buildings within the block interiors shall be treated in a more informal architectural language with a greater emphasis on visual variety, colour and soft landscaping. This informality shall also be reflected in road and footpath arrangements with consideration to be given to the provision of shared surfaces etc. based on the UK DETR *Design Bulletin 32* (DB 32), *Residential Roads and Footpaths* and its companion guide, *Places Streets and Movement.*

2.3.47 The Adamstown District Centre area focused on the transport interchange is to be developed as a vibrant urban centre with mixed commercial and residential uses. Kerb and pavement materials, lighting, railings, bollards and other street furniture shall reflect the District Centre status and be of high quality. Along these streets trees shall be bedded in constructed tree pits with tree grids and protective rails.

2.3.48 Ground floor treatment in particular of buildings in the District Centre shall be of durable, high quality materials. High maintenance materials will be avoided in all circumstances. External roller shutter systems will not be acceptable. Entrance doors to larger buildings shall in size and quality and through the careful use of canopies reflect the scale of buildings accessed.

Figure 2.16. Variety of Modern Building Forms and Styles, 'Homes for the Future' Demonstration Project, Glasgow

2.3.49 Internally illuminated box signs shall be avoided in all instances. Signage on buildings shall be individually made and/or illuminated letters or hand-painted on building fascias.

2.3.50 Larger public spaces shall use stone paving where possible and enhance the spatial and civic quality of these spaces through the judicious use of patterning in separate materials.

(xi) Dwelling Size

2.3.51 The adopted Adamstown Local Area Plan requires that internal space standards for apartment, townhouse and duplex units should be approximately 20-25% in excess of the minimum city-centre standards detailed in the 1995 DoE *Guidelines on Residential Developments in Urban Renewal Designated Tax Incentive Areas*.

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

Unit Type	Apartments* (square metres)	Houses (square metres)
One bedroom	45	50
Two bedroom	65	70
Three bedroom	85	90
Four bedroom	105	110
Five or more bedrooms	120	125

Table 2.11 Minimum Required Dwelling Unit Size

(xii) Dwelling Type

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

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

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

(xiii) Private Amenity Space

2.3.56 All dwellings shall be provided with a private amenity space in the form of a garden, patio or balcony. Private amenity space shall be designed to have a functional relationship with the daytime rooms of the dwelling and shall be designed to optimise solar orientation and avoid both overshadowing and overlooking.

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

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

Table 2.12 Minimum Required Private Amenity Space

*** 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 2.17. Illustrative Dwelling Types

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

(xiv) Boundary Treatments

2.3.59 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.

2.3.60 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.

(xv) Electricity Supply

2.3.61 Provision will be made for electricity supply in consultation with service providers. There is a 220kv powerline traversing the south eastern portion of the lands. This powerline shall be diverted or placed underground if permanent occupied buildings are constructed within a minimum distance of 30 metres of it.

2.4 Proposals for Transportation

(i) Road Network

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

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

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

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

(ii) Road Improvements

2.4.5 Development in the Adamstown SDZ will be supported by several major road improvement schemes outside the SDZ lands. Links to these roads will provide road access to Adamstown.

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

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

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

Figure 2.18. Main Road and Busway Network

(iii) Suburban Rail

2.4.9 The Dublin Heuston Station to Kildare suburban rail service is currently being upgraded by Iarnrod Eireann (Irish Rail). This work is being undertaken as part of a phased programme of improvement.

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

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

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

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

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

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

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

(iv) Busway/QBC

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

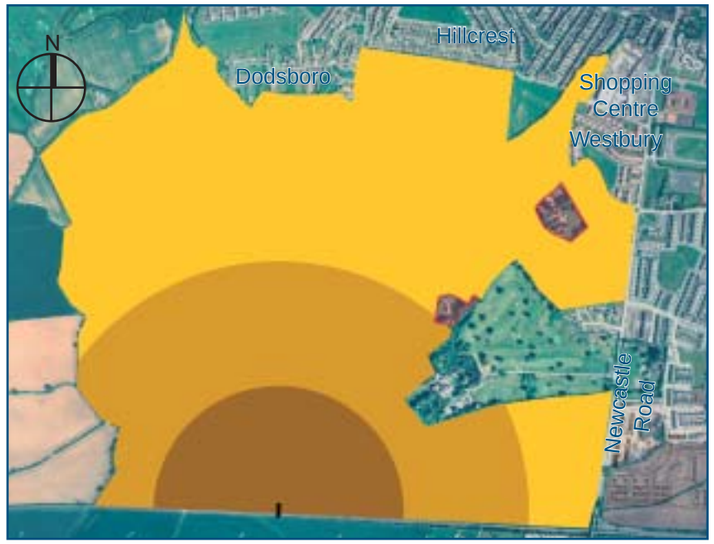


Figure 2.19. Walk Times to Station

Figure 2.20. Walk Times to QBC

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

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

Figure 2.21. Irish Rail Suburban Service.

Key

- Railway Station / Transport Interchange
- Dedicated QBC Busway
- 0 - 5 Minute Walkband
- 0 - 10 Minute Walkband
- 10 + Minute Walkband

Figure 2.22. Dublin Bus QBC Service

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

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

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

(v) Transport Interchange

2.4.23 The railway station will be an interchange between, rail, bus and car as well as walking and cycling modes of transportation. Provision must be made for conveniently accessible bus and taxi waiting areas, car drop off and car and bicycle parking.

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

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

Figure 2.23. Railway Station/Transport Interchange

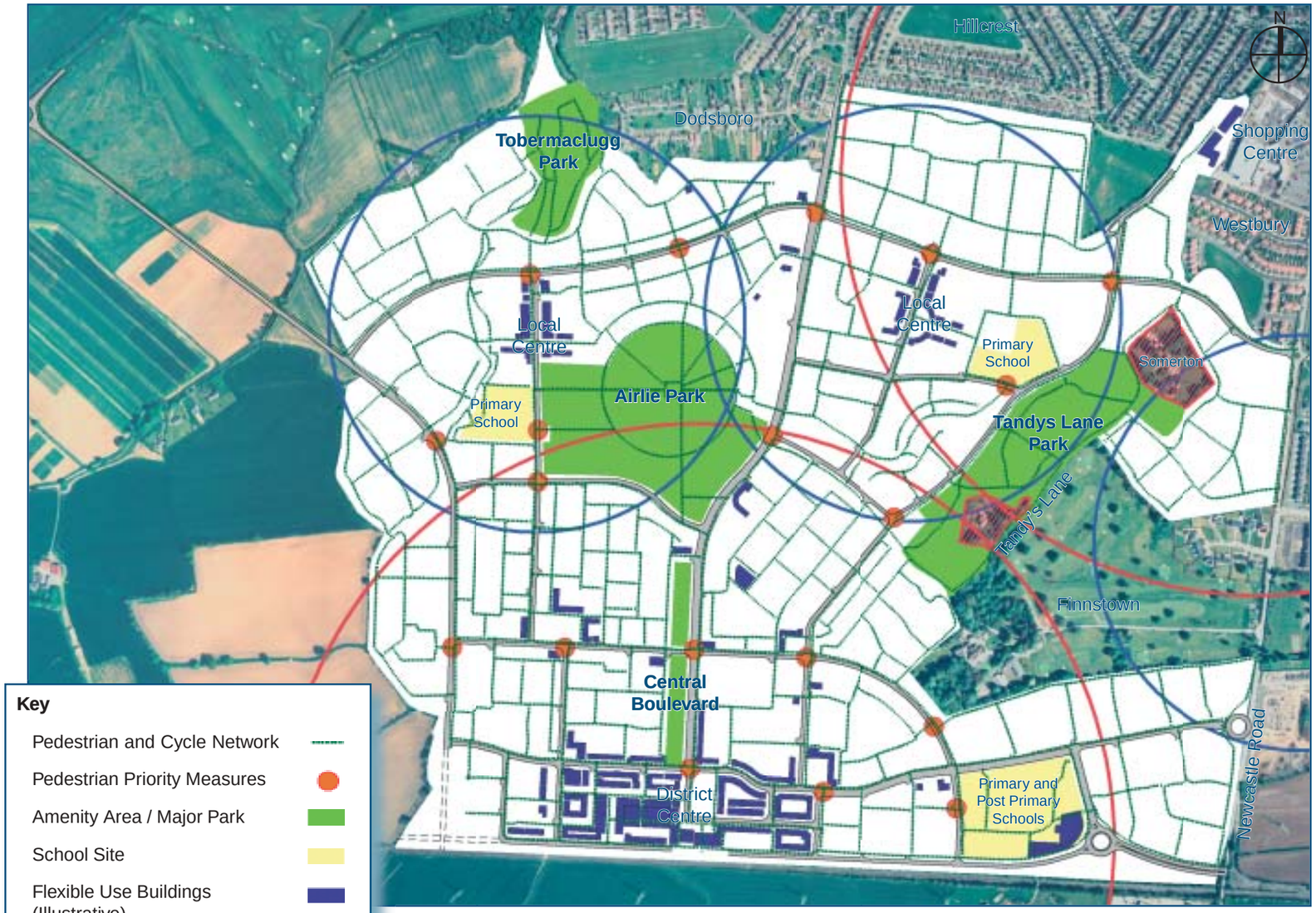


Figure 2.24. Pedestrian and Cyclist Permeability

(vi) Walking and Cycling

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

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

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

(vii) Car Parking

2.4.29 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.

2.4.30 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.

2.4.31 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.

2.4.32 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.

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

Table 2.13 Car Parking Standards

2.4.33 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.

* **Minimum Car Parking Standard**

Figure 2.25. On-street Car Parking

Figures 2.26. and 2.27. Provision for Bicycle Parking/Cycling

2.4.34 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.

2.4.35 Decked, 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 2.13 and unless stated otherwise, are maximum standards.

2.4.36 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.

(viii) Bicycle Parking

2.4.37 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 2.14 below and are minimum standards.

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

Table 2.14 Minimum Bicycle Parking Standards

* **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.**

2.5 Proposals for Services

(i) Water Supply

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

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

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

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

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

(ii) Surface Water Drainage

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

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

Tobermaclugg

2.5.8 Approximately 65% of the SDZ is drained by the Tobermaclugg Stream which flows northwards through the western part of the site. The Tobermaclugg Stream is joined by the Backstown Stream on leaving the SDZ and continues along Tubber Lane and under the N4 via a culvert before discharging to the River Liffey in the vicinity of Lucan Village.

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

Figure 2.28. Principal Watermain Network

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

North East Griffeen Tributary

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

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

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

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

South East Griffeen Tributary

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

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

Figure 2.29. Main Surface Water Drainage Network

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

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

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

(iii) Foul Sewerage

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

Western

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

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

North East

2.5.23 Approximately 20% of Adamstown is within this catchment. The proposed foul sewerage network within the northeastern catchment comprises a gravity fed system of pipes ranging from 225mm to 300mm in diameter. The largest, 300mm diameter pipe will flow direct to the existing foul sewerage system to the rear of the *Superquinn* District Centre after exiting the SDZ. The proposed network is routed in accordance with the proposed main road layout.

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

Figure 2.30. Main Foul Drainage Network

Figure 2.31. Peamount Reservoir Under Construction (Lucan - Palmerstown High Level Water Supply Scheme)

Figure 2.32. Services Infrastructure

South East

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

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

Off Site Foul Drainage Works

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

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

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

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

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

(iv) Telecommunications/Information Technology

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

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

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

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

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

Figure 2.33. Information Technology

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

(i) Major Parks and Public Open Spaces

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

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

Table 2.15 Minimum Required Public Open Space

2.6.2 It is proposed to provide the majority of proposed public open space – at least 23.25 hectares or approximately 10% of the total Planning Scheme area, in four major parks, each of which comprise a separate amenity sub-area, detailed in Section 3.2 below.

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

2.6.4 For each of the major parks, a plan to include a detailed schedule of work shall be agreed with South Dublin County Council. 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.

Figure 2.34. Public Open Space Network

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

	Development or Amenity Area	Gross Development Area (hectares)	Public Open Space (hectares)	Area Character Type
A	Tandy's Lane Park	8.0	7.7	Major Park
B	Tobermaclugg Park	3.8	3.4	Major Park
C	Airlie Park	11.6	10.85	Major Park
D	Central Boulevard	1.9	1.3	Urban Park
	Subtotal	**25.3**	**23.25**	
1	Adamstown Castle	21.1	0.76	Low density
2	Somerton	14.5	0.52	Low density
3	Airlie Stud	15.6	0.56	Low density
4	Tobermaclugg Village	21.4	0.77	Low density
5	Tubber Lane	18.8	0.67	Low density
6	Tandy's Lane Village	21.7	0.78	Medium density
7	St. Helen's	16.0	0.57	Medium density
8	Aderrig	21.7	0.78	Medium density
9	Adamstown Square	15.1	0.54	High density
10	Adamstown Boulevard	14.4	0.5	High density
11	Adamstown Station	8.3	0.3	High density
	Subtotal	**188.6**	**6.75**	
	TOTAL	**213.9**	**30**	

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

Figure 2.35. St. Helens's House from Tandy's Lane

Figure 2.36. Local Park with Playground

Figure 2.37. New Primary School Classroom

(ii) Historic Buildings and Landscape Features

2.6.6 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.

2.6.7 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.

2.6.8 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.

2.6.9 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.

(iii) Education/Schools

2.6.10 There are three sites identified for the provision of four schools in Adamstown - two 1.2 hectare primary school sites and one large 4 hectare combined school site, capable of accommodating both a secondary school and a primary school.

2.6.11 Each of the primary school sites can accommodate a school with up to 32 classrooms. The sites are each situated adjoining one of the two proposed local centres as well as a major park and are therefore at the focus of local walking and cycling networks.

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

(iv) Childcare Facilities

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

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

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

Table 2.17 Minimum Childcare Provision by Development Area

*** It is estimated for that the minimum required floor area for a Childcare facility is 5 square metres per childcare place, not including outdoor play space or ancillary residential accommodation.**

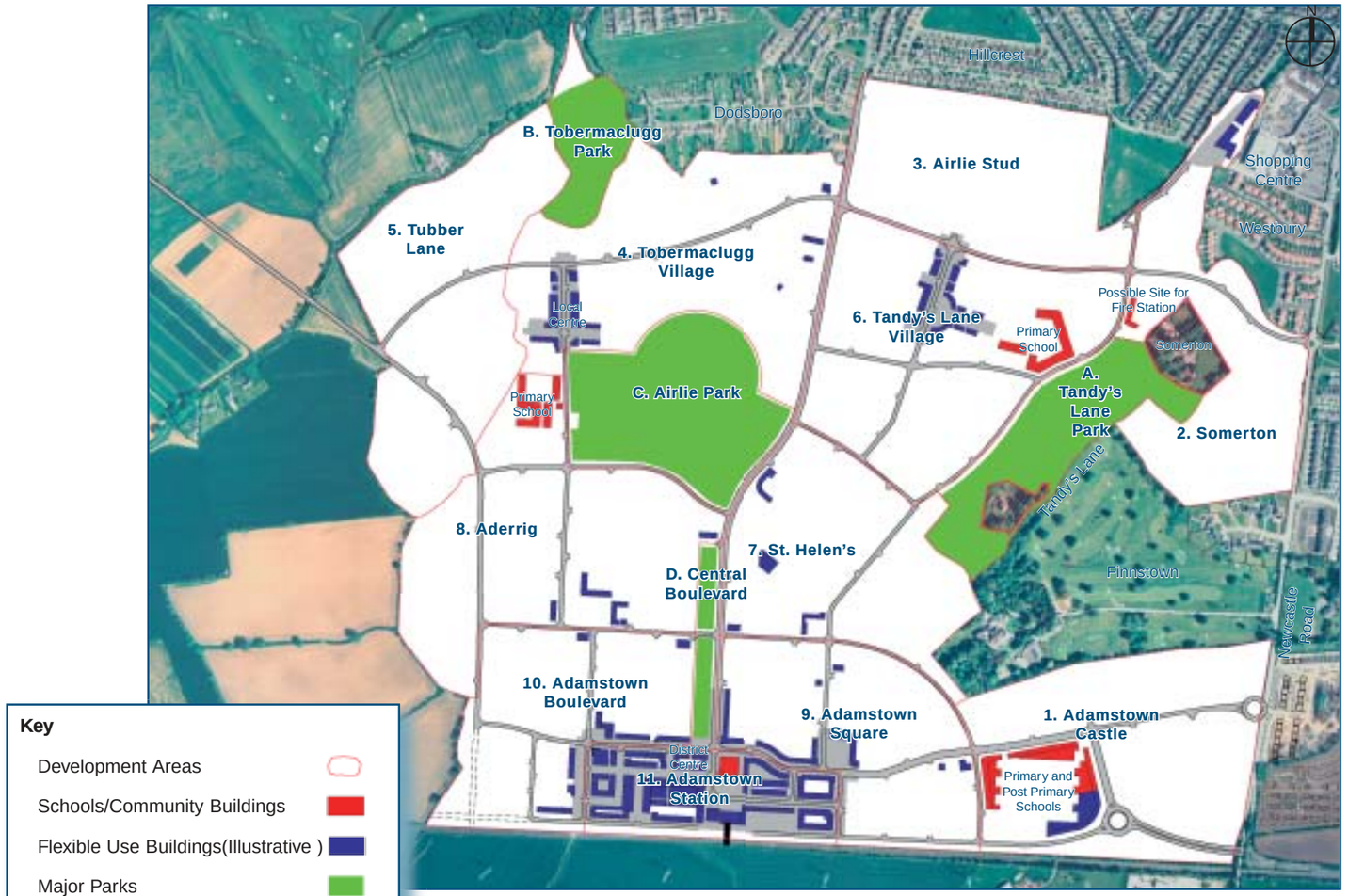


Figure 2.38. Potential Locations for Childcare Facilities and Community Buildings

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

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

Figure 2.39. Local Open Space and Childcare Facility as a Community Focus

(v) Community Buildings

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

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

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

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

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

Table 2.18 Community Building Provision by Development Area

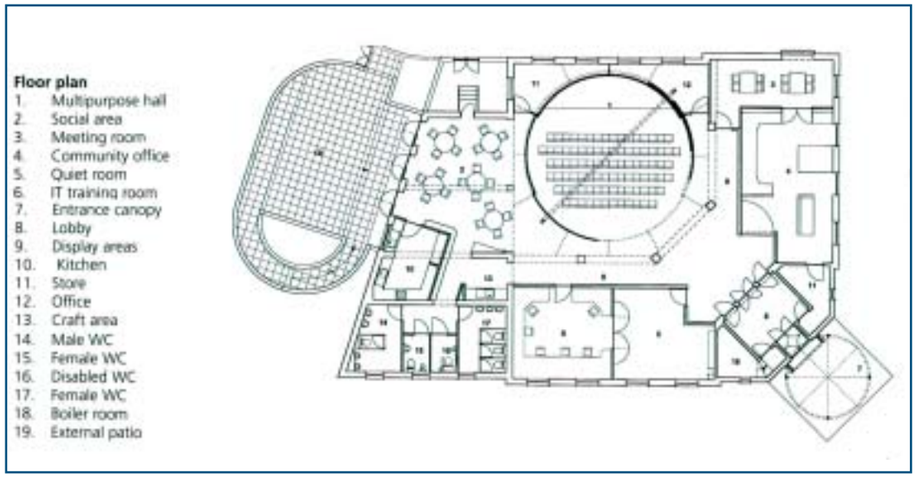


Figure 2.40. Illustrative Plan of Community Resource Centre

Figure 2.41. Local Civic Offices

Figure 2.42. Civic Theatre

Figure 2.43. Civic Theatre

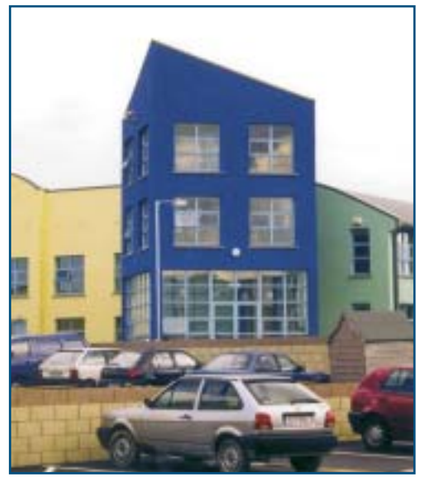


Figure 2.44. Enterprise Centre

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

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

2.6.23 The purpose of the enterprise centres is to provide office, studio and workshop accommodation backed up by support and training facilities for local business start-ups. The enterprise centres shall be located in 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.

(vi) Shopping and Retail Services

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

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

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

	Development Area	Minimum Retail and Retail Services	Maximum Retail	
		Floor Area (square metres)	As a % of total non-residential floorspace	Floor Area (square metres)
1	Adamstown Castle	0	10%	300
2	Somerton	0	50%	1,375
3	Airlie Stud	0	10%	350
4	Tobermaclugg Village	2,200	25%	2,625
5	Tubber Lane	0	10%	425
6	Tandy's Lane Village	2,125	25%	2,575
7	St. Helen's	0	10%	550
8	Aderrig	0	10%	700
9	Adamstown Square	0	10%	1,100
10	Adamstown Boulevard	0	10%	1,025
11	Adamstown Station	15,625	50%	18,750
	TOTALS	**19,950**		**29,775**

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

* **All retail floorspace figures are in square metres (sq.m.) and relate to gross shopping/retail service floor areas.**

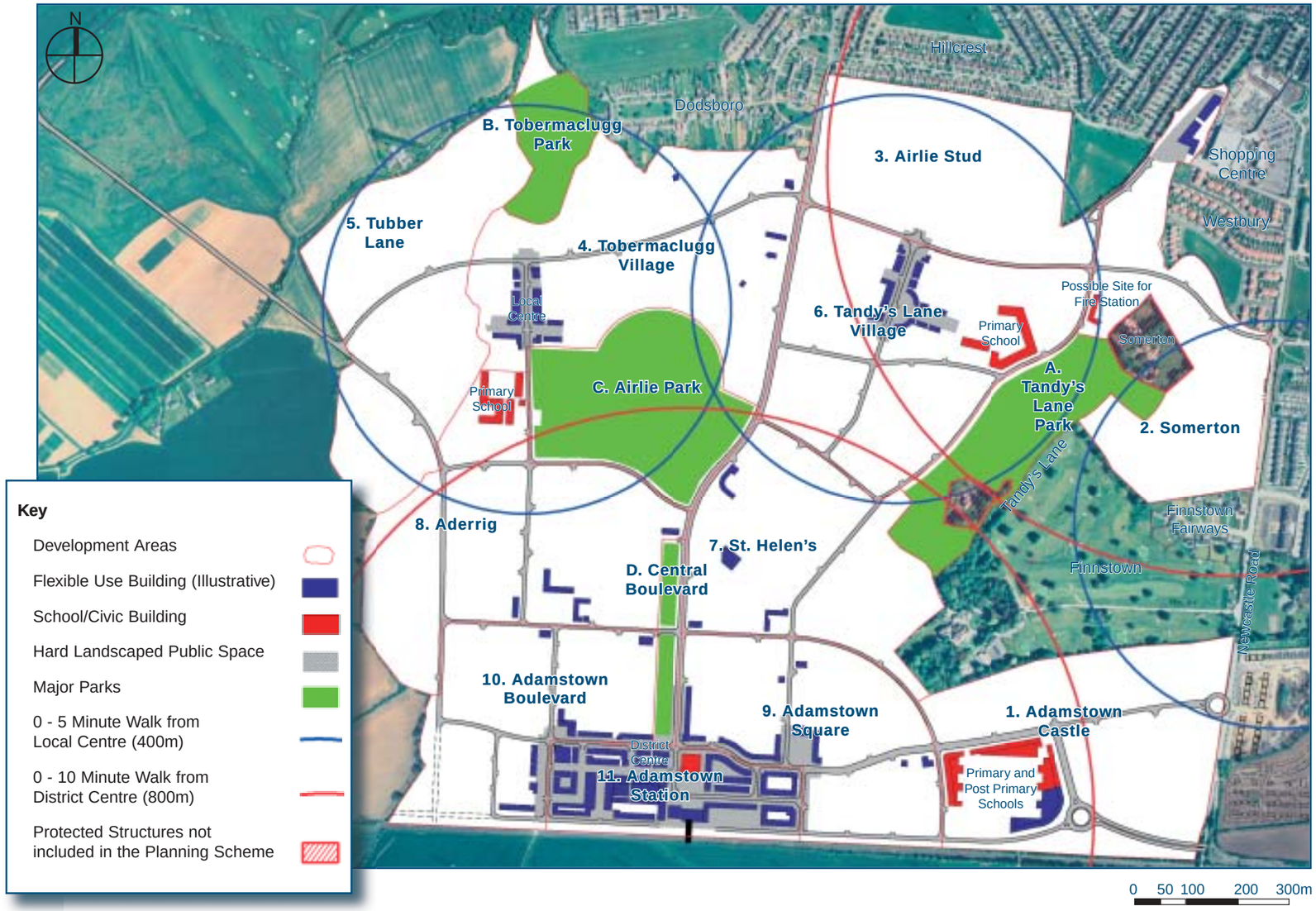


Figure 2.45. Shopping and Retail Services

Proposed Adamstown District Centre

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

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

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

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

Existing Superquinn District Centre

2.6.30 There is a maximum of 1,375 sq.m. of shopping floorspace permissible in the Somerton development area which includes lands adjoining the existing Superquinn District Centre.

2.6.31 It is proposed that any additional shopping in this area would comprise an extension to the existing District Centre. This could be by means of an extension to an existing shop unit and/or new shop unit(s). New access to the existing Superquinn District Centre from Adamstown is required to facilitate this, although this may not necessarily include a vehicular through route.

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

Proposed Local Centres

2.6.33 There are two proposed local centres, at Tandy's Lane Village and Tobermaclugg Village. Retail and retail service floorspace of up to a maximum of 2,575 sq.m. and 2,625 sq.m. is permitted in each local centre respectively and a minimum of 2,125 and 2,200 sq.m. is required in each centre respectively.

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

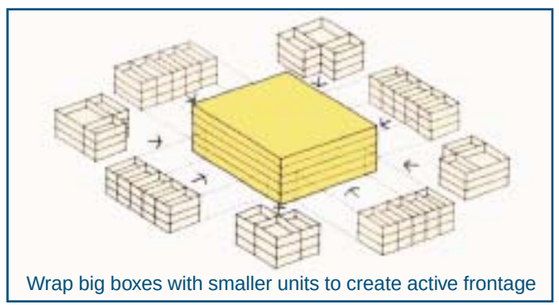
Local Parades

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

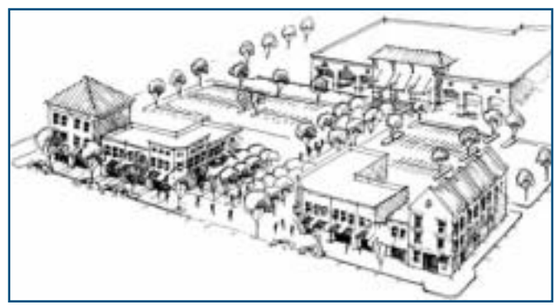
2.6.36 There is no minimum requirement for shopping floorspace in these areas. Suitable locations include local nodes and intersections and ground floor frontage on the main pedestrian and road network.

Figure 2.46. District Centre Alternative Concept Options

Figure 2.47. Existing Superquinn District Centre



Wrap big boxes with smaller units to create active frontage



Figures 2.48. and 2.49. Illustrative Retail Centre Formats indicating Frontage Development as the preferred alternative to Large Retail Boxes dominated by Car Parking

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

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

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

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

(vii) Health/Emergency/Religious

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

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

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

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