



## SITE 3 DESIGN STATEMENT

MARCH 2025

KISHOGE PART 10 APPLICATION  
FOR SOUTH DUBLIN COUNTY COUNCIL

 mahony pike



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# 1 | PART 10 COORDINATION

1.1 SITE IN CONTEXT

The proposed scheme which form this Part X planning application, is located within the Clonburris SDZ on lands in the ownership of South Dubin Couty Council.

The scheme is located across three separate land parcels: Site 3, Site 4 and Site 5 as highlighted in the adjacent diagram and enclose a total site area of 29.39 hectares.

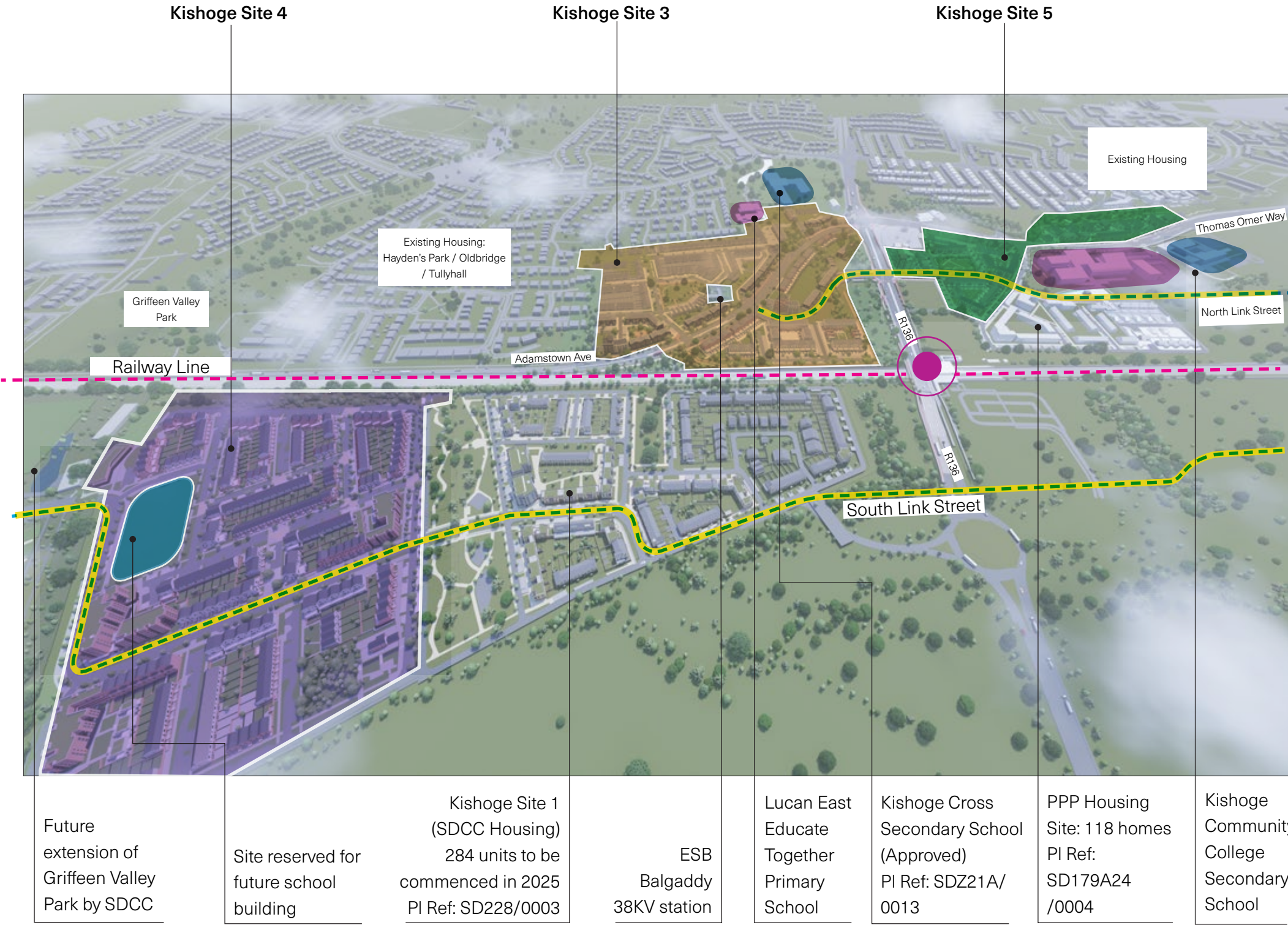
The Sites are not physically contiguous but form the next coherent phase of development which aligns with the permitted link roads and infrastructure works : North Link Street and South Link Street serving the SDC lands.

The overall application includes:

- 1252no. residential units
- 2no. child care facilities / creche buildings
  - Site 3 Child care Facility @ 553sqm
  - Site 4 Childcare Facility @ 544sqm
- 1no. Community Pavillion building @ 683sqm
- Proposed works to Grange House, a Protected Structure
- Retail Uses @ 150sqm
- Public Open Spaces @ 11,376sqm

Chapter 1 of this Design Statement, identifies the objectives, policies of the Planning Scheme of the Clonburris SDZ, which impact the detail design of the subject sites.

Subsequent chapters of each design team statement and associated reports will provide an overview of the subject sites and demonstrate how the proposal is compliant with the SDZ planning scheme in greater detail.



Aerial view indicating all three sites in the Part X application

- Kishoge Site 3

Kishoge Site 4

Kishoge Site 5
- South Link Street (under construction)

North Link Street (planning approved)
- Existing School Site

Future School Site



## 1.2 SDZ OBJECTIVES

Below are the key objectives outlined in the SDZ Planning scheme that each site of this application delivers.

### KISHOGE NORTH WEST SITE 3

SDZ Section 3.3, pg. 119

#### Key objectives

- » To develop a high quality residential neighbourhood at Kishoge, with strong links with the existing community at Griffeen;
- » To reinforce the existing local node at Griffeen with new open space and education facilities;
- » To provide locally accessible open spaces and links to strategic open space;
- » To develop a new post-primary to complement the existing primary school;
- » To ensure high levels of legibility and ease of orientation;
- » To provide a new quality frontage along Adamstown Avenue; and
- » To provide for a range of housing of a scale that reflects the type of street and its role in the urban structure.
- » The design of the school will be informed by the Department of Education and Skills 'General Design Guidelines for Schools: Primary & Post Primary (2017)' or any superseding guidance.

### KISHOGE URBAN CENTRE SITE 3 & SITE 5

SDZ Section 3.3, pg. 117

#### Key objectives

- » To develop a high quality mixed use centre to support the community of Kishoge;
- » To provide for significant commercial (non-retail) provision at areas of high accessibility to public transport;
- » To provide for local level retail to support the regular service and retail needs of the community of Kishoge;
- » To develop a multi-purpose civic facility for the community at Kishoge;
- » To ensure high levels of legibility and ease of orientation;
- » To achieve high levels of permeability, particularly for pedestrians and cyclists;
- » To provide for transport interchange at the railway station, in particular, connecting rail, bus and cyclists;
- » To provide intimately scaled focal/activity spaces surrounding quadrants of the Urban centre; and
- » To achieve good levels of continuity and enclosure along the arterial routes, avenues and the urban spaces.

### KISHOGE SOUTH WEST SITE 4

SDZ Section 3.3, pg. 121

#### Key objectives

- » To develop a high quality residential neighbourhood at Kishoge South West integrating with existing housing;
- » To develop a new local node, Grange, comprising small-scale, local retail, service and community facilities, fronting Griffeen Valley Park;
- » To provide locally accessible open spaces of local and strategic importance;
- » To develop a new primary school with direct access to the Griffeen Valley Park.
- » To ensure high levels of legibility and ease of orientation;
- » To provide a new Link Street/avenue to connect to the Kishoge Urban Centre and Adamstown extension;
- » To prioritise pedestrian and cyclist movement and to provide for local bus services along the avenue;
- » To provide for a range of housing along the new Link Street/avenue, and local streets including homezones;
- » To provide a distinctive, diverse and quality frontage to the Canal corridor.
- » To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake;
- » To promote the adaptive re-use of Grange House; and
- » Appropriate pedestrian access points to the Grand Canal to be sensitively designed in accordance with the Parks and Landscape Strategy and Biodiversity Management Plan.

### KISHOGE NORTH EAST SITE 5

SDZ Section 3.3, pg. 125

#### Key objectives

- » To develop a high quality residential neighbourhood at Kishoge, integrating with existing housing;
- » To provide locally accessible open spaces of local and strategic importance;
- » To ensure high levels of legibility and ease of orientation;
- » To provide a new Link Street/avenue as part of the main connection between Kishoge and Clonburris urban centres;
- » To prioritise pedestrian and cyclist movement and to provide for local bus services along the avenue;
- » To provide for a range of housing along the new avenue and local streets including homezones;
- » To provide a distinctive, diverse and quality frontages to Thomas Omer Way, the avenues/Link Streets and the strategic open spaces; and
- » To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake to enhance green and blue infrastructure and ecological connectivity.



# SDZ PLANNING SCHEME

The following diagram overlays the site application boundaries on the Clonburris Planning Scheme Map, SDZ Fig 3.1, p.101.

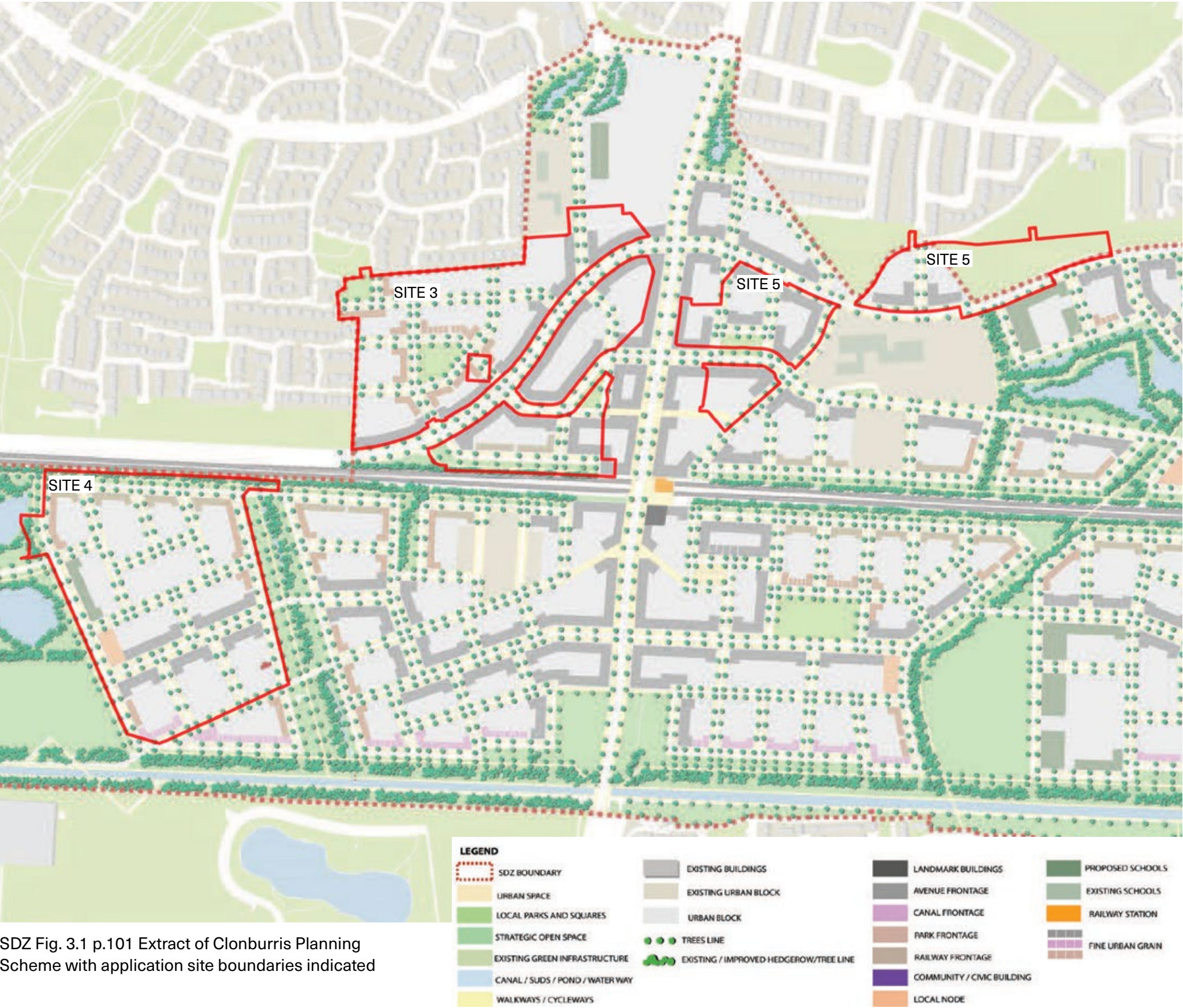
The proposed scheme delivers all objectives of the planning scheme within the application site, as outlined hereafter.

The SDZ requires the development to incorporate best practice in place making and sustainable development, with strong connections to the surrounding community of Kishoge and Griffeen.

Kishoge Train Station presents a key opportunity for public transport, with potential for an active travel network connecting to and from the station.

As per the SDZ, creating a network for green and blue infrastructure is a key objective, public spaces are connected by green links with frequent street planting throughout.

A variety of built form is required and proposed, with key frontages, nodes and urban grain indicated.



SDZ Fig. 3.1 p.101 Extract of Clonburris Planning Scheme with application site boundaries indicated



# SDZ LAND USE AREAS

The following diagram overlays the site application boundaries on the Clonburris Land Use Map, SDZ Fig 2.1.2, p.15.

The applicant lands are almost exclusively indicated as Primarily Residential. The permitted uses for these areas are indicated below:

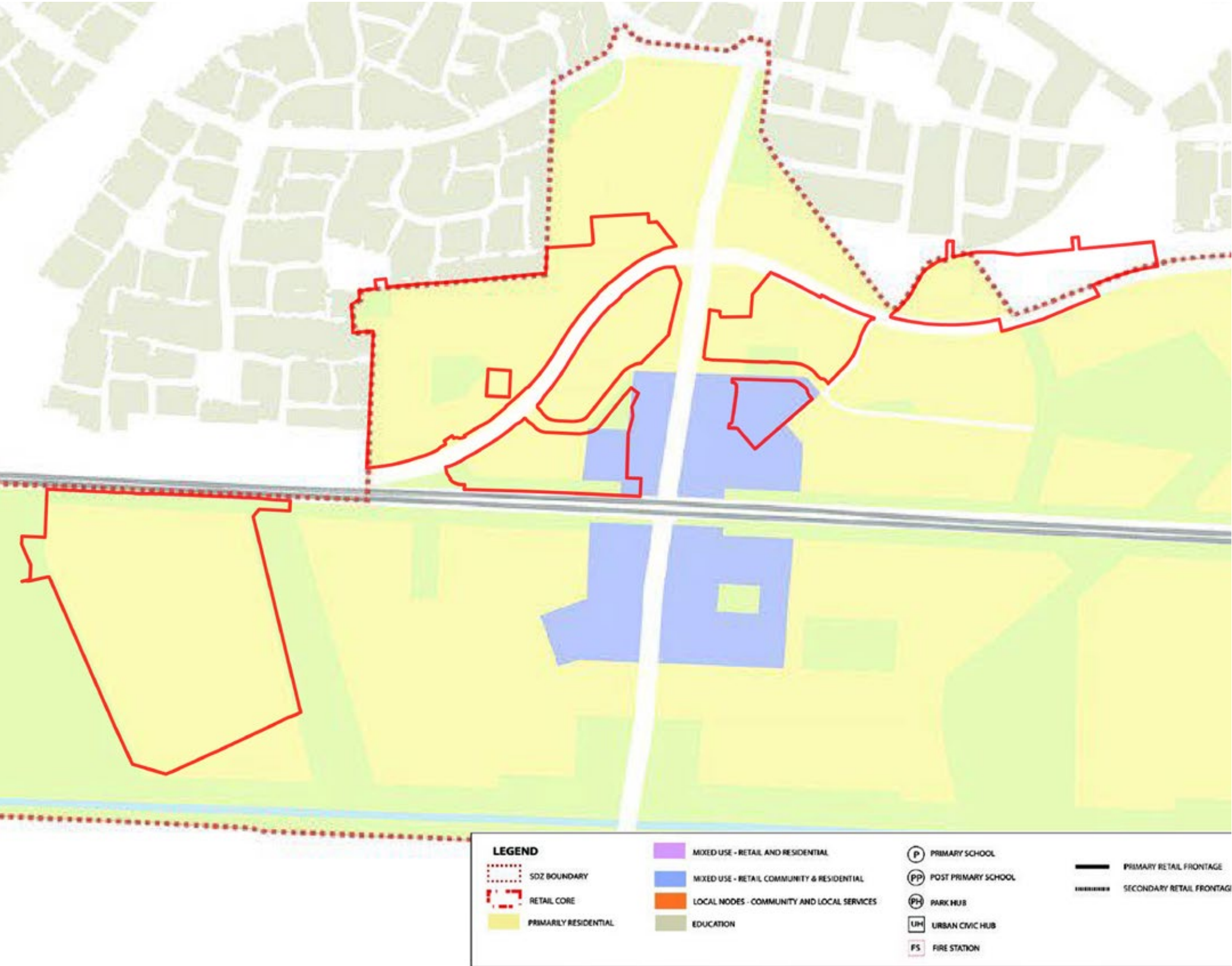
Table 2.1.1 | Uses Permissible & Open for Consideration in Residential Areas

Permitted in Principle	Bed & Breakfast, Childcare Facilities, Community Centre, Cultural Use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Guest House, Health Centre, Housing for Older People, Hotel/Hostel, Industry-Light, Live-Work Units, Nursing Home, Offices less than 100 sq.m, Open Space, Public House, Public Services, Recreational Facility, Recycling Facility, Residential Institution, Residential, Restaurant/Café, Retirement Home, Shop-Locala, Shop-Neighbourhoodb, Sports Club/Facility, Traveller Accommodation, Veterinary Surgery..
Open for Consideration	Advertisements and Advertising Structures, Agriculture, Allotments, Betting Officeca, Crematorium, Garden Centre, Home Based Economic Activities, Industry-General, Motor Sales, Nightclub, Office-Based Industry, Offices 100 sq.m - 1,000 sq.m, Off-Licenceca, Petrol Station, Place of Worship, Science and Technology Based Enterprise, Social Club, Stadium.

Sections of Site 3 and Site 5 is indicated as Mixed-Use - Retail Community & Residential, to Kishoge Urban Centre. The permitted uses for these areas are indicated below.

Table 2.1.2 | Uses Permissible & Open for Consideration in Mixed Use Areas

Permitted in Principle	Advertisements and Advertising Structures, Bed & Breakfast, Betting Officec, Car parka, Childcare Facilities, Community Centre, Conference Centre, Cultural use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Guest House, Health Centre, Home Based Economic Activities, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m - 1,000 sq.m, Offices over 1,000 sq.m, Off-Licencec, Open Space, Place of Worship, Primary Health Care Centre, Public House, Public Services, Recreational Facility, Recycling Facility, Residential, Residential Institution, Restaurant/Café, Retirement Home, Shop-Local, Shop-Neighbourhood, Shop - Major Sales Outletb, Social Club, Sports Club/Facility, Veterinary Surgery.
Open for Consideration	Allotments, Garden Centre, Motor Sales Outlet, Nightclub, Petrol Station, Science and Technology Based Enterprise, Service Garage, Traveller Accommodation, Wholesale Outlet, Stadium.



SDZ Fig. 2.1.2 p.15 Extract of SDZ Land Use Map with application site boundaries indicated

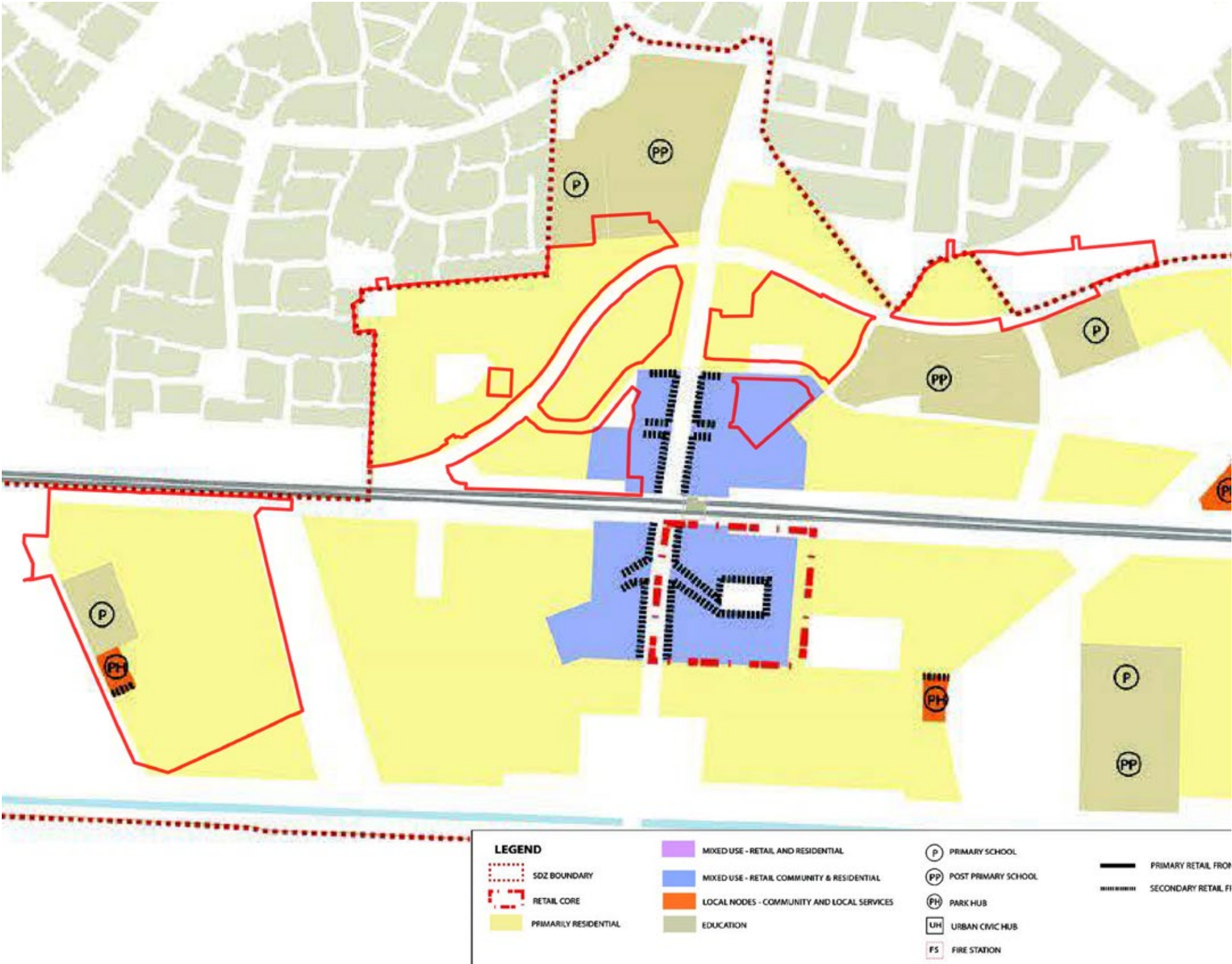


# SDZ FUNCTION CONCEPT

The following diagram overlays the site application boundaries on the Clonburris Function Concept Map, SDZ Fig 2.1.3, p.16.

The applicant lands are almost exclusively indicated as Primarily Residential, with sections of Site 3 and 5 indicated as Mixed-Use - Retail Community & Residential, to Kishoge Urban Centre.

Site 4 includes Educational and Community Functions.



SDZ Fig. 2.1.3 p.16 Extract of SDZ Function Concept Map with application site boundaries indicated

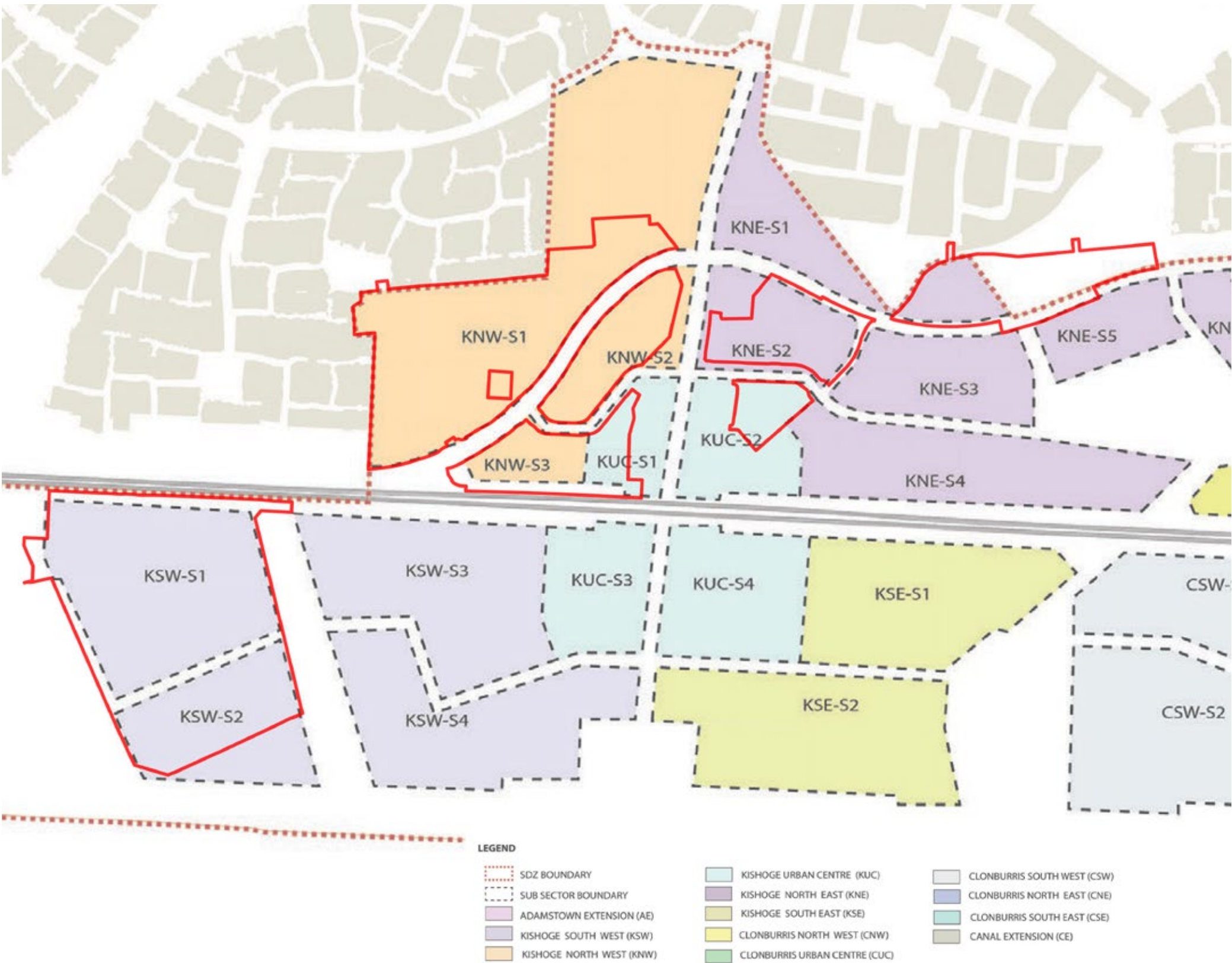


# SDZ DEVELOPMENT AREAS AND SUBSECTORS

The following diagram overlays the site application boundaries on the Clonburris Development Areas Map, SDZ Fig 2.1.4, p.17.

The application lands include sections of the following SDZ development areas and subsectors:

Site	Development Area	Subsectors
Site 3	Kishoge North West	KNW-S1
		KNW-S2
		KNW-S3
	Kishoge Urban Centre	KUC-S1
Site 4	Kishoge South West	KSW-S1
		KSW-S2
Site 5	Kishoge North East	KNE-S1
		KNE-S2
	Kishoge Urban Centre	KUC-S2



SDZ Fig. 2.1.4 p.17 Extract of SDZ Development Areas and Sub Sectors Map with application site boundaries indicated



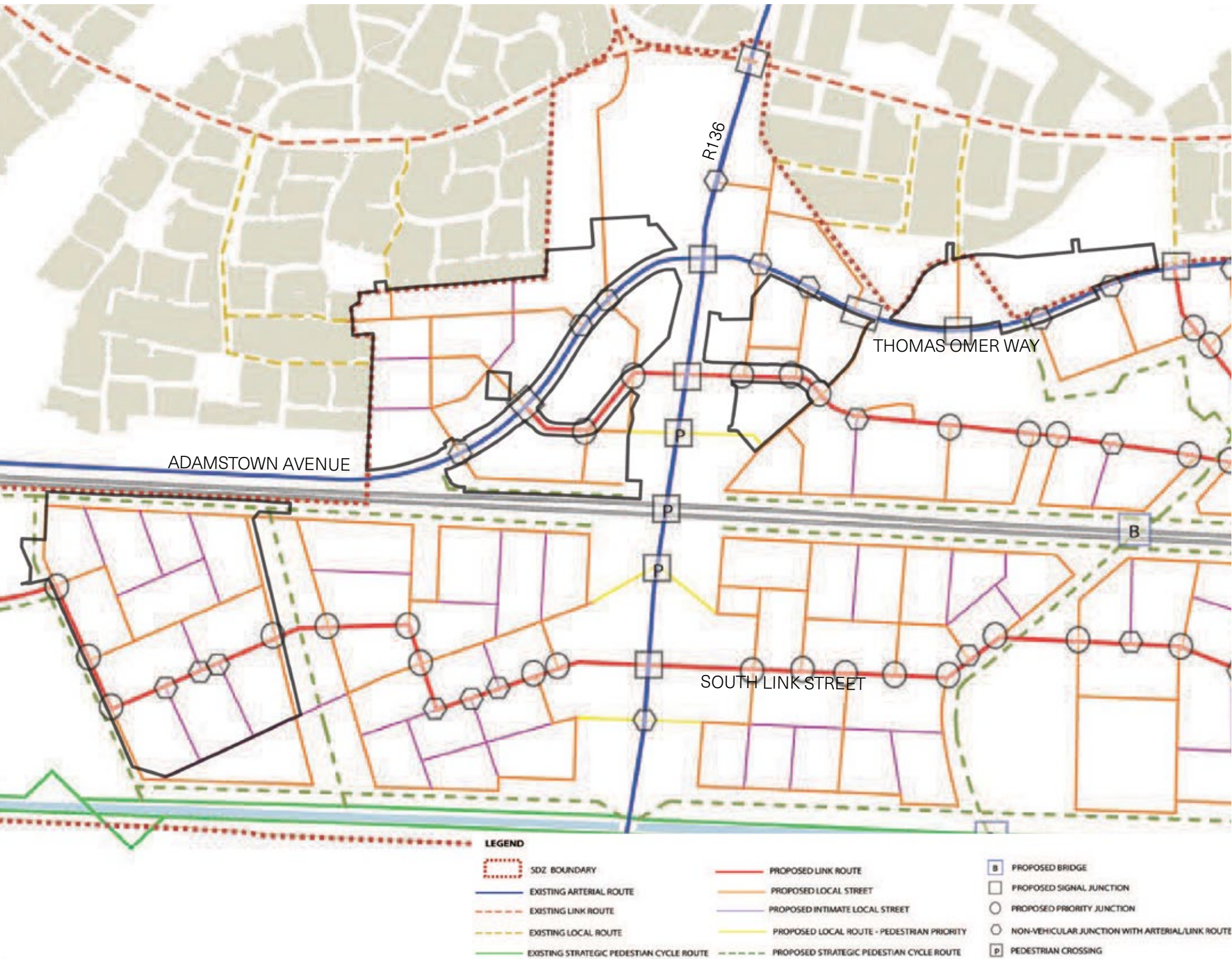
# SDZ OVERALL MOVEMENT CONCEPT

The following diagram overlays the site application boundaries on the Clonburris Overall Movement Concept Map, SDZ Fig 2.2.7, p.31.

Table 2.2.1 pg. 26 of the SDZ indicates that Arterial Streets and Link Streets have a **fixed** alignment and centre line; Local and Intimate streets have a **flexible** alignment and centre line (excluding local streets with frontages prescribed, which are also fixed). There is therefore some flexibility for the alignment and junction location of local and intimate streets.

Each Site must contain the following street types:

- Site 3:
- Adamstown Avenue: Arterial Route - Existing
  - R136: Arterial Route - Existing
  - North Link Street: Link Route - Approved
  - Strategic Pedestrian Cycle Route to Railway - Proposed
  - Remaining streets are local or intimate streets - Proposed
- Site 4:
- South Link Street: Link route: Under construction
  - Strategic Pedestrian Cycle Route to Railway - Proposed
  - Remaining streets are local or intimate streets - Proposed
- Site 5:
- Thomas Omer Way: Arterial Route - Existing
  - R136: Arterial Route - Existing
  - North Link Street: Link route - Approved
  - Remaining streets are local or intimate streets - Proposed



SDZ Fig. 2.2.7 p.31 Extract of SDZ Movement Concept Map with application site boundaries indicated



# SDZ GREEN INFRASTRUCTURE

The following diagram overlays the site application boundaries on the Clonburris Green Infrastructure Map, SDZ Fig 2.3.1, p.36.

Each site contains a network of street trees aligned with the road network. Each site requires local green corridors aligned with key routes. The SDZ notes that green infrastructure corridors include trees, tree lines, swales margins.

Sites 3 and 4 also have strategic green corridors to the railway line, where planting, pedestrian and cycling facilities and proposed.

Site 3 has 3 local parks, and Site 5 has 1. Site 4 is between two a strategic open spaces: The Griffeen Valley Park extension & a linear park.

The SDZ Planning Scheme does not require additional areas of public open space to be provided beyond those designated.

The planning authority seeks the achievement of quality spaces within the open space zones, designated by the SDZ Planning Scheme rather than the quantity standards of the County Development Plan.

While none of the sites have canal frontage, Site 4 has regard to the set back requirement for the Grand Canal ecological corridor.



SDZ Fig. 2.3.1 p.36 Extract of SDZ Green Infrastructure Map with application site boundaries indicated



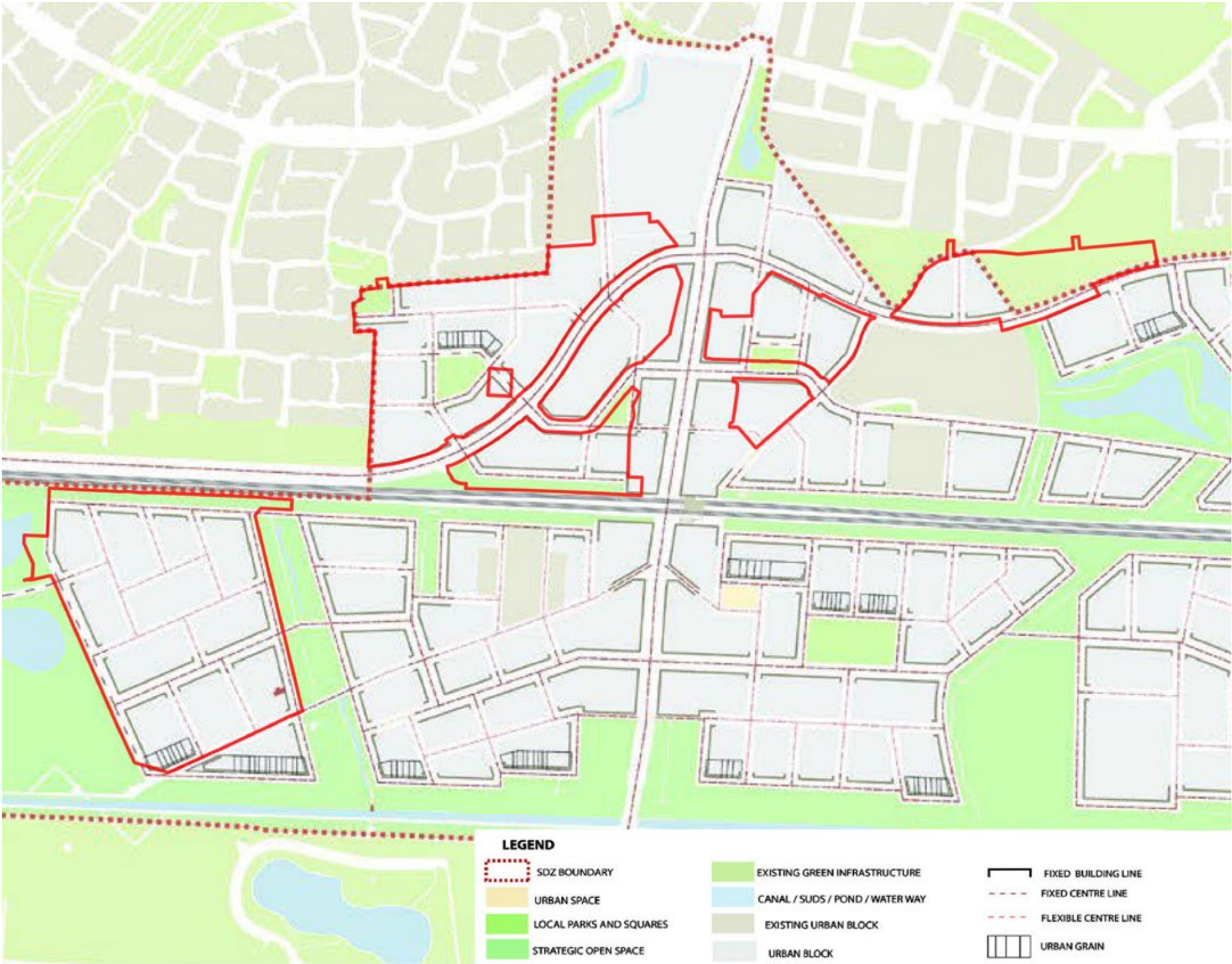
# SDZ URBAN GRAIN MAP

The following diagram overlays the site application boundaries on the Clonburris Urban Grain Map, SDZ Fig 2.4.2, p.41.

Each site contains fixed buildings lines aligned with key frontages.

Table 2.2.1 pg. 26 of the SDZ indicates that Arterial Streets and Link Streets have a **fixed** alignment and centre line; Local and Intimate streets have a **flexible** alignment and centre line (excluding local streets with frontages prescribed, which are also fixed). There is therefore some flexibility for the alignment and junction location of local and intimate streets.

On Site 3, fine urban grain is designated to the central open space. On Site 4, fine urban grain is designated towards the canal. This is required to provide a “physical, visual and land use diversity on contrast to the predominant coarse grain”.



SDZ Fig. 2.4.2 p.41 Extract of SDZ Urban Grain Map with application site boundaries indicated



# SDZ BUILDING HEIGHT STRATEGY

The following diagram overlays the site application boundaries on the Clonburris Building Heights Map, SDZ Fig 2.8.10, p.62.

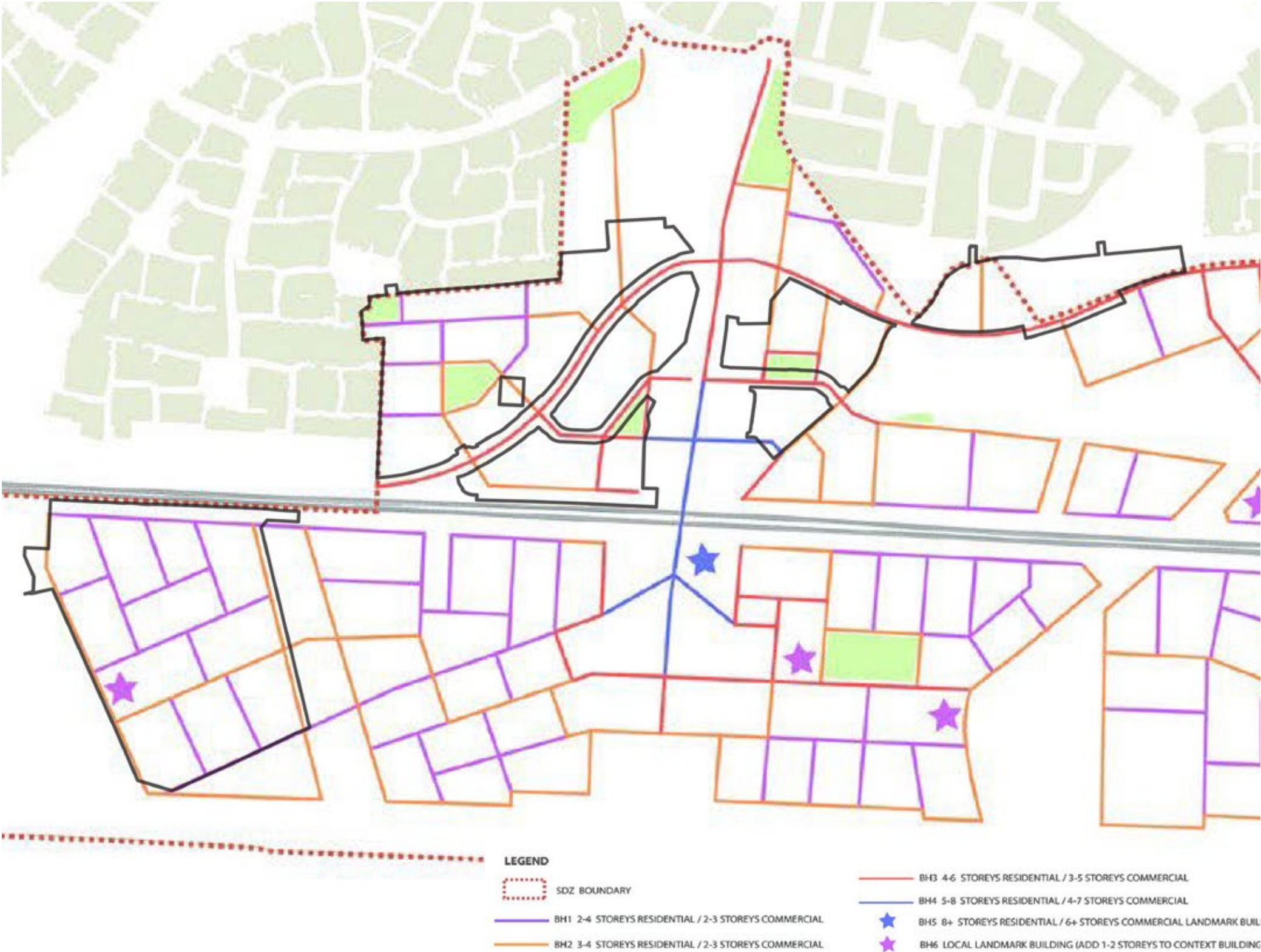
Consultation with the Planning Authority has confirmed that the building height thresholds stated in tables 3.3.6, 3.3.7, 3.3.8, 3.3.10 take precedence over the diagrammatic representation in SDZ Fig. 2.8.

Each site therefore requires the following heights variation:

Site	Development Area	Subsectors	Storeys
Site 3	Kishoge North West	KNW-S1	2-6
		KNW-S2	2-6
		KNW-S3	2-6
	Kishoge Urban Centre	KUC-S1	3-8
Site 4	Kishoge South West	KSW-S1	2-4
		KSW-S2	2-4
Site 5	Kishoge North East	KNE-S1	2-6
		KNE-S2	2-6
	Kishoge Urban Centre	KUC-S2	2-8

A local landmark building is designated in Site 4, which allows 1-2 storeys to be added to the context building height.

Building heights should have regard to the transition to existing housing development generally to the north.



SDZ Fig. 2.8.10 p.62 Extract of SDZ Building Height Strategy Map with application site boundaries indicated



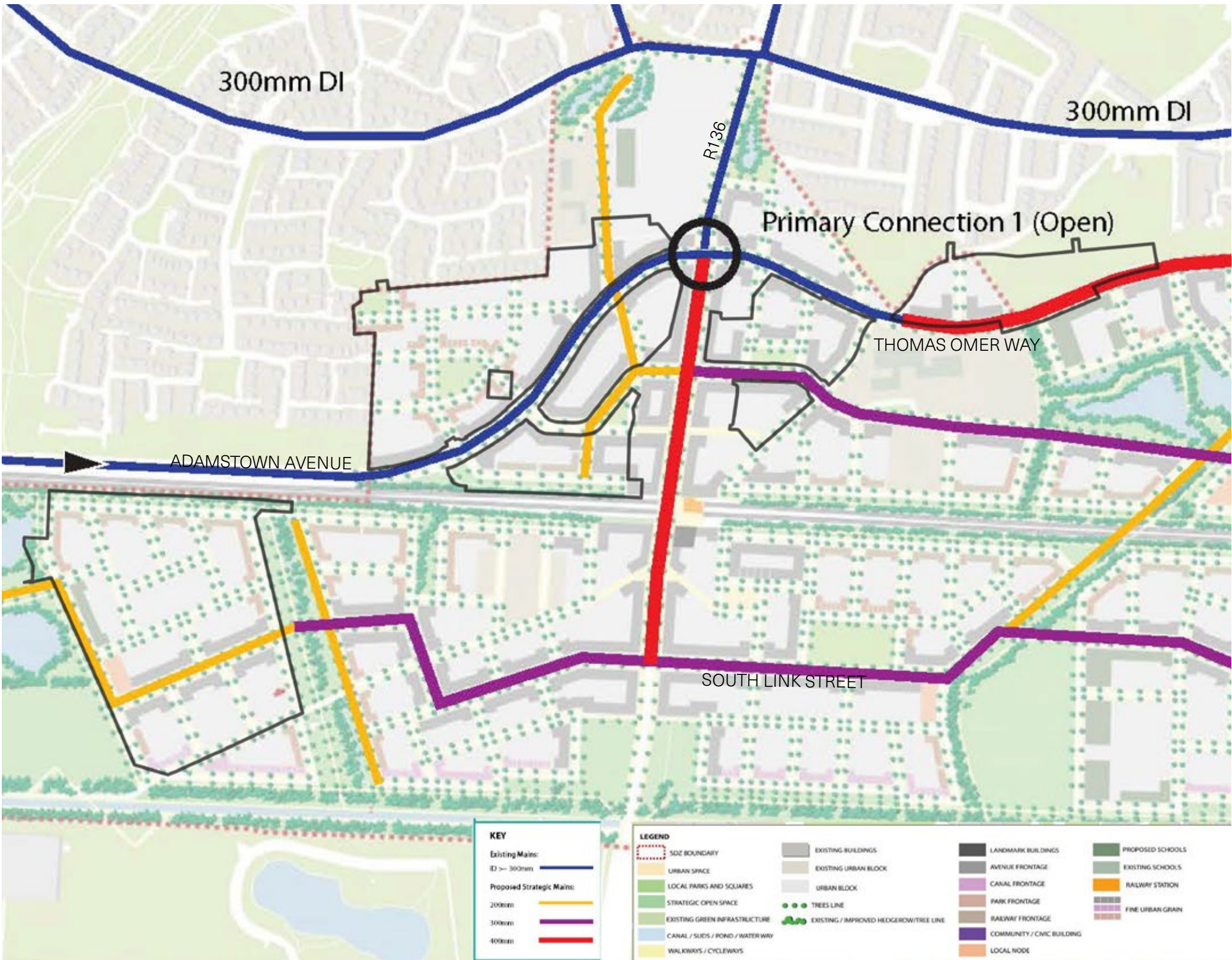
# SDZ STRATEGIC WATER NETWORK

The following diagram overlays the site application boundaries on the Clonburris Strategic Water Map, SDZ Fig 2.9.1, p.68.

On Site 4, an existing 400mm watermain is located on Adamstown Avenue. This extends along Thomas Omer Way in Site 5 and diverts northwards along the R136

A number of 200mm, 300mm and 400mm watermain are proposed throughout Sites 3, 4 and 5, the majority of which are being delivered as part of the North Link Street and South Link Street infrastructure.

Strategic wayleaves (unregistered and informal) associated with utilities have had a significant impact on possible development in Clonburris to date. The planning authority has previously accepted deviations from the Planning Scheme parameters due to the location of existing strategic regional infrastructure.



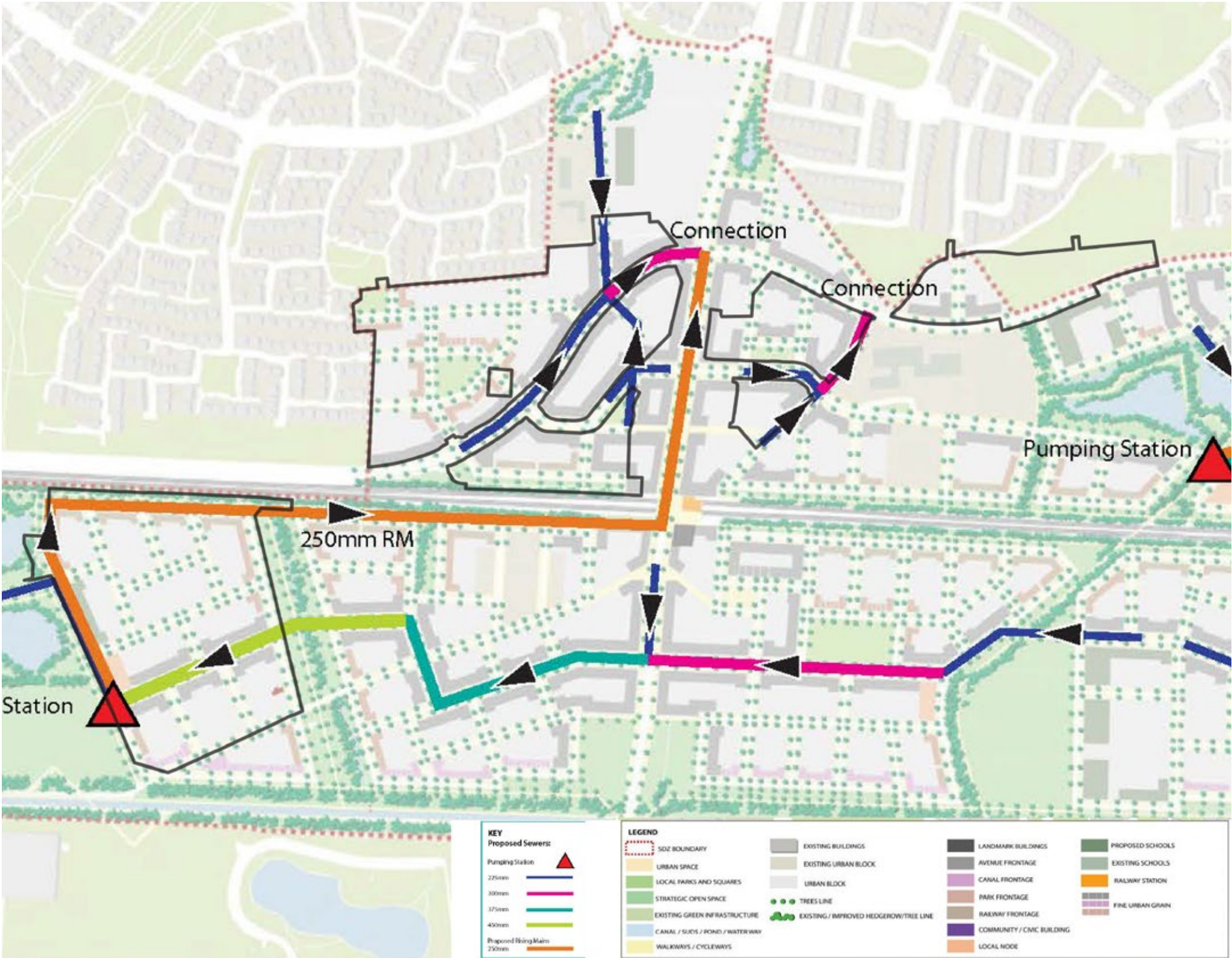
SDZ Fig. 2.9.1 p.68 Extract of SDZ Indicative Strategic Water Network Map with application site boundaries indicated



# SDZ STRATEGIC WASTEWATER NETWORK

The following diagram overlays the site application boundaries on the Clonburris Strategic Wastewater Map, SDZ Fig 2.9.2, p.69.

There are existing twin pumped rising mains flowing from east to west on Adamstown Avenue. The proposed wastewater network indicates a combination of 225mm, 300mm, 450mm sewers and 250mm rising mains.



SDZ Fig. 2.9.2 p.69 Extract of SDZ Indicative Strategic Wastewater Network Map with application site boundaries indicated

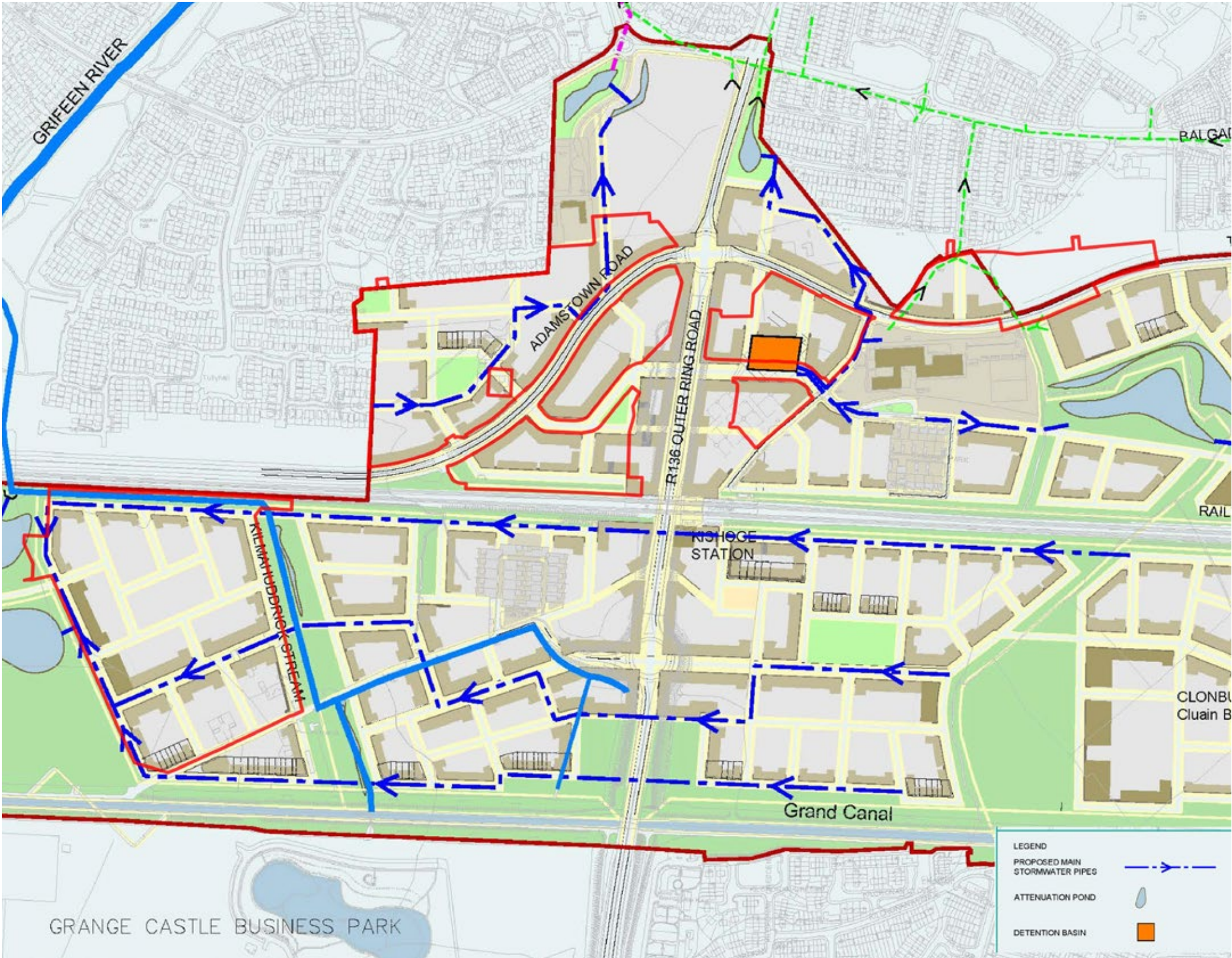


# SDZ SURFACE WATER / SUDS

The following diagram overlays the site application boundaries on the Clonburris Surface Water Drainage and Sustainable Urban Drainage System Map, SDZ Fig 2.9.3, p.71.

The SDZ requires a Sustainable Urban Drainage Network for best practice surface water retention, diversion and management.

For Sites 3 and 5, stormwater is proposed to predominantly drain northwards. For Site 4, stormwater is proposed to predominantly drain westwards to Griffeen Valley Park.



SDZ Fig. 2.9.3 p.71 Extract of SDZ Surface Water Drainage and Sustainable Urban Drainage Map with application site boundaries indicated



# 1.3 ADJACENT DEVELOPMENT

## A. NORTH LINK STREET

**Planning Ref:** SDZ24A/0033W Stage 2 Roads- The construction of c. 2.3km of a new Link Street Clonburris Northern Link Street.  
**Applicant:** Clonburris Infrastructure Limited  
**Status:** Granted Permission

## B. KISHOGE SOUTH-WEST (SITE 1)

**Planning Ref:** SD228/0003 263 residential units  
**Applicant:** South Dublin County Council  
**Status:** Part 8 Permission Approved by SDCC, construction due to commence Q1 2025

## C. KISHOGE CROSS SCHOOL

**Planning Ref:** SDZ21A/0013 A 3 storey, 1,000 pupil post primary school including a 4 classroom Special Educational Needs Unit with a gross floor area of 11,443sq.m including sports hall  
**Applicant:** Department of Education  
**Status:** Granted Permission

## D. SOCIAL HOUSING PUBLIC PRIVATE PARTNERSHIP

**Planning Ref:** SD179A24/0004. Proposed development of 118 Social residential homes.  
**Applicant:** South Dublin County Council  
**Status:** Granted Permission

## E. KISHOGE URBAN CENTRE

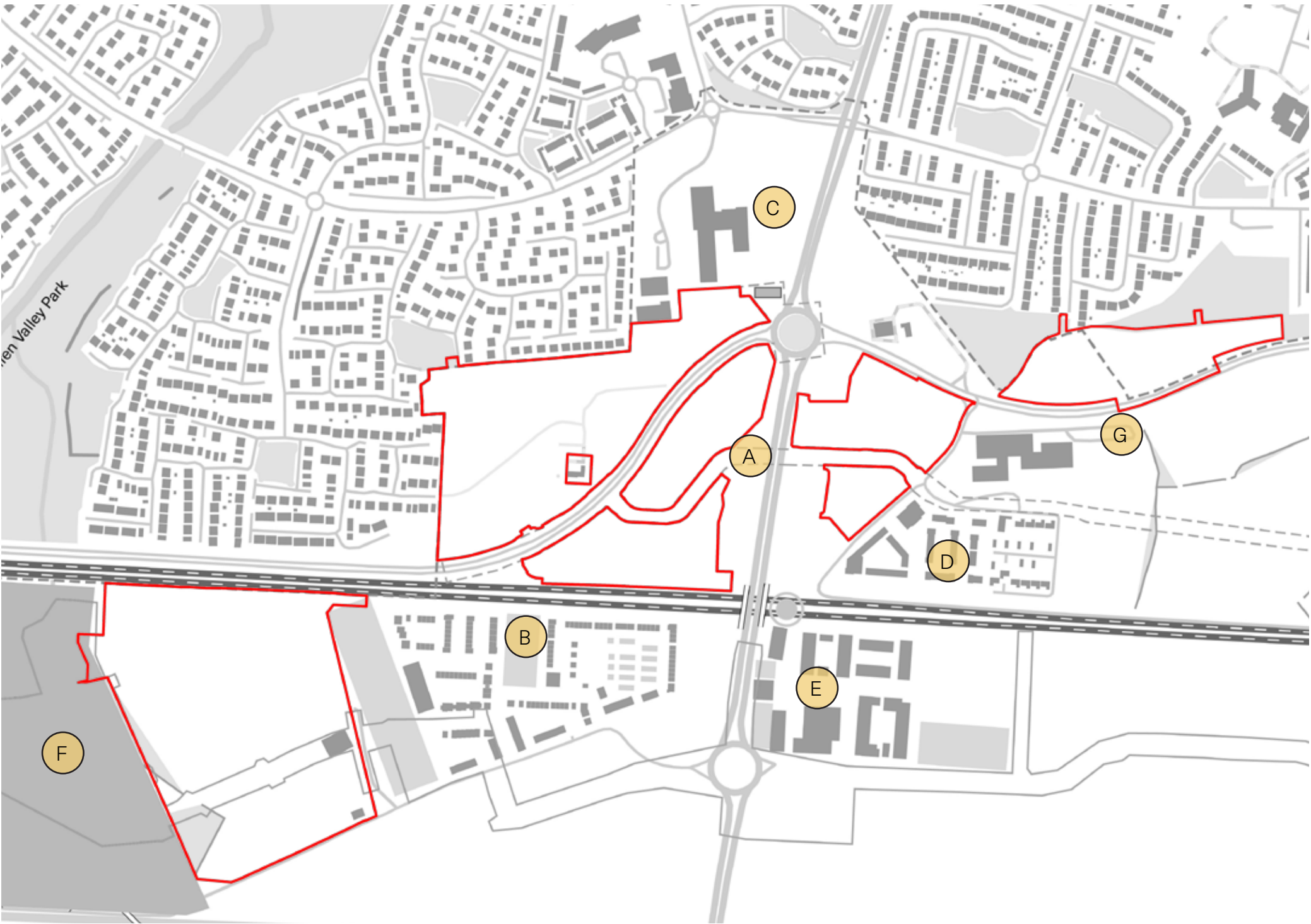
**Planning Ref:** SDZ23A/0043. construction of a mixed-use development in 11 blocks, ranging between 3 & 7 storeys, comprising: 495 residential units.  
**Applicant:** Cairn Homes Properties Ltd.  
**Status:** Granted Permission

## F. GRIFFEEN VALLEY PARK PHASE 2

**Applicant:** South Dublin County Council  
**Status:** Design ongoing

## G. KISHOGE PRIMARY SCHOOL

**Planning Ref:** SDZ22A/0011. Construction of a two-storey primary school and associated amenities.  
**Applicant:** Department of Education  
**Status:** Granted Permission



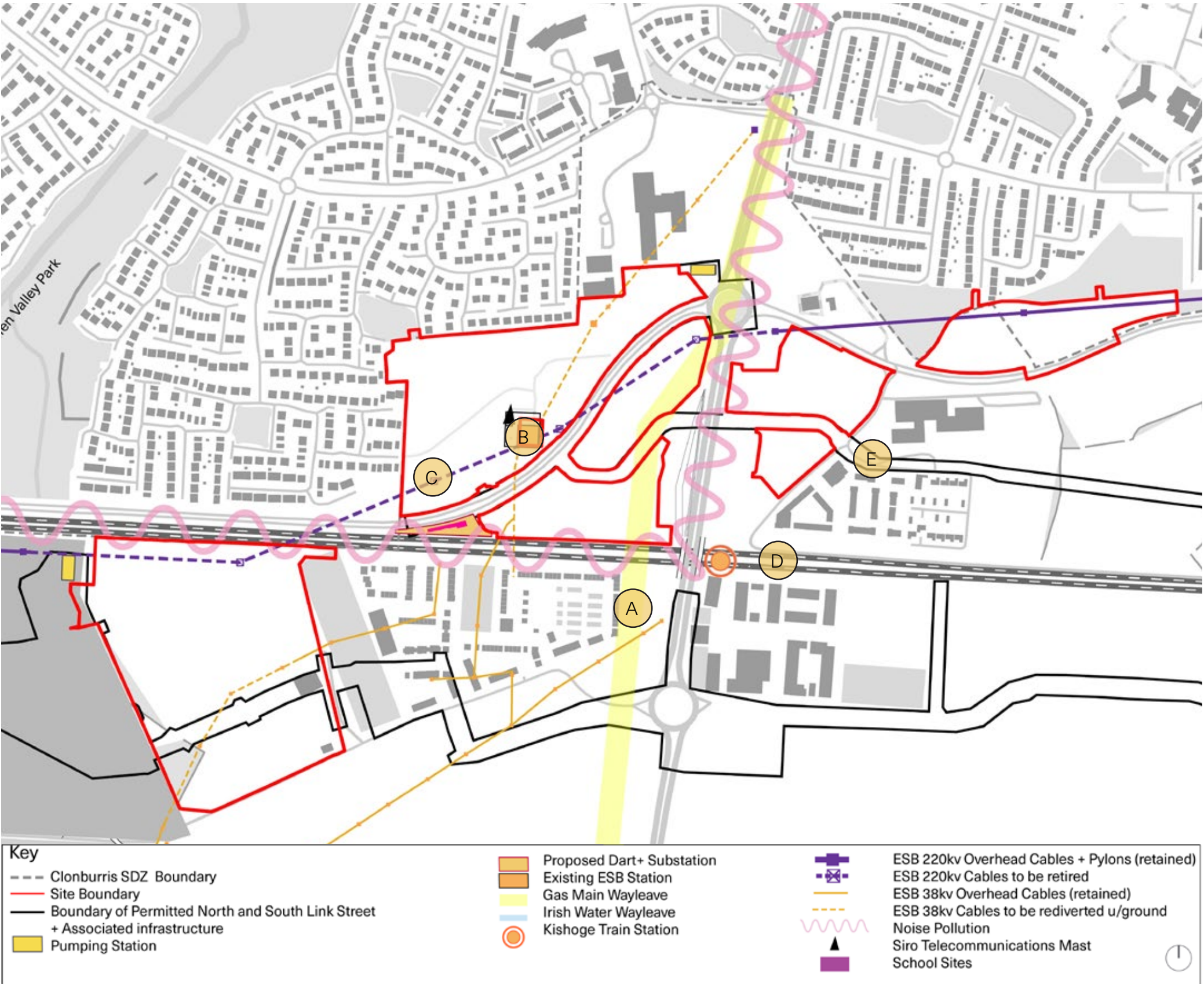
Key Plan of adjacent development to application



# 1.4 KEY ISSUES INFORMING DETAIL

Several primary infrastructural constraints needing design consideration have been identified across the Part 10 Application Subject sites:

- A - A 70 Bar Gas Network Ireland Main** runs North to South, located East of the R136 road. This infrastructure was not addressed within the permitted SDZ Planning Scheme, it requires a wayleave (unregistered) and has potential additional construction constraints (Site 3).
- B - The ESB 38kv Balgaddy Station** is a regional 38kv station. The team has been advised by the ESB that the station will not be relocated during the development of this current application.
- C - 220kv ESB overhead power cables** run along the north boundary of Site 4 and are routed diagonally across Site 3 to Site 5 via the 38kV Balgaddy Station. These are intended to be partially removed and undergrounded to Sites 4 and 3 in advance of development commencement. If they remained in place, the 220Kv overheads would come with a substantial 60m wayleave corridor (unregistered). A number of 38kv overhead cables and 10kv underground run through the sites, these are also either scheduled to be undergrounded, or will have to be diverted as part of new construction works.
- D - A highspeed Rail Network Corridor** traverses the subject areas. Site 3 benefits from level access to this service at Kishoge Station. It is likely that sound mitigation measures will be required along this boundary in the form of planting and constructed barriers (Sites 3, 4).
- E - Road Infrastructure and Levels:** the introduction of the approved South Link Street and North Link Street will impact the site development. The sites topography generally requires coordination of all new and existing roads for tie-in points.



Analysis Drawing of Key issues informing detail of application



# 1.5 SUMMARY OF DETAIL DESIGN CONSIDERATIONS

## Kishoge Site 3

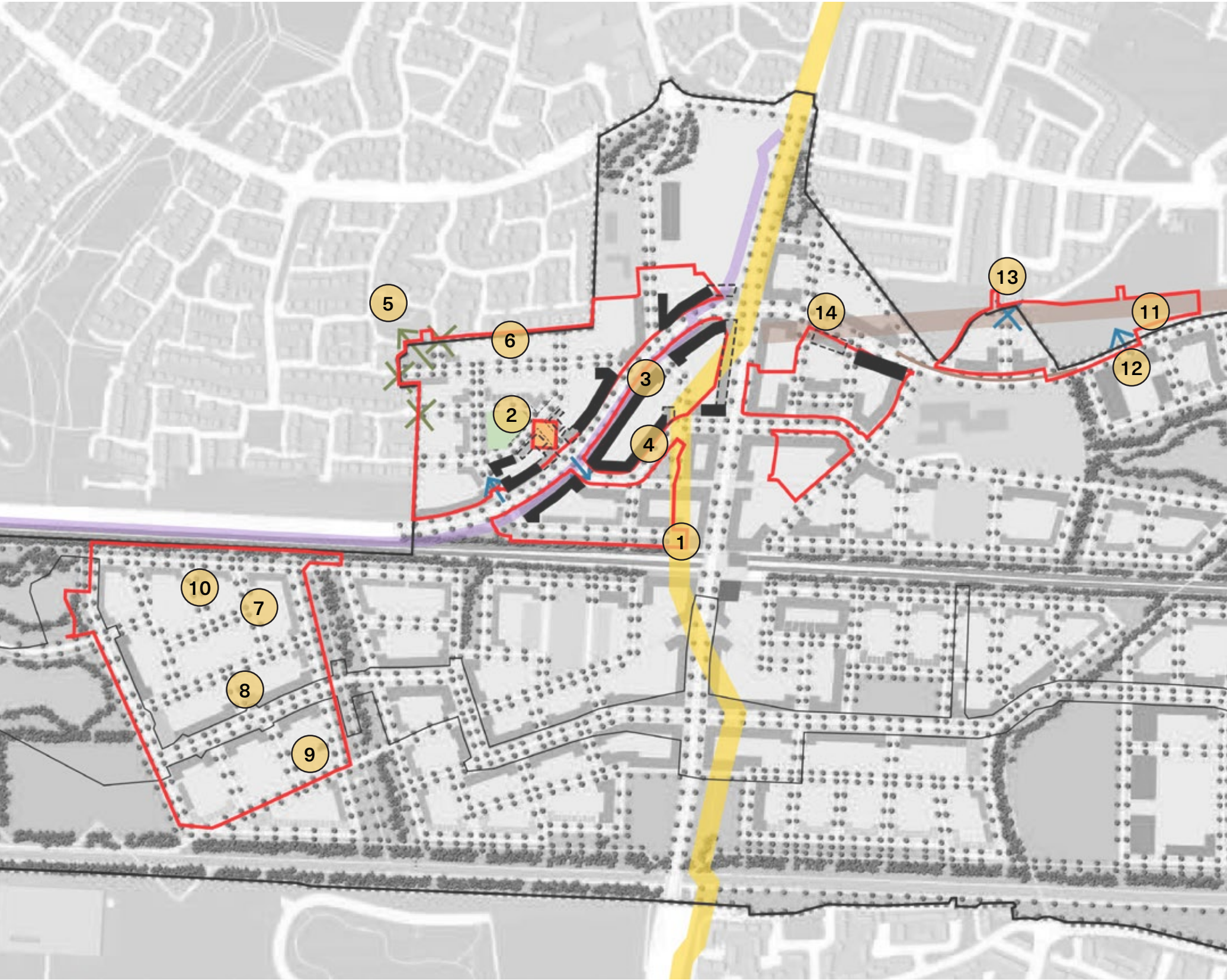
- 1. Gas Networks Ireland 70-bar pressurised gas-line with 9m wayleave (unregistered) needs to be acommodated.
- 2. The ESB Balgaddy 38KV station needs to be retained.
- 3. The existing Irish Water Main to Adamstown Avenue needs to be accommodated.
- 4. Slightly relocated vehicular junction to North Link Street, in response to GNI wayleave (unregistered) and services.
- 5. Revised Pedestrian Connections to adjoining estate. Pedestrian connection at Oldbridge Court & Rossberry Terrace not feasible due to private ownership. Alternative pedestrian connection proposed through Rossberry Park.
- 6. Relocated cul-de-sac street to accommodate existing ESB ducting from Oldbridge Grove.

## Kishoge Site 4

- 7. Flood risk mitigation measures and watercourse management with appropriate attenuation to Site 4.
- 8. South Link Street Approved Design: Junction types have been modified from SDZ in approved design.
- 9. Grange House: SDCC intend to retain Grange House for community use. This impacts consistency of building lines in Site 4.
- 10. Undergrounding of Overhead ESB Cables May have associated wayleaves.

## Kishoge Site 5

- 11. Inclusion of Adjacent Lands Outside SDZ Boundary. The SDCC brief includes the subject lands, which are zoned as 'Existing Residential' in the South Dublin County Development Plan.
- 12. Relocation of Vehicular Junction for Site 5—B. The SDCC Roads and Traffic Department advised to relocate the vehicular entrance further east due to its proximity to existing junctions. Additionally, the existing sound barrier along TOW will be removed to establish a strong building frontage.
- 13. Exclusion of Road Connection to Adjacent Lands. In line with the changes outlined in point 12, we are providing a pedestrian connection to the neighbouring development.
- 14. Proximity to Powerlines. As per ESB guidelines, an exclusion zone is required. Additional development will be accommodated once the power lines are decommissioned.



Drawing itemising key detail design considerations



# 1.6 PART V STRATEGY

Section 2.1.6 of the SDZ notes the requirement for housing schemes in the SDZ to apply a 10% social housing requirement. The Government’s Housing For All Plan has mandated an increase on the Part V of the Planning and Development Act of 2000 with the percentage contribution be increased from 10% to 20%, to include affordable housing as well as social housing.

It is South Dublin County Council’s strategy to provide only social housing and affordable housing on their lands. Social units account for 33% of the allocation, affordable units account for 67%.

Durability, buildability, and quality of homes has been a key driver in the design of the housing. A range of unit types and typologies from 1-bed to 4-beds are proposed, to suit a variety of end-users. Universal Design and Age-Friendly units are proposed in key locations throughout.

Site-wide indicative tenure

Tenure	Count	%
Social	409	33%
Affordable	843	67%
	1252	

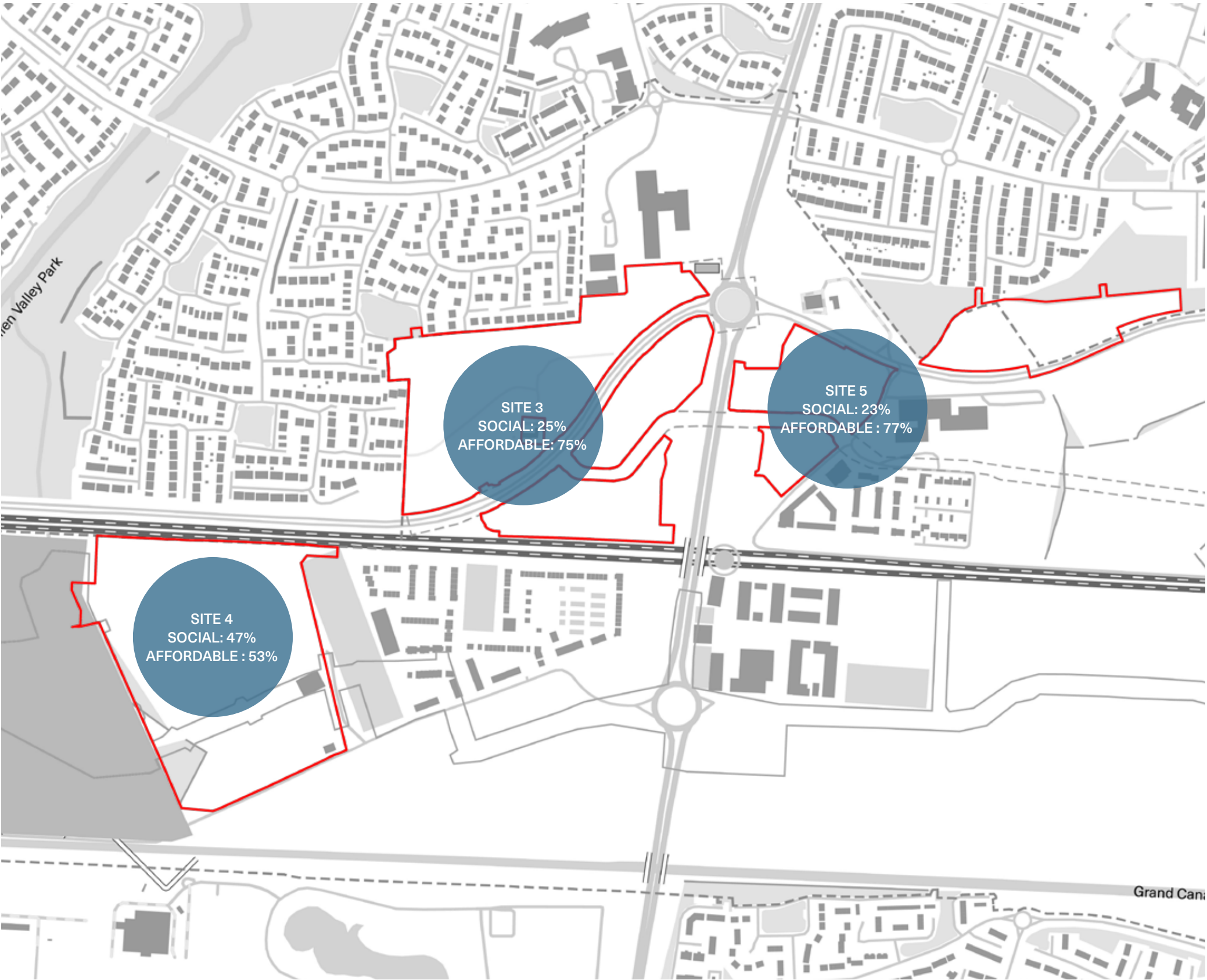


Diagram showing indicative breakdown of tenure proposed site by site



# 1.6 PART 10 SUMMARY SCHEDULE

	Site 3	Site 4	Site 5	TOTAL	
<b>1. Residential Summary</b>					
Houses (no.)	145	141	35	321	
Duplexes (no.)	356	106	110	572	
Triplexes (no.)	3	57	33	93	
Apartments (no.)	76	132	58	266	
Units	580	436	236	1252	
<b>Unit Mix</b>					
1-Bed	140	65	37	242	19%
2-Bed	151	177	107	435	35%
3-Bed	289	186	92	567	45%
4-Bed		8		8	1%
Total	580	436	236	1252	
<b>2. Non-Residential Buildings GFA</b>					
Creche Buildings	553	544		1097	
Community Buildings		683		683	
Retail		150		150	
Existing Buildings		173		173	
Utility Buildings	289	90		379	
<b>3. Development Statistics</b>					
Public Open Space (sqm)	7015	778	3101	10894	
Car-Parking Spaces (no)	456	408	219	1083	
Long-Term Bicycle Parking Spaces (no)	882	591	527	2000	
Visitor Bicycle Parking Spaces (no)	234	202	101	537	
Total Gross Floor Area (sqm)	58312	46957	23859	129128	
Site Area / Red-Line Boundary (ha)	11.27	11.78	6.26	29.31	
Total Buildings Footprint (sqm)	26675	25067	11677	63419	
Site Coverage (%)	24%	21%	19%	22%	
Plot Ratio , 1:	1 : 0.5	1 : 0.4	1 : 0.4	1 : 0.44	



## 2 | KISHOGE SITE 3 OVERVIEW



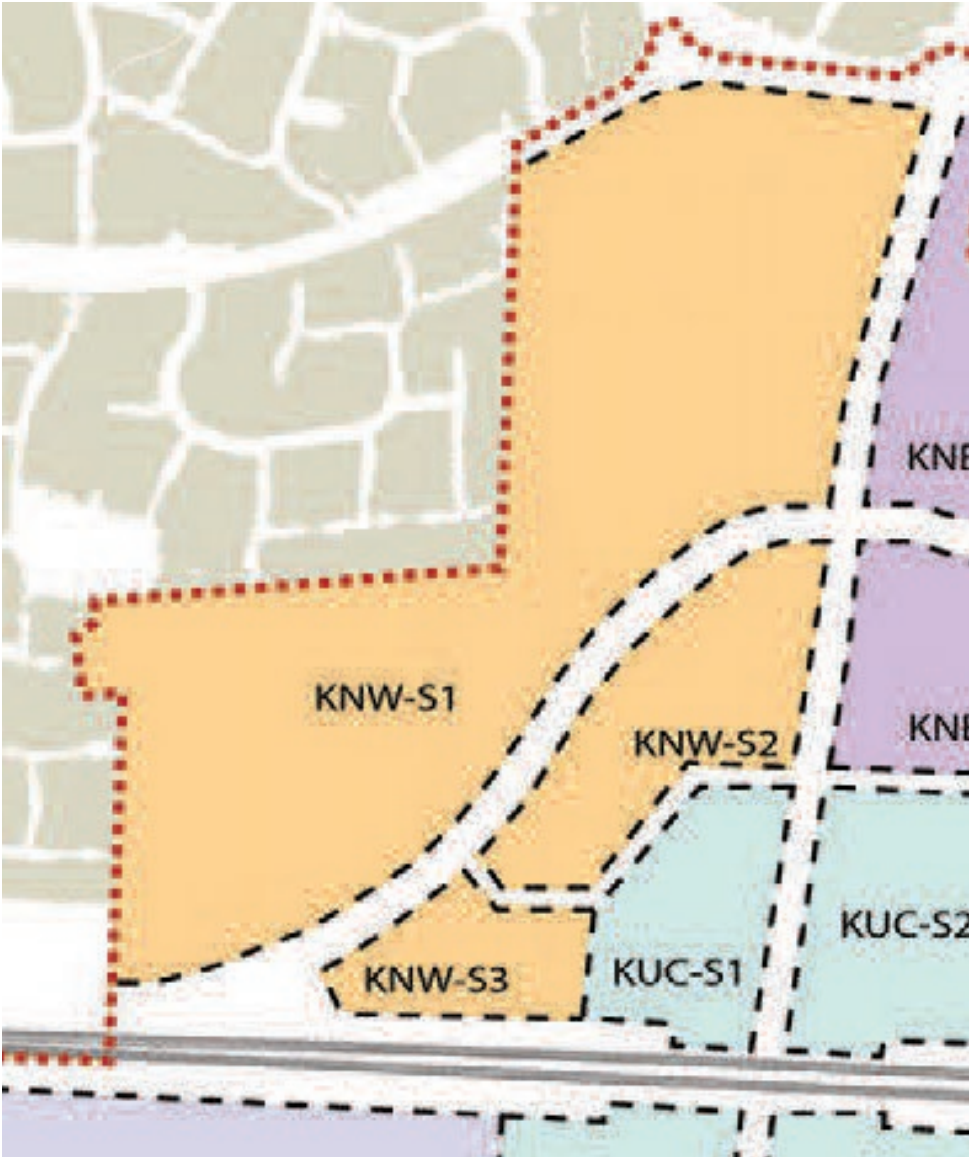
# 2.1 KISHOGE SITE 3 PROJECT CODES

The extents of Site 3 include portions of four SDZ sub-sectors. As the project areas do not cover the entirety of each sub-sector, alternative site codes are used. They are the following:

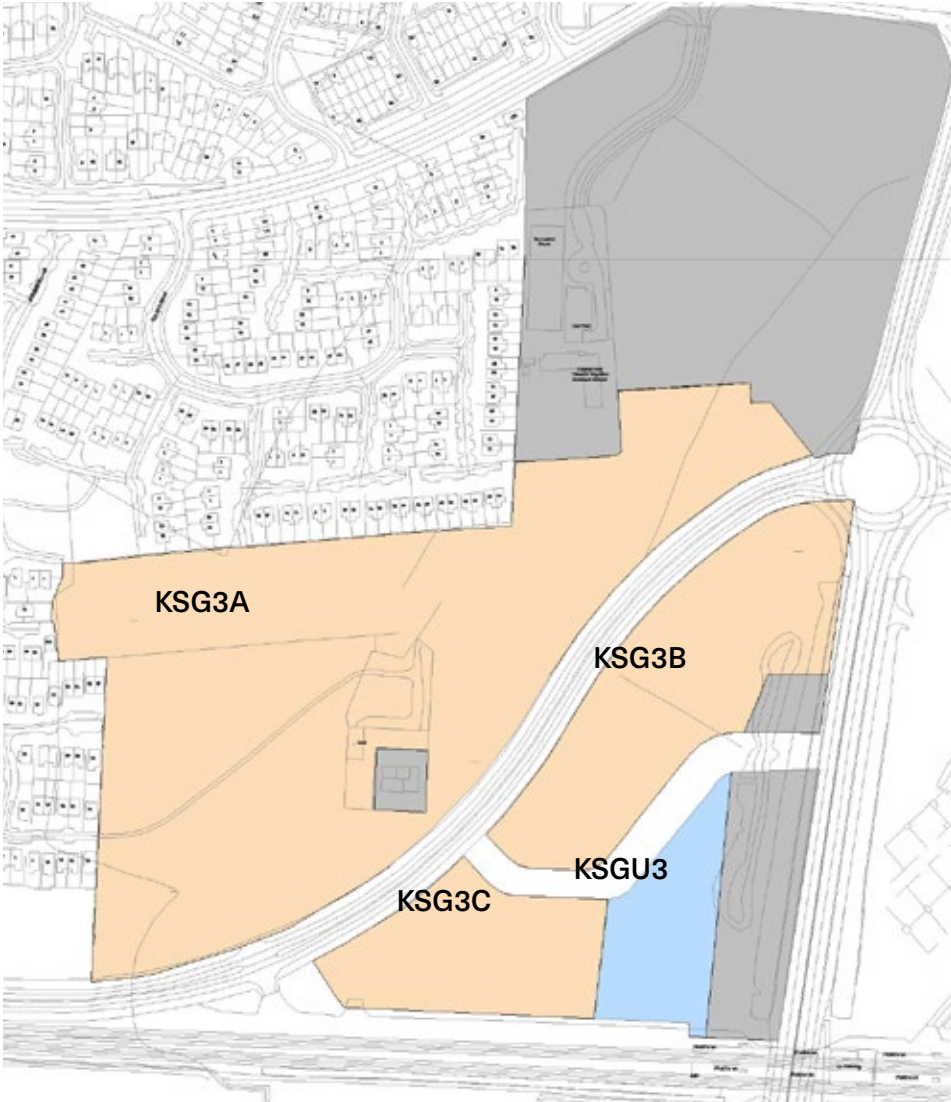
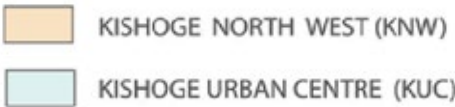
Site 3 Project Code	Associated SDZ Sub-Sector	Associated SDZ Development Area
KSG3A	KNW-S1	Development Area 7 Kishoge North West
KSG3B	KNW-S2	Development Area 7 Kishoge North West
KSG3C	KNW-S3	Development Area 7 Kishoge North West
KSGU3	KUC-S1	Development Area 6 Kishoge Urban Centre

Sub-Sector	Net Area (ha)
KNW-S1	7.73
KNW-S2	2.27
KNW-S3	1.16
KNW Total	11.16
KUC-S1	1.59
Total	12.75

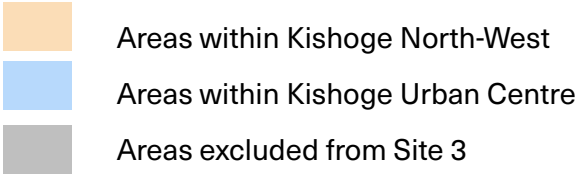
Site Code	Net Area (ha)
KSG3A	7.2
KSG3B	2.13
KSG3C	1.16
KSG3 Total	10.49
KSGU3	0.78
Total	11.27



SDZ Sub-Sectors Names Development Area 7 - Kishoge North West.



Project Codes for Proposed Scheme





## 2. 2 EXISTING SITE OVERVIEW

### Existing Road Network:

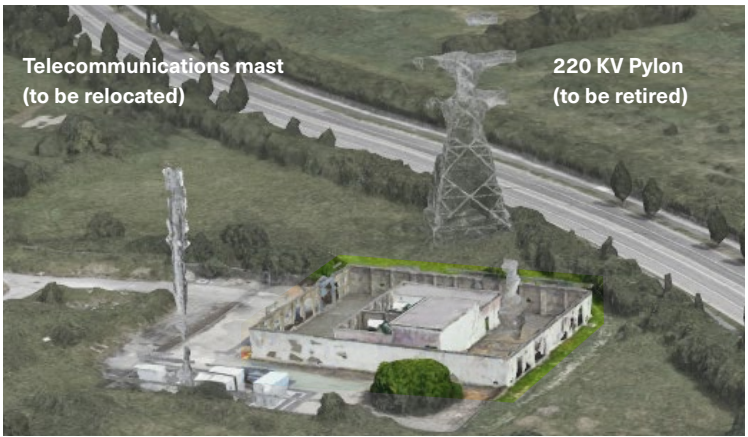
- R136 road to the east of Site 3
- Adamstown Avenue bisecting the site

### Site boundaries:

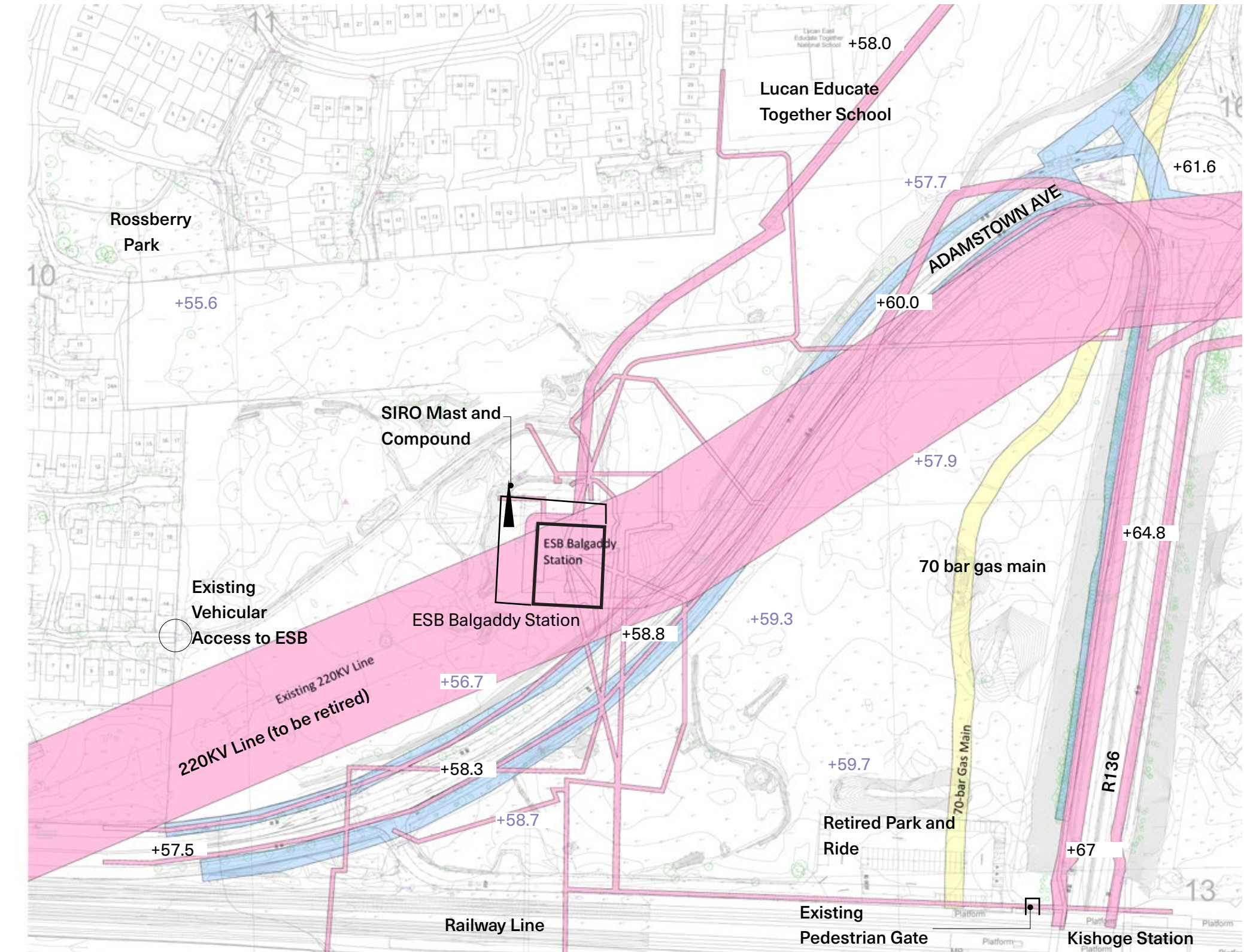
- High-speed rail-line to the south of the site
- 2-storey housing estates of Tullyhall, Rossberry, Oldbridge to the West and North of site
- Lucan Educate Together Primary School to the North of Site
- A future secondary school (design in development by a separate team) to north of site

### Existing Site Features:

- ESB Balgaddy Regional 38kv Station
- 220KV overhead line, with existing 60m-wide wayleave (unregistered) to be retired
- SIRO telecommunications mast, to be relocated
- 70 bar pressurised regional gas man
- Greenfield lands with substantial vegetation
- Derelict park and ride carpark and access gate to Balgaddy train station



Aerial view of Balgaddy Station and Adjacent Telecommunications mast



Existing Site with Existing Services and levels shown

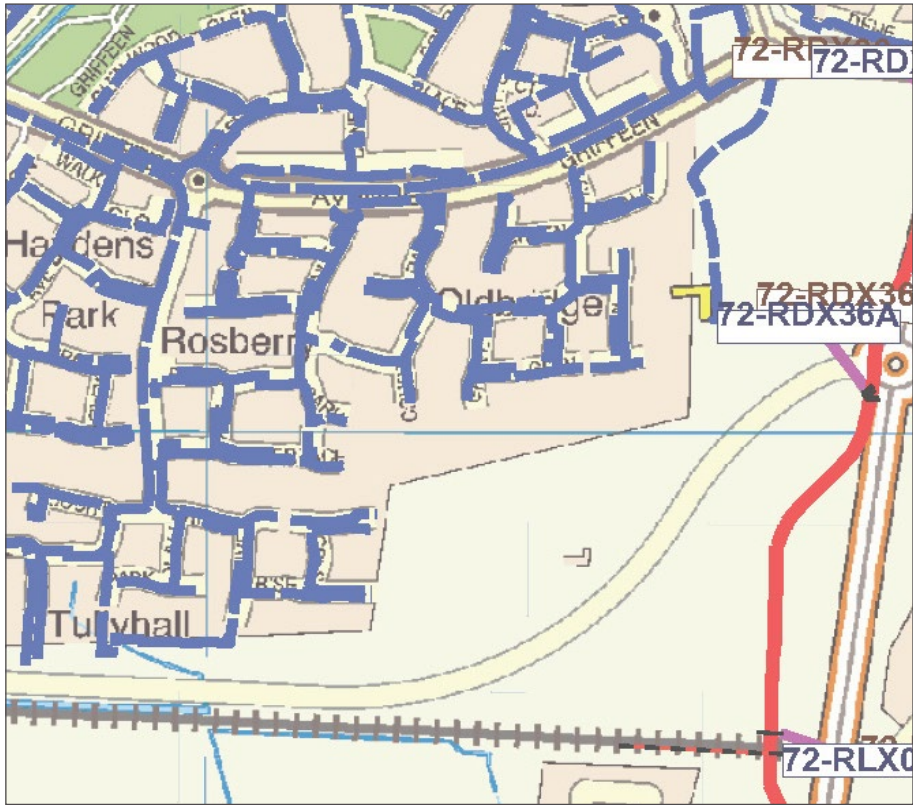
- Drainage unregistered wayleaves / services zones
- Electrical unregistered wayleaves / services zones
- Gas main unregistered wayleave / services zone



# 2.3 KEY INFRASTRUCTURAL CONSTRAINTS

There are 4 no. primary constraints which will need to be given careful consideration on this site.

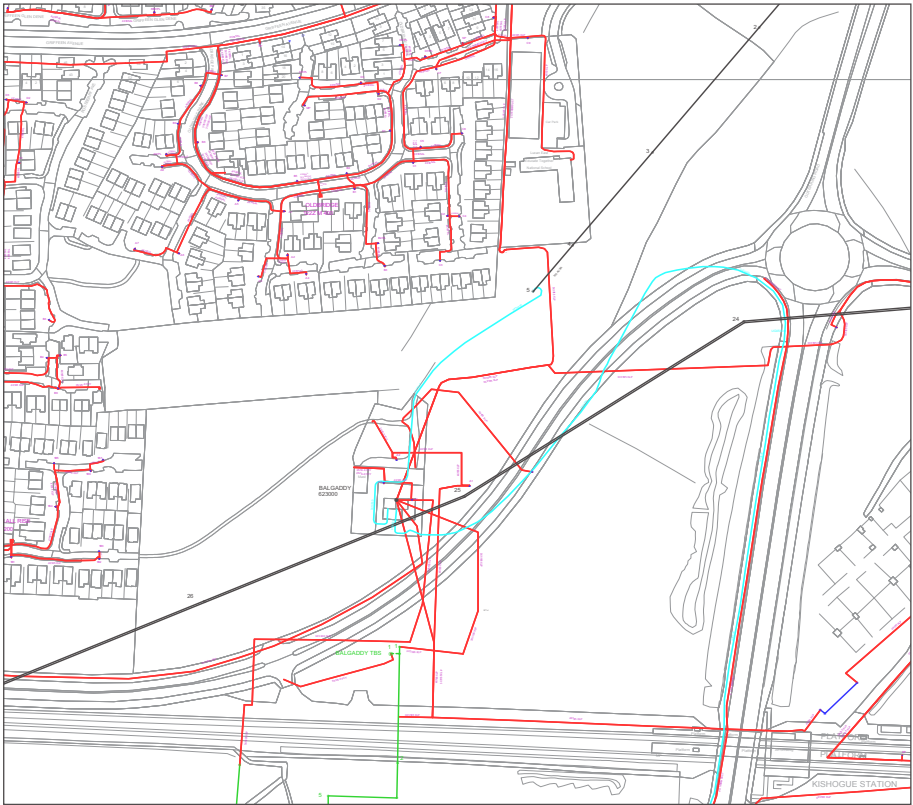
- 1.)      The 70 Bar Gas Network Ireland Main  
This runs North to South along the site's Eastern Boundary. This infrastructure was not addressed within the permitted SDZ Planning Scheme, it requires a 9m wayleave (unregistered) and potentially additional construction constraints.
- 2.)      The ESB 38kV Balgaddy Station  
The design team have held a number of consultation workshops with the ESB regarding the location of Balgaddy station. ESB have advised they have no imminent plans to relocate, and the process of relocating could take several years of continued operation. The design seeks to screen this site through landscape design and ensure that it has minimal impact on the visual amenity of the future neighbourhood.
- 3.)      Rail Corridor  
A highspeed rail network runs along the Southern Boundary. The site benefits from level access to this service at the soon to be opened Kishoge Station. A solid barrier wall is proposed to the boundary.
- 4.)      Utility Constraints  
An Irish Water Main traverses the site along Adamstown Avenue, which requires a 5m setback either side of the centreline. This will largely be accommodated within the proposed road network, but will need to be addressed where it bisects the proposed scheme.



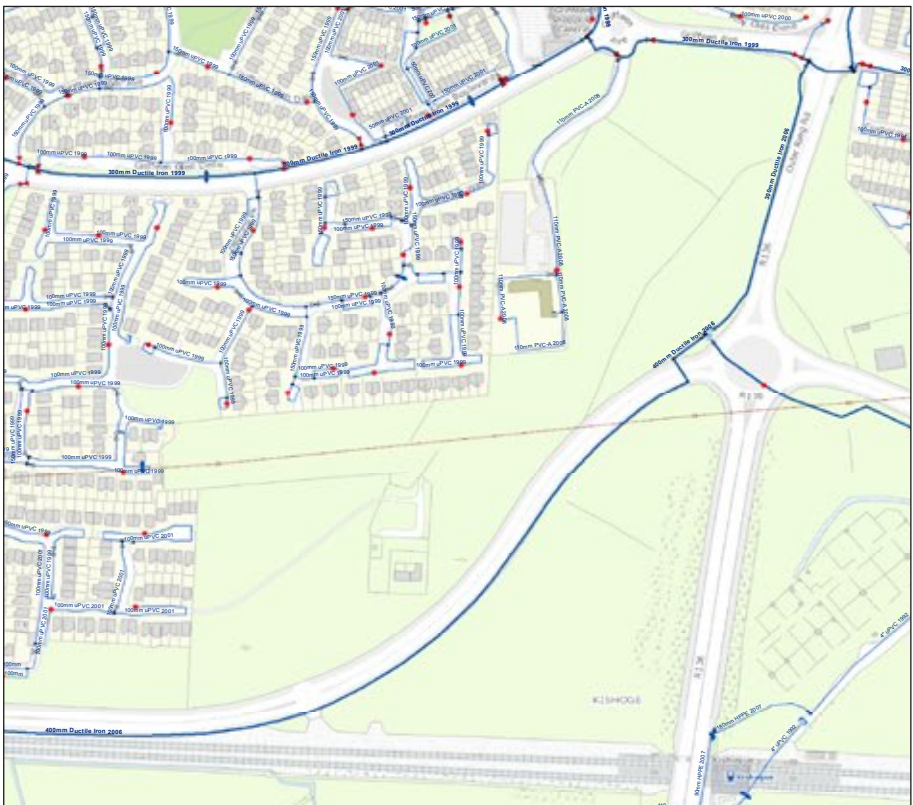
Gas Network Ireland Local Network Map



Intercity Rail Corridor highlighted above



ESB Networks Local Network Map



Irish Water Local Network Map



# 2.4 EXISTING TOPOGRAPHY

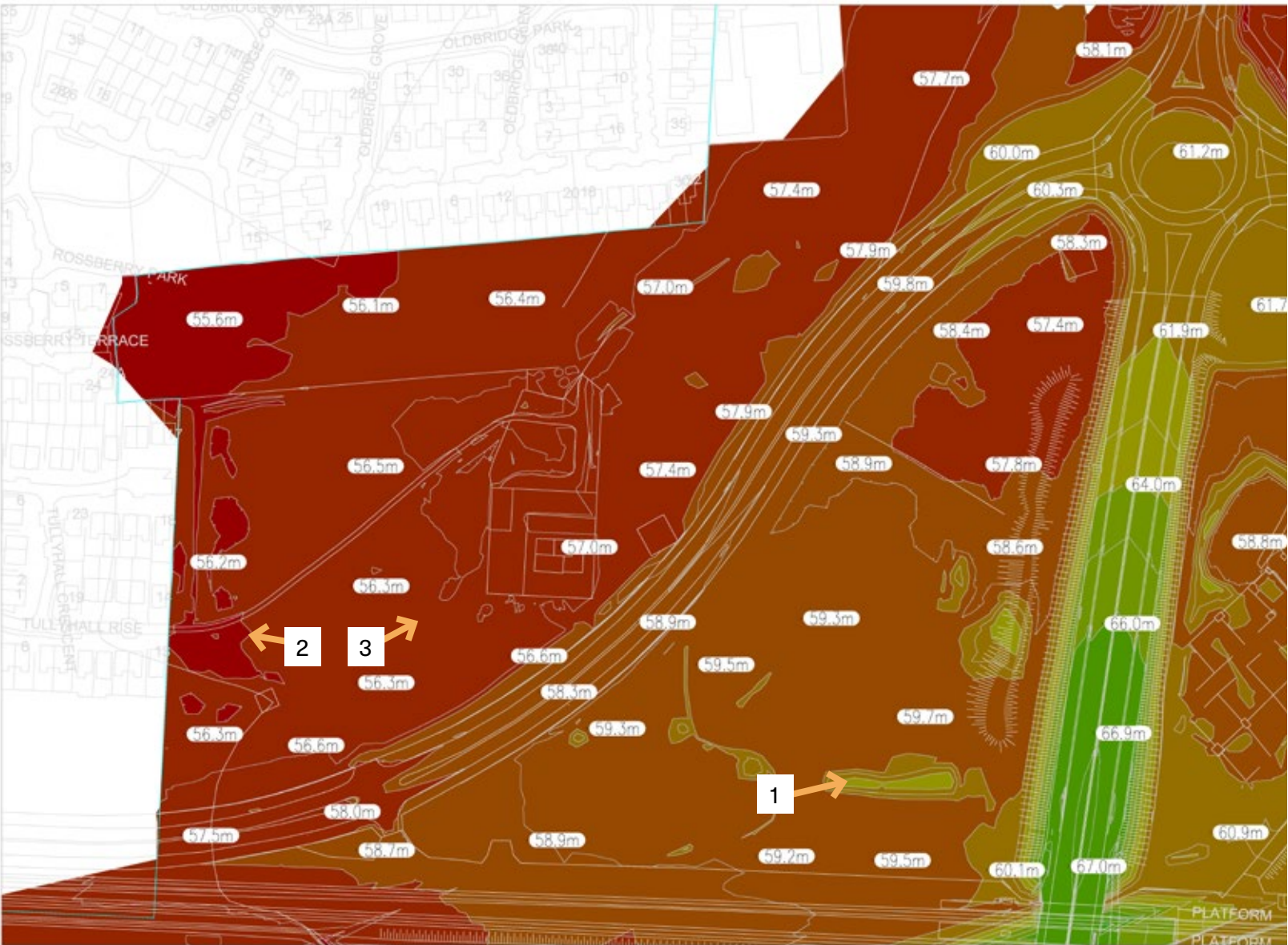
The existing site topography consists of a raised level to the existing roadways on Adamstown Avenue and R136.

These two raised levels will be connected East-West with the introduction of the North-Link Street.

The site is currently raised to each existing road level with hollows between. The R136 rises to approx 7m above its neighbouring lands, at the railway crossing.

Adamstown Avenue rises to approx 3m above its neighbouring lands at the existing roundabout.

The site levels generally fall to the north-west and north across the lands.



Aerial View of Kishoge Site 3

Heat Map of Topography of existing with indicators for site photographs below



View 1 - toward R136



View 2 - toward existing housing



View 3 - toward ESB Station



# 2. 5 RECEIVING ENVIRONMENT

**Future Site Features:**

- North Link Street connecting Adamstown Avenue to the R136 Road
- Existing roundabout to R136 Road to be removed
- Dart+ Substation to be built the South-West of site
- Uisce Eireann Pumping Station to be built to the North-East of Site

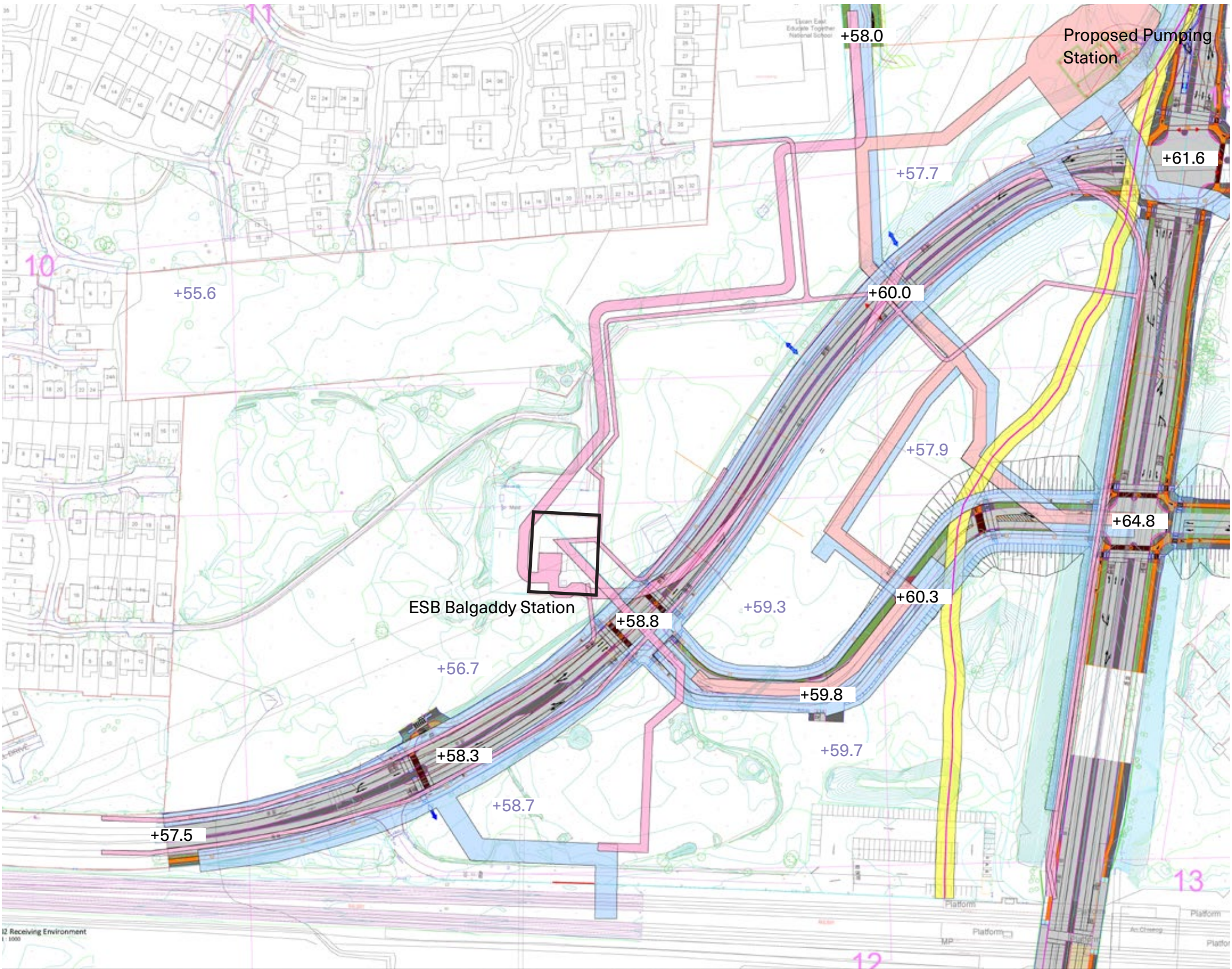
The site offers excellent transport connectivity via Kishoge Train Station and various bus routes / cycle lanes.

The R136 road sits approx. 4-6m above the subject site while Adamstown Avenue is currently approx. 2m above the surrounding lands.

In addition to infrastructural constraints, there is also the approved North Link Street which will be delivered as part of the Clonburris SDZ and will cross the site from its centre and connect across the R136 to the adjacent KSG5 lands. On KSG3, the North Link Street is required to slope 6m from Balgaddy Station to a new junction to the R136.

To the north-west of the site, a new pumping station has been approved as part of the CIL North Link Street works. This pumping station has an associated exclusion zone that impacts the site layout and building frontages.

Integration with the delivery and design of this road will be an essential part of the design development of the scheme.



Existing Site with Diverted Utilities and North Link Street

- Drainage unregistered wayleaves / services zones
- Electrical unregistered wayleaves / services zones
- Gas main unregistered wayleave / services zone



## 3 | KISHOGE SITE 3 DETAIL SCHEME



## 3.1 PROPOSED LAYOUT

Site 3 consists 3no. land parcels and is bound generally by Lucan East Educate Together National School and Oldbridge residential housing estate to the north, Tullyhall residential housing estate to the west, Adamstown Avenue and Kishoge train station and rail line to the south, and Grange Castle Road (R136) to the east.

The proposed development at Site 3 involves the construction of 580no. residential units comprising: -

- 130no. 2-storey 3-bedroom houses;
- 15no. 3-storey 3-bedroom houses;
- 76no. apartment units (32no. 1-bedroom, 36no. 2-bedroom, and 8no. 3-bedroom) accommodated in 2no. 5-storey apartment buildings;
- 356no. duplex units (108no. 1-bedroom, 115no. 2-bedroom, and 133no. 3-bedroom) and 3no. 3-bedroom triplex units accommodated in 24no. 3-storey blocks.
- A 2-storey childcare facility (553 sq. m) is also provided.
- And all associated and ancillary site development, landscape and infrastructural works, including: -
  - Public open space (c. 7,015 sq. m) and communal open space (c. 3,079sqm);
  - Balconies/terraces are provided for apartment/duplex/ triplex units;
  - 456no. car parking spaces (total) at surface level;
  - 1,116 bicycle parking spaces (total) comprising 882no. long-term spaces, 224no. visitor spaces, and 10no. childcare facility bicycle parking spaces;
  - ESB substations (c. 40sqm);
  - The diversion and rerouting of ESB 10KV and 38KV cabling;
  - Public lighting.

Vehicular, pedestrian and cycle access to the site is proposed from Adamstown Avenue and the Northern Link Street (permitted under Reg. Ref. SDZ24A/0033W). Pedestrian, cycle and vehicular access is also provided from the existing entrance at Tullyhall Rise.

A pedestrian and cycle access is provided from the permitted green link under Reg. Ref. SDZ24A/0033W, located adjacent to Lucan East Educate Together National School. A new pedestrian access is provided from Rossberry Park.



Proposed Scheme Layout. Refer to drawing KSG3-OMP-01-00-DR-A-1000



## 3.2 ENABLING INFRASTRUCTURE

Further setbacks and adjustments to building frontages are required to accommodate existing services and proposed diverted services:

- There is a proposed Dart+ Railway works planned at the southwest corner of Site 3 which will require additional ESB underground 10KV ESB cabling in the area including a new cable crossing under the existing Iarnrod Eireann Dart train lines (location A).
- There are significant existing overground and underground ESB 38KV cabling emanating from Balgaddy substation which will be rerouted to the road network (location B).
- There are significant existing 10KV overground and underground ESB cabling emanating from Balgaddy substation which will be rerouted to the road network (location C).
- There is an existing 30 metre ESBT/SIRO mast located adjacent to the Balgaddy 38 KV substation. It has been established that SDCC own the land around the substation where the SIRO/ESBT mast is located. MANDE have consulted with SIRO and confirmed the status of the land ownership and requested SIRO to advise of alternative off site location for the 30m mast (location D).
- There is an existing Irish Water Main to the southern footpath of the Adamstown Ave. This results in a 5 metre setback to the Avenue built frontage on KSG3B and KSG3C. It crosses Adamstown Ave to the North-East corner of the site, resulting in further loss of building frontages (location E).
- As part of the CIL north link street works, an Irish water pumping station is required to the North-West of the site. This has an above ground pavilion with underground tanks and an associated minimum setback distance (location F).



Proposed Scheme layout with Diverted Utilities and North Link Street

- Drainage unregistered wayleaves / services zones
- Electrical unregistered wayleaves / services zones
- Gas main unregistered wayleave / services zone



# 3.3 DEVELOPMENT TARGETS

The Developable Area for Site 3 is 11.27 ha.

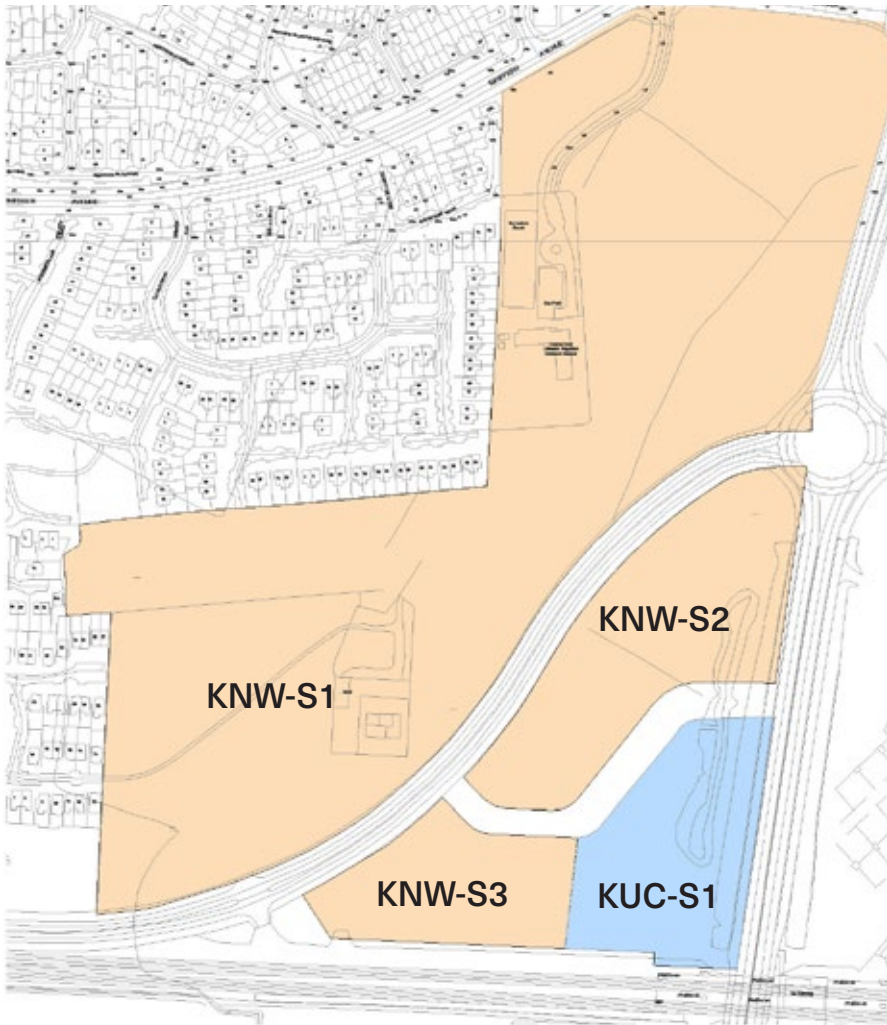
Per the SDZ density calculations, the development boundary includes access roads within the site and public open spaces but excludes district roads and connections to services.

These parcels have the potential to yield 580 no. dwellings. The remaining lands within Kishoge North-West and Kishoge Urban Centre will therefore be required to deliver between 37 and 244 units.

For the portion of lands in Kishoge Urban Centre (KSGU3), the parcel of land is required to deliver 100% of open space for the future urban centre. Therefore the development targets will be eventually balanced out for the sub-sector on delivery of commercial and residential buildings to the R1336 on a future application.

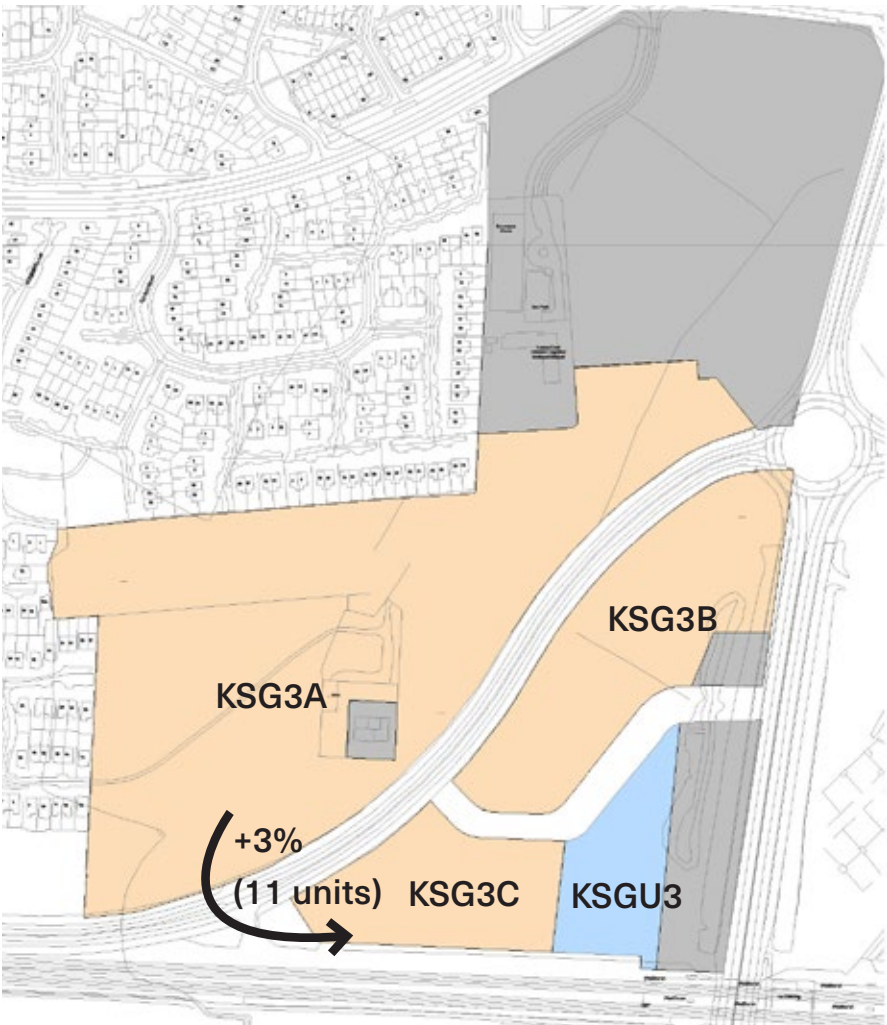
For KSG3C, it is proposed to re-allocate 11 units, 3% of the maximum target for KSG3A, to KSG3C per the provisions of the SDZ, Ref. 2.1.4: “Subject to no loss of units within a Development Area and the achievement of the built form objectives, the Planning Authority may allow up to 10% of the maximum residential units allocated in any Sub Sector to be transferred to an immediately adjacent Sub Sector.”

1. SDZ DEVELOPMENT REQUIREMENT



Sub-Sector	Net Area (ha)	Total Dwellings (Low Margin)	Total Dwellings (High Margin)
KNW-S1	7.73	325	402
KNW-S2	2.27	125	148
KNW-S3	1.16	64	75
KNW Total	11.16	513	625
KUC-S1	1.59	103	199
Total	12.75	617	824

2. PROPOSED DEVELOPMENT



Sub-Sector	Net Area (ha)	Dwellings (Low Margin)	Dwellings (High Margin)	Total Dwellings Proposed	
KSG3A	7.2	302	381	323	
KSG3B	2.13	117	139	139	
KSG3C	1.16	64	75	86	11 units transferred
KSG3 Total	10.49	489	595	548	
KSGU3	0.78	51	98	32	100% provision of Open Space for KUC-S1
Total	11.27	540	693	580	



# 3.4 DENSITY TARGETS

Per the SDZ, each sub-sector has a different density, the ranges for each are defined in Table 2.13.1.

KSG3A has a density of 45 units per hectare. This is an appropriate density to create a strong built frontage onto Adamstown Avenue, while blending the density back to the adjoining housing estates.

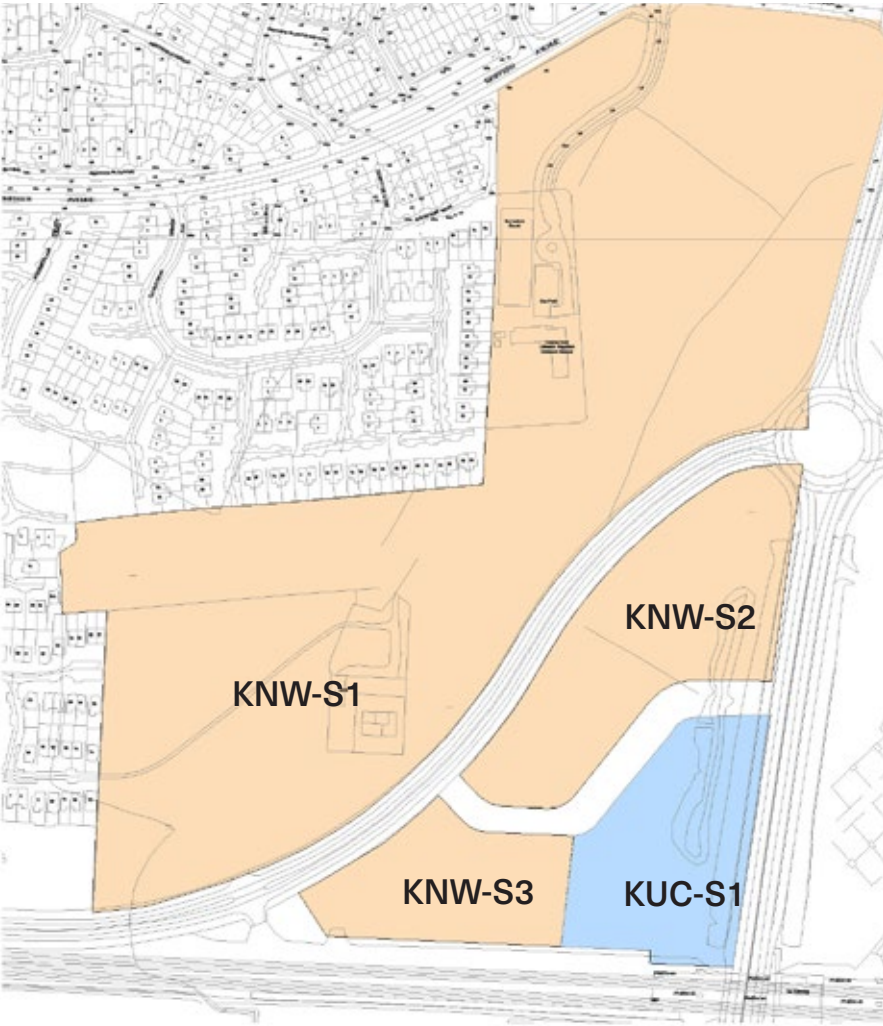
KSG3B has a density of 65 units per hectare. This density reflects the subsector’s proximity to Kishoge Station and its requirement to create a strong built frontage onto both Adamstown Avenue and the North Link street.

For KSG3C, a density of 74 units per hectare is currently proposed. This is 9 units per hectare higher than the sub-sub-sector’s density in the SDZ, increased by the transfer of 11 units from KSG3A to KSG3C. For flexibility, the SDZ typically allows for an increased density if 5 units per hectare, see section 2.1.5.

If deemed necessary by An Bord Pleanala, 4 units can be conditioned to be omitted from this sub-sector to reduce the density of KSG3C to 70 units per hectare. This adjusted density of 70u/ha is within the permitted high margin for KNW-S3 (65u/ha, + 5u/ha).

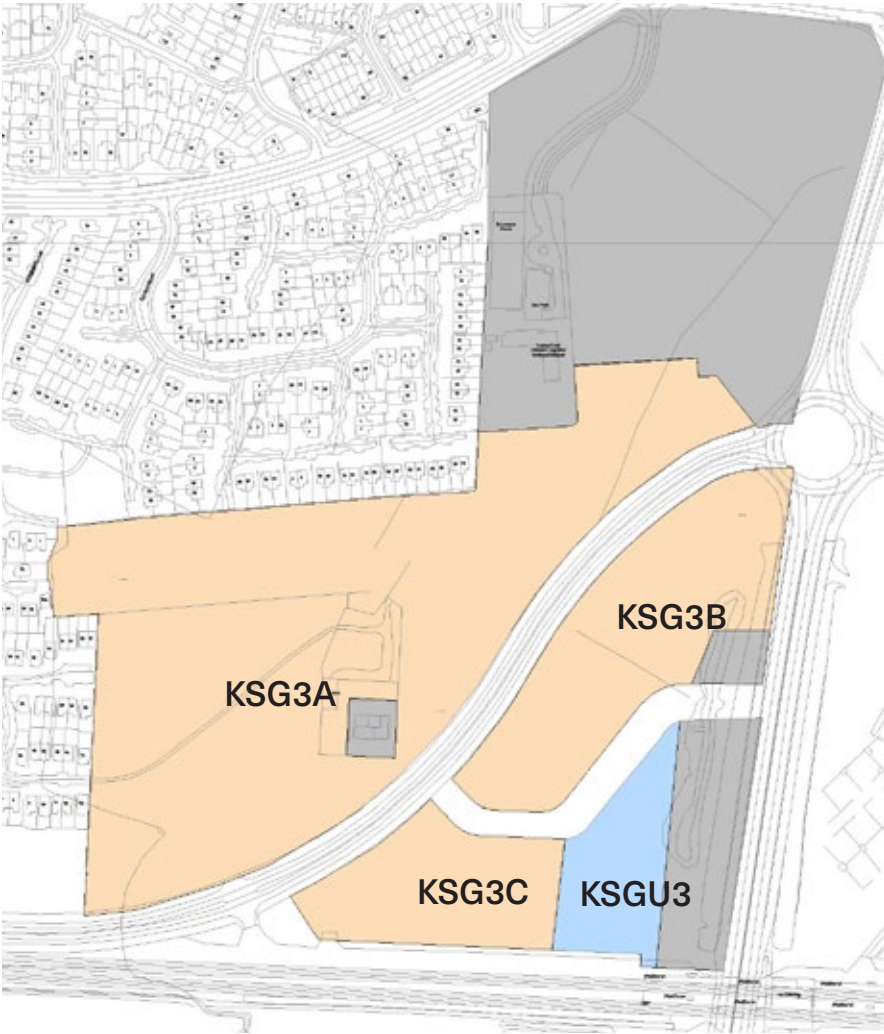
For the portion of lands in Kishoge Urban Centre (KSGU3), the parcel of land is required to deliver 100% of open space for the future urban centre. Therefore the density will be eventually balanced out for the sub-sector on delivery of commercial and residential buildings to the R1336 on a future application.

1. SDZ DENSITY REQUIREMENT



Sub-Sector	Net Area (ha)	Density (Low Margin)	Density (High Margin)
KNW-S1	7.73	42	52
KNW-S2	2.27	55	65
KNW-S3	1.16	55	65
KUC-S1	1.59	65	125

2. PROPOSED DENSITY



Sub-Sector	Net Area (ha)	Density Proposed	
KSG3A	7.2	45	
KSG3B	2.13	65	
KSG3C	1.16	74	11 units transferred from KSG3A
KSGU3	0.78	41	100% provision of Open Space for KUC-S1



# 3.5 FUTURE MASTERPLAN

While not part of this application, the design team have developed an outline masterplan for all of Kishoge North West, to demonstrate that the the site is future-proofed to deliver on the SDZ requirements.

When Balgaddy ESB station relocates (location A), space has been reserved for two terraces of duplexes, allowing an increase of 20 units in KNW-S1 to give a count of 343 units, 44 units per hectare: within the required ranges of the SDZ.

When the remainder of KNW-S2 is developed, a corner site between the North Link Street and R136 can be developed (location B). This site is very constrained by levels, services and ecology, and can yield a terrace of four duplexes, an increase of 9 units. This gives a total yield of 148 units in KNW-S2, 65 units per hectare: within the required ranges of the SDZ.

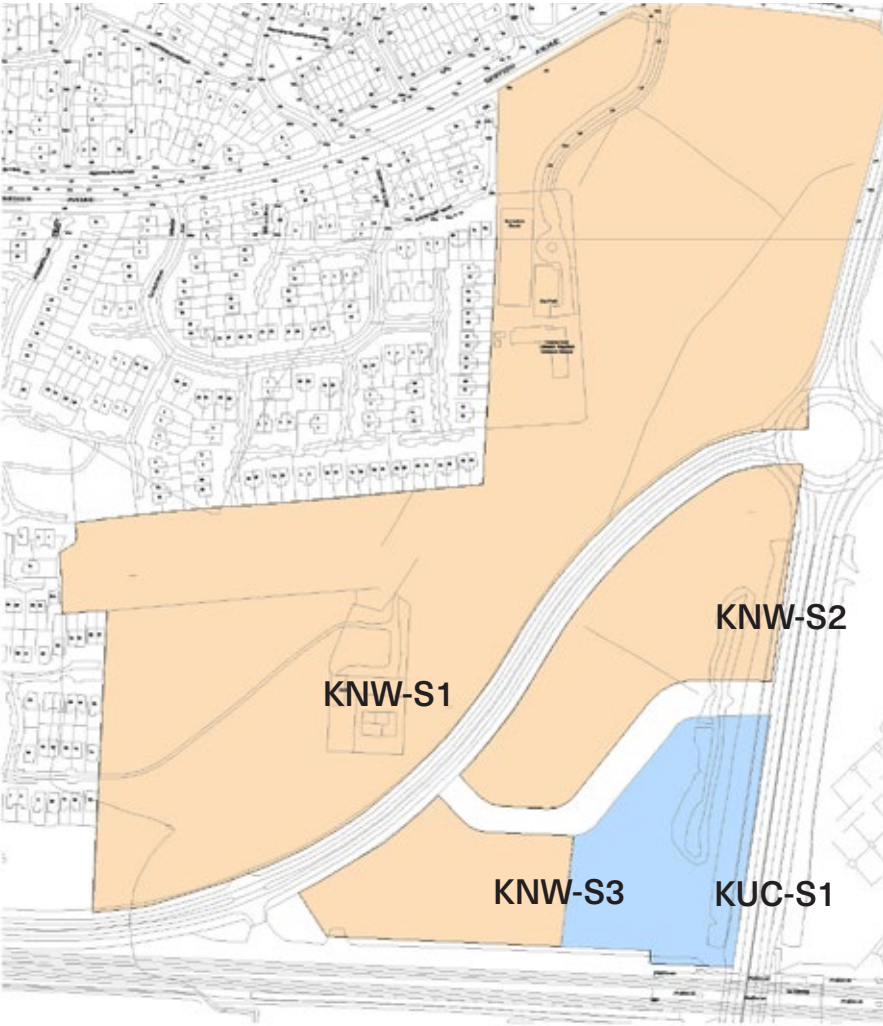
When the remainder of the Kishoge Urban Centre is developed, three blocks can be delivered beside Kishoge train station and the R136 to deliver the required SDZ programme.

The outline masterplan indicates 158 additional units to Kishoge Urban Centre, ranging in height from 6 to 8 storeys, with an above-ground parking podium to ground level (locations C & D). This gives a total yield of 190 units to KUC-S1, and density of 121 units per hectare: within the required ranges of the SDZ.

A 6-storey building beside the railway station will deliver 300sqm of retail and 2,500sqm of commercial space above (location E).

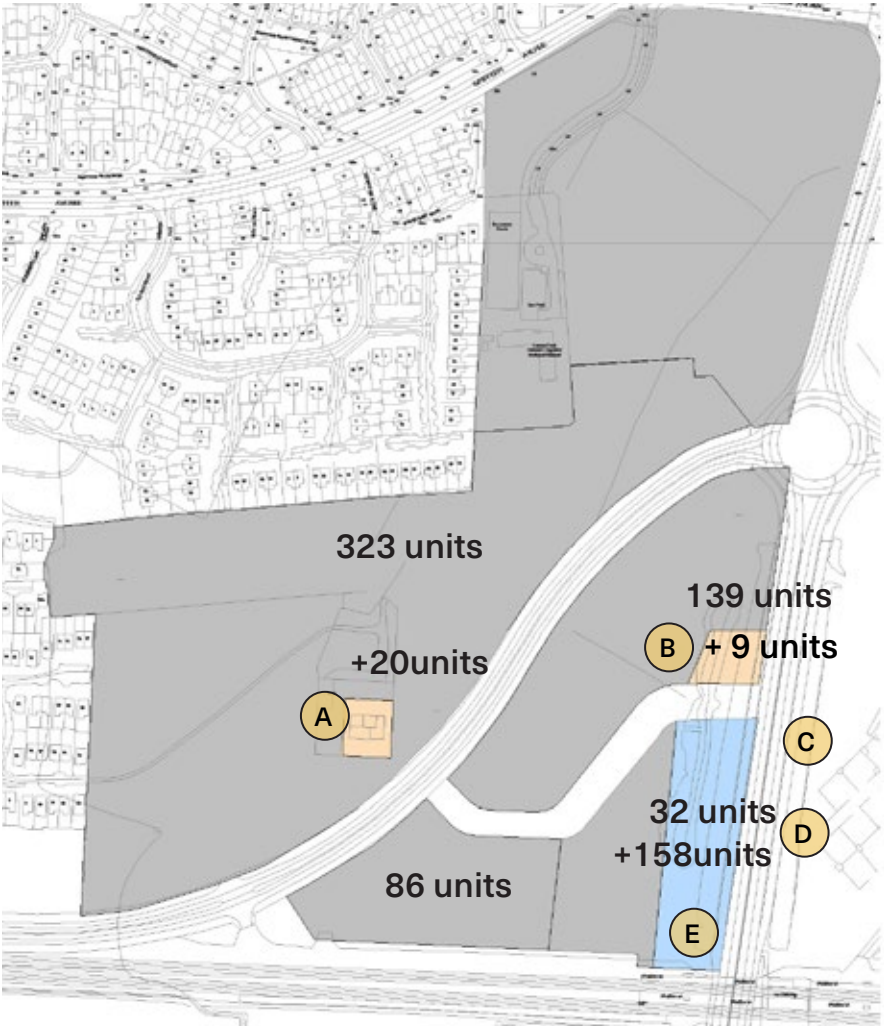
The overall masterplan demonstrates that 767 units are possible in Kishoge North-west, with 2,500sqm employment use and 300sqm retail. This is in compliance with the SDZ scheme.

## 1. SDZ REQUIREMENT



Sub-Sector	Net Area (ha)	Total Dwellings (Low Margin)	Total Dwellings (High Margin)
KNW-S1	7.73	325	402
KNW-S2	2.27	125	148
KNW-S3	1.16	64	75
KNW Total	11.16	513	625
KUC-S1	1.59	103	199
Total	12.75	617	824

## 2. MASTERPLAN OF FUTURE DEVELOPMENT AREA



Sub-Sector	Projected New Dwellings	Total Dwellings	Density u/ha
KNW-S1	+20	343	44
KNW-S2	+8	148	65
KNW-S3		86	74
KNW Total	+28	577	
KUC-S1	+158	190	121
Total	+186	767	



# 3.5 FUTURE MASTERPLAN

Terrace A

	1-Bed	2-Bed	3-Bed	Total Units
Duplex DC	6		6	12
Duplex DC1	3		3	6
Duplex DC2		1	1	2
Total	9	1	10	20

Terrace B

	1-Bed	2-Bed	3-Bed	Total Units
Duplex DC	2		2	4
Duplex DC2		1	1	2
Triplex TA			3	3
Total	2	1	6	9

Building C - 6-8 storeys

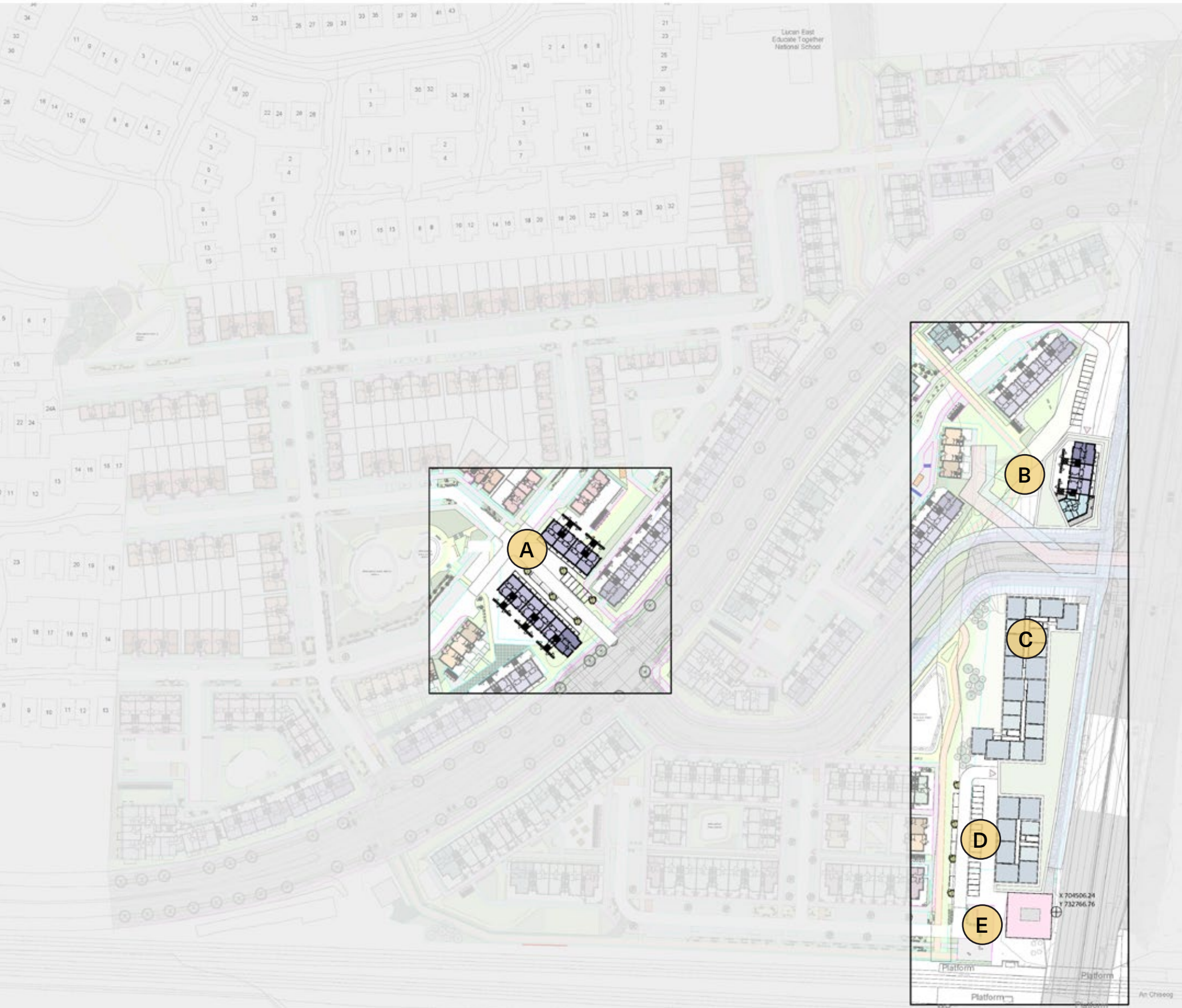
	1-Bed	2-Bed	Total Units
Level 0	1	2	3
Level 1	7	11	18
Level 2	8	12	20
Level 3	8	12	20
Level 4	8	12	20
Level 5	8	12	20
Level 6	2	4	6
Level 7	2	4	6
Total	44	69	113

Building D - 6 storeys

	1-Bed	2-Bed	Total Units
Level 0	0	5	5
Level 1	2	6	8
Level 2	2	6	8
Level 3	2	6	8
Level 4	2	6	8
Level 5	2	6	8
Total	10	35	45

Building E - 6 storeys

	Retail sqm	Commercial sqm
Level 0	300	
Level 1		500
Level 2		500
Level 3		500
Level 4		500
Level 5		500
Total	300	2,500



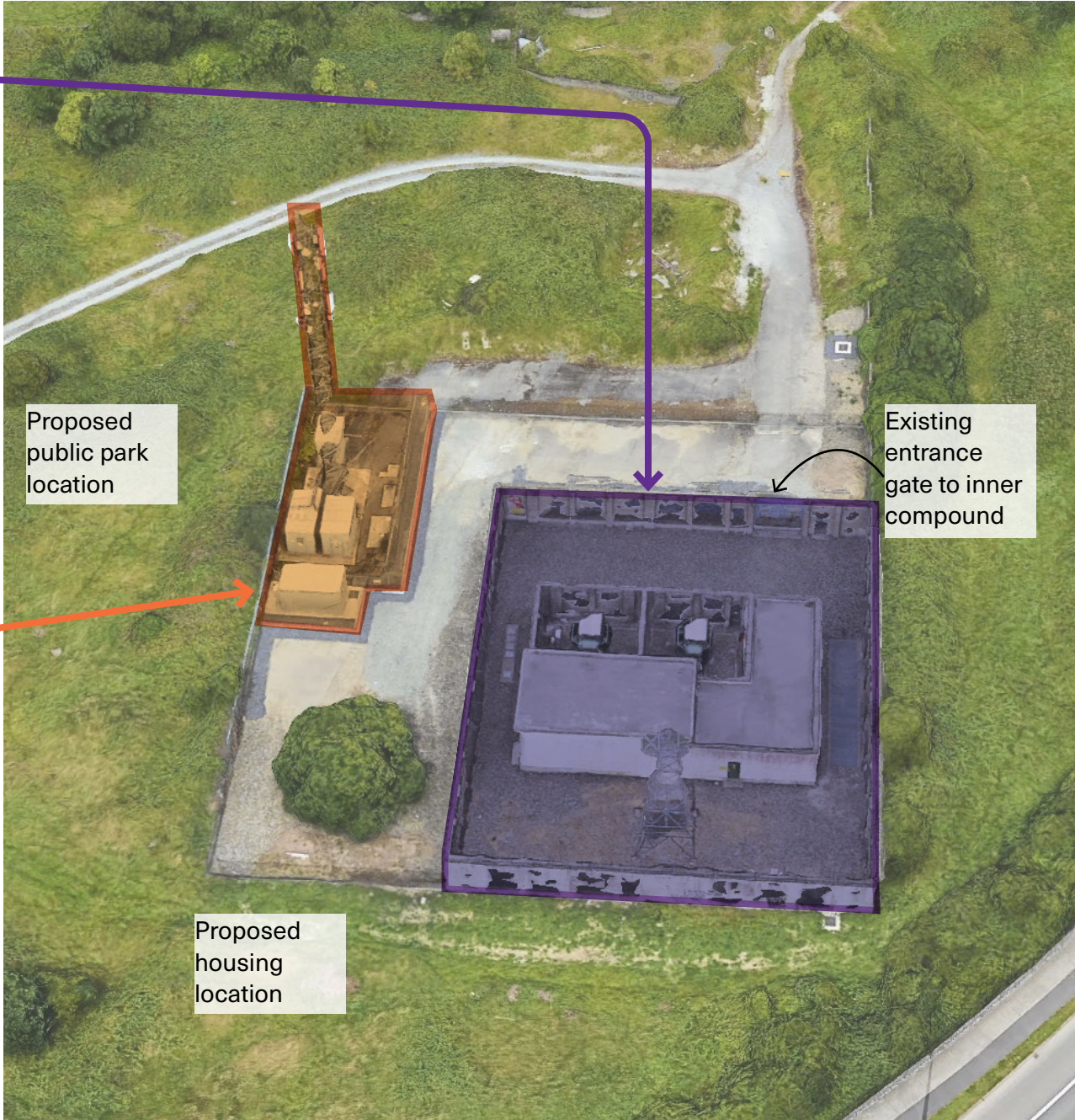
Proposed Masterplan infill areas to Site 3



# 3.6 ENGAGEMENT ON BALGADDY COMPOUND

**ESB 38KV Substation**  
Following initial meetings with ESB and other stakeholders, it was confirmed that the existing Balgaddy 38kV Station will be retained in its current location during the duration of this project. The design team were advised that the replacement equipment needed for an alternative station would have a significant lead-in time for orders.

**Telecommunications Mast and Compound**  
The 30-metre high telecommunications mast is hosted in a separate pallisade compound external to the ESB 38KV station. It was granted permission by South Dublin County Council in 2023 for the continuation of its use for two years, less than the four years requested. The planning authority conditioned that the mast be removed and site re-instated after two years (subject to any subsequent planning applications) in order to “enable the impact of the development to be reassessed, having regard to the development of the Clonburris Strategic Development Zone Planning Scheme”. Planning Ref: SDZ23A/0033. The Design Team and South Dublin also met with ESB Telecoms to work towards a solution. ESB Telecoms were open to alternate site locations for the mast, outside the proposed residential development.



Existing Aerial View of Balgaddy Station

## Summary of Engagement with ESB

Since October 2023, the design team has engaged in a series of consultation meetings with ESB Networks to gather information on the existing 38kV ESB Substation at Balgaddy and to ensure the proposed residential scheme supports its ongoing operation. South Dublin County Council and the Design Team have committed to work closely with the ESB to ensure the proposal and development is acceptable to current and future requirements.

During Q3 2024, the proposed rerouting of the existing 38kV and 10kV ESB cabling into Balgaddy 38KV substation, necessitated by the proposed SDZ scheme's road infrastructure, was reviewed and agreed upon with ESB Networks technical team.

In October 2024, the design team met with and presented the proposed access arrangements and boundary treatments to ESB Networks. Following this workshop, the alignment of the intimate street (with a flexible centreline) was revised, at ESB's request, to accommodate the existing 10kV ducting and maintain connectivity to an existing off-site ESB substation (refer to page 41 of this report).

- In January 2025, the following technical reports and drawings were submitted to ESB for review:
- Flood Risk Assessment, including modelling of 1:1000-year storm events.
  - Details of proposed bioretention areas and overflow gullies adjacent to the substation.
  - Elevation drawings of the proposed development in the vicinity of the substation, including site and building levels.
  - Autotracking analysis for ESB service vehicle access to the proposed road network and new compound area, to ensure continued operations at the station.



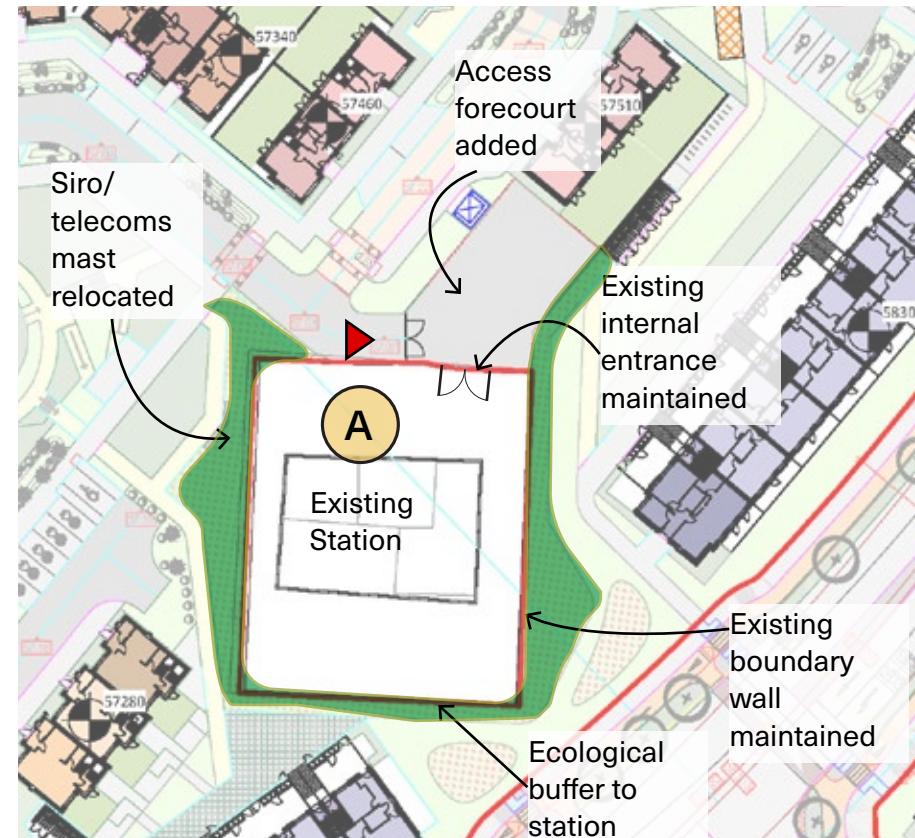
## 3.7 FUTURE OF BALGADDY STATION

Key design considerations have been implemented to best integrate the substation site with its surrounding context and the SDZ planning scheme, which include:

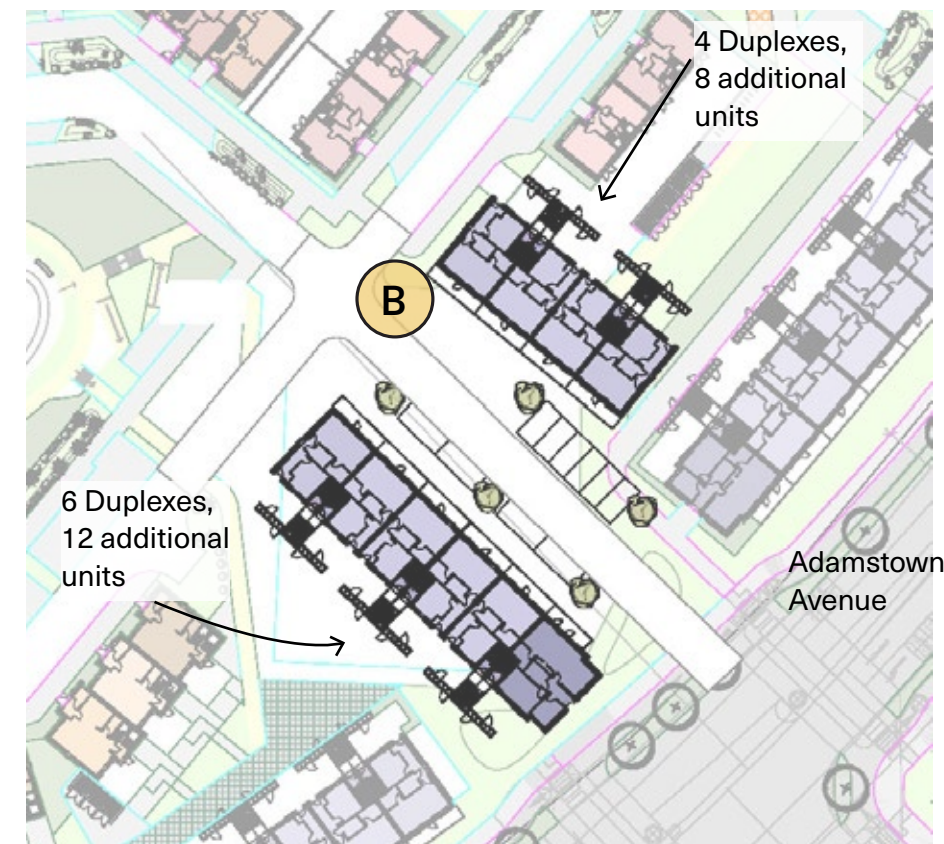
- Retention of the existing Balgaddy 38KV substation, external boundary wall, and access gate.
- Provision of a dedicated fenced compound outside the entrance gate to allow access for ESB service vehicles.
- Incorporation of a 1–2 metre ecological buffer zone around the substation, including associated surface water drainage infrastructure.
- Relocation of the telecommunications mast.

South Dublin County Council and the Design Team have committed to continuing to work closely with the ESB to ensure the proposal and development is acceptable to current and future requirements. The design can accommodate a number of potential scenarios:

- Scenario A: The proposed design is flexible to accommodate the ESB station's retention in place indefinitely if required.
- Scenario B: Should Balgaddy station relocate from its current location, there is potential to deliver two terraces of 6 to the west and 4 duplexes to the east, a total increase of 20 units.
- Other scenarios could be delivered through a standard Part 8 procedure. These scenarios would be developed following the outcomes of ESB internal infrastructural assessments, and include:
  - where the ESB station would be extended in-situ,
  - where the station might be moved to an alternate location in the site environs
  - where the station would be redesigned as an integrated building or pavilion building (see precedent images adjacent)



Scenario A: Proposed scheme where ESB remains in place



Scenario B: Masterplan for relocated Balgaddy Station

Precedents where infrastructure is integrated as a statement building:



Clontarf Pumphouse Utility Building: Pavilion Building



Jubilee Line Ventilation Shaft, Durand's Wharf: Pavilion Building



Harold's Cross 110KV station, integrated as brick building in the street



# 3.8 BICYCLE PARKING & BIN STORAGE

The short-term/visitor bicycle parking is provided by sheffield bicycle stands, refer to the landscape plans for locations.

The long-term/private bicycle parking is provided by two methods:

- On-curtilage bicycle stands to ground level duplex units (see unit typology drawings): 272 bicycles
- Secure bicycle sheds with stacked parking throughout the scheme: 610 bicycles

	No.	Req'd	Provided		
Long Stay			On Curtl-idge	Bike Store	Total
1 per 1-Bed Apt	140	140	108	32	140
2 per 2-Bed Apt	151	302	128	174	302
3 per 3-Bed Apt	144	432	33	404	437
1 per 5 Creche Staff	14	3	3		3
Total Long Stay		877	272	610	882

Short Stay		Req'd	Provided		
1 per two apartments		218			224
1 per 10 creche spaces	100	10			10
Total Short Stay		228			234

Total Bicycle Spaces		1110			1116
----------------------	--	------	--	--	------

Bin Storage is provided by four methods, dependent on unit typology/programme:

- Rear-garden storage for houses with a back garden
- 3 no secure bins in a domestic binstore to mid-terrace houses and duplexes
- Communal internal bin stores to the Apartment Blocks
- Internal bin store to the Creche

Bin collections are made directly from the street for housing. For duplexes and apartments, temporary bin staging areas are acommodated in the landscape layout.

## Bicycle Parking

- Communal Bike Store for Long-Stay Parking (Stacked)
- Sheffield Bicycle Stands for Short-Stay Parking

## Bin Storage

- 3 no. bin domestic bin store for mid-terrace housing and duplexes
- Communal Bin Store for Apartments
- Communal Bin Store for Creche
- Temporary bin Staging Area for loading



Proposed Scheme with bicyle parking and bin storage and staging locations



## 4 | SDZ COMPLIANCE



# 4.1 KSG3 SDZ COMPLIANCE

The below summaries demonstrate how the proposed scheme is in compliance with all aspects of the Planning Scheme Framework, as defined in section 2.1-2.12 of the SDZ.

## 2.1 LAND-USE AND DENSITY

- Per the SDZ, Kishoge Site 3 has primarily residential land-use.
- It has an overall density of 51 units/hectare, within the SDZ ranges.
- The houses and apartments are in compliance with the minimum space standards set out in Table 2.1.9 and 2.1.10.

## 2.2 MOVEMENT AND TRANSPORT

- The proposed scheme has less than the maximum number of car-parking spaces defined in the SDCC Development Plan Table 12.26 (see engineering report).
- All street types comply with the SDZ. Street centre lines are located as per map 2.8.5 of the SDZ.
- As per section 2.2.6 of the SDZ, 20% of all car-parking spaces will have EV infrastructure in place on completion. All car-parking spaces are ducted to become EV parking spaces in the future. 10% of public bicycle parking spaces are EV spaces.
- The proposed scheme complies with the SDCC County Development Plan Table 12.7.1 Bicycle Parking / Storage Standards.

## 2.3 GREEN AND BLUE INFRASTRUCTURE

- The proposed scheme complies with Fig. 2.3.1 the SDZ Green Infrastructure network, with local parks, open space and green corridors.

## 2.4 URBAN CENTRES

- The proposed scheme complies with Fig. 2.4.2, the Fine Urban Grain Locations in the Planning Scheme. Fine Urban Grain is designed to the north-west of the central open space.

## 2.5 RETAIL

- In compliance with the SDZ table 2.5.1, no retail is provided within the proposed scheme. The site masterplan demonstrates that the required retail programme can be delivered in Kishoge Urban Centre, KUC-S1.

## 2.6 ECONOMIC DEVELOPMENT

- In compliance with the SDZ table 2.6.1, no employment floorspace is provided within the proposed scheme. The site masterplan demonstrates that the required employment programme can be delivered in Kishoge Urban Centre, KUC-S1.

## 2.7 COMMUNITY FACILITIES & PUBLIC SERVICES

- In compliance with the SDZ table 2.7.1, no community buildings are located within the proposed scheme.
- In compliance with SDZ table 2.7.2, a creche is proposed in Kishoge Site 3 with 100 childcare spaces. See Planning report for further detail.

## 2.8 BUILT FORM AND DESIGN

- The proposed scheme meets the requirements of the SDZ form and design chapter in terms of block size and form, urban grain, setbacks and street design 2.8.1 - 2.8.5.
- Building heights conform with the ranges set out in the SDZ, pg 118, ranging from 2-6 storeys generally.
- The proposed parking layout complies with the SDZ 2.8.10, consisting of a maximum of two parallel parking spaces between planted tree pits, and six perpendicular parking spaces between planted tree pits.
- Frontages and boundaries to dwellings comply with 2.8.12, front garden boundaries are less than 1.2 metres high, rear garden boundaries are between 1.8 and 2 metres high.

## 2.9 SERVICES, INFRASTRUCTURE AND ENERGY FRAMEWORK

- The proposed scheme includes Surface Water drainage and SUDs measures that comply with 2.9.3. See Landscape and Engineering reports for further detail.

## 2.10 LANDSCAPE AND OPEN SPACE

- The proposed scheme includes open space, green links and a strategic green corridor to the railway in compliance with the SDZ. See Landscape report for further detail.

## 2.11 BIODIVERSITY AND NATURAL HERITAGE

- The proposed scheme complies with the Biodiversity and Natural Heritage requirements of the SDZ Planning Scheme. See Landscape report for further detail.

## 2.12 ARCHAEOLOGY AND ARCHITECTURAL HERITAGE

- The proposed scheme complies with the Archaeology requirements of the SDZ Planning Scheme.
- No Heritage structures are currently identified within the extents of Kishoge Site 3.



4.2 SDZ OBJECTIVES

The following pages demonstrate how the proposed scheme is in compliance with the specific relevant objectives of the Planning Scheme, as defined in section 3 of the SDZ, and listed / numbered hereafter.

KISHOGE NORTH WEST: SITE 3  
pg. 119

Key objectives			
KNW.1	» To develop a high quality residential neighbourhood at Kishoge, with strong links with the existing community at Griffeen;	√	
KNW.2	» To reinforce the existing local node at Griffeen with new open space and education facilities;	√	
KNW.3	» To provide locally accessible open spaces and links to strategic open space;	√	
KNW.4	» To develop a new post-primary to complement the existing primary school;	N/A	School is permitted outside application boundary
KNW.5	» To ensure high levels of legibility and ease of orientation;	√	
KNW.6	» To provide a new quality frontage along Adamstown Avenue; and	√	
KNW.7	» To provide for a range of housing of a scale that reflects the type of street and its role in the urban structure.	√	
KNW.8	» The design of the school will be informed by the Department of Education and Skills 'General Design Guidelines for Schools: Primary & Post Primary (2017)' or any superseding guidance.	N/A	School is permitted outside application boundary

KISHOGE URBAN CENTRE: SITE 3  
pg. 117

Key objectives			
KUC.1	» To develop a high quality mixed use centre to support the community of Kishoge;	N/A	Mixed-Use Core is outside application boundary.
KUC.2	» To provide for significant commercial (non-retail) provision at areas of high accessibility to public transport;	N/A	Commercial Provision is outside application boundary.
KUC.3	» To provide for local level retail to support the regular service and retail needs of the community of Kishoge;	N/A	Retail is outside application boundary.
KUC.4	» To develop a multi-purpose civic facility for the community at Kishoge;	N/A	Community facility is outside application boundary.
KUC.5	» To ensure high levels of legibility and ease of orientation;	√	
KUC.6	» To achieve high levels of permeability, particularly for pedestrians and cyclists;	√	
KUC.7	» To provide for transport interchange at the railway station, in particular, connecting rail, bus and cyclists;	N/A	Railway station entrances are outside application boundary.
KUC.8	» To provide intimately scaled focal/ activity spaces surrounding quadrants of the Urban centre; and	N/A	Outside application boundary.
KUC.9	» To achieve good levels of continuity and enclosure along the arterial routes, avenues and the urban spaces.	√	



CONNECTIVITY

KNW.1	» To develop a high quality residential neighbourhood at Kishoge, with strong links with the existing community at Griffeen;
KNW.2	» To reinforce the existing local node at Griffeen with new open space and education facilities;

As required in the SDZ scheme, the proposed scheme for Site 3 consists of a series of coherent green links, intimate streets and local streets that connect and enhance the existing community at Griffeen.

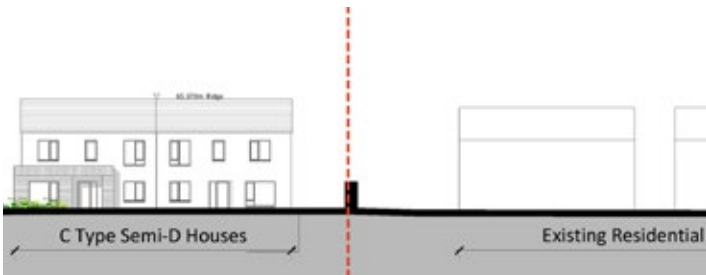
This proposed scheme complies with SDZ map 2.2.7 Overall Movement Concept and map 2.3.1 Green Infrastructure Network.

- The community gains of this proposal are:
- A public cycling and walking green link that connects Griffeen Local Centre, Lucan East Educate Together, and the site of Kishoge Cross School to Kishoge Rail Station (Connection A).
  - Extension of Rossberry Park by 1685 sqm to create a north-west/south-east connection for the surrounding community to the rail station (Connection B).
  - An intimate street connection with vehicular access at Tullyhall Rise (Connection C).
  - Potential future green links at Tullyhall Drive (E) and Oldbridge Grove (F); these are not proposed as part of this application.

Project Detail: The proposed cul-de-sac at location F was relocated from location G in the SDZ in consultation with the ESB. An existing underground 10kV ESB cable connects a substation in Oldbridge Park to Balgaddy station. The cul-de-sac was realigned westward by 200m to pick up this utility without impacting the street frontage. No fixed streets, centre lines or building lines prescribed by the SDZ were impacted by this detail (refer to diagram on page 50 of this document).

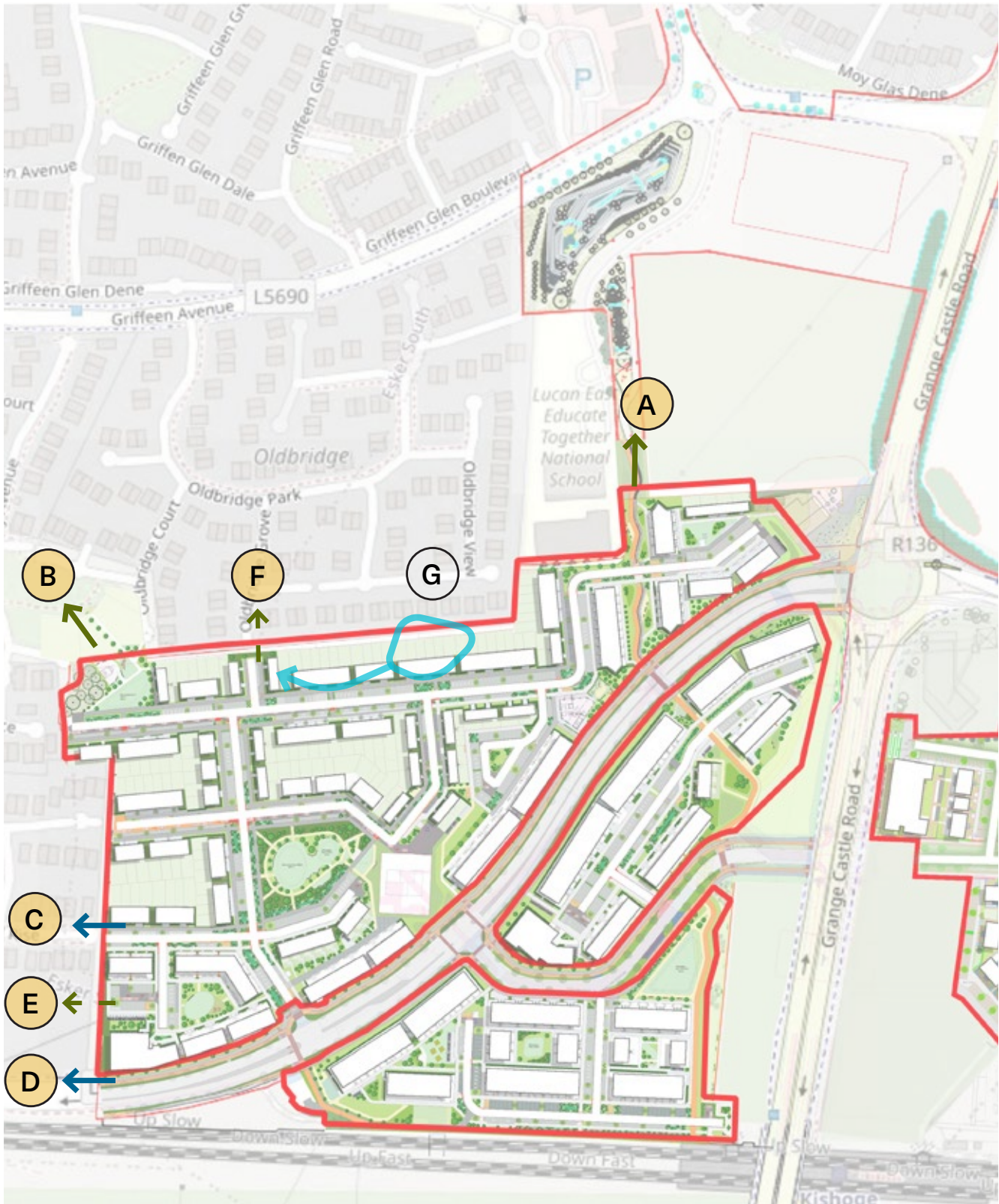


Point B - Park Connection to Tullyhall / Oldbridge



Site Section through cul-de-sac F showing continuity of built form with existinig

- ← Proposed Cycling, Pedestrian and Vehicular Connection
- ← Proposed Cycling and Pedestrian Connection
- ← Potential Future Cycling and Pedestrian Connection
- (A) Green Link connection to Griffeen Local centre
- (B) Connection via Rossberry Park
- (C) Connection via Tullyhall Rise
- (D) Connection via Adamstown Avenue
- (E) Potential future connection to Tullyhall Drive
- (F) Potential future connection to Oldbridge Grove
- (G) Proposed Cul-de-sac location in SDZ
- Note: Project Detail consideration



Proposed Site Connectivity Diagram



Griffeen Centre

New Secondary School

Lucan East Educate  
Together (Existing)

Pedestrian and cycling  
link from Kishoge train  
station to Griffeen

Adamstown Avenue



Point A - Green Link Connection to Griffeen Local Centre



## OPEN SPACE & GREEN LINKS

KNW.3 » To provide locally accessible open spaces and links to strategic open space;

KUC.6 » To achieve high levels of permeability, particularly for pedestrians and cyclists;

As required in the SDZ scheme, the proposed open space and green infrastructure network consists of a series of bio-diverse, multi-functional open spaces connected by coherent, integrated and evolving green links that facilitate biodiversity corridors.

This proposed scheme complies with SDZ map 2.10.1 Open Space and map 2.3.1 Green Infrastructure Network.

The community gains of this proposal are:

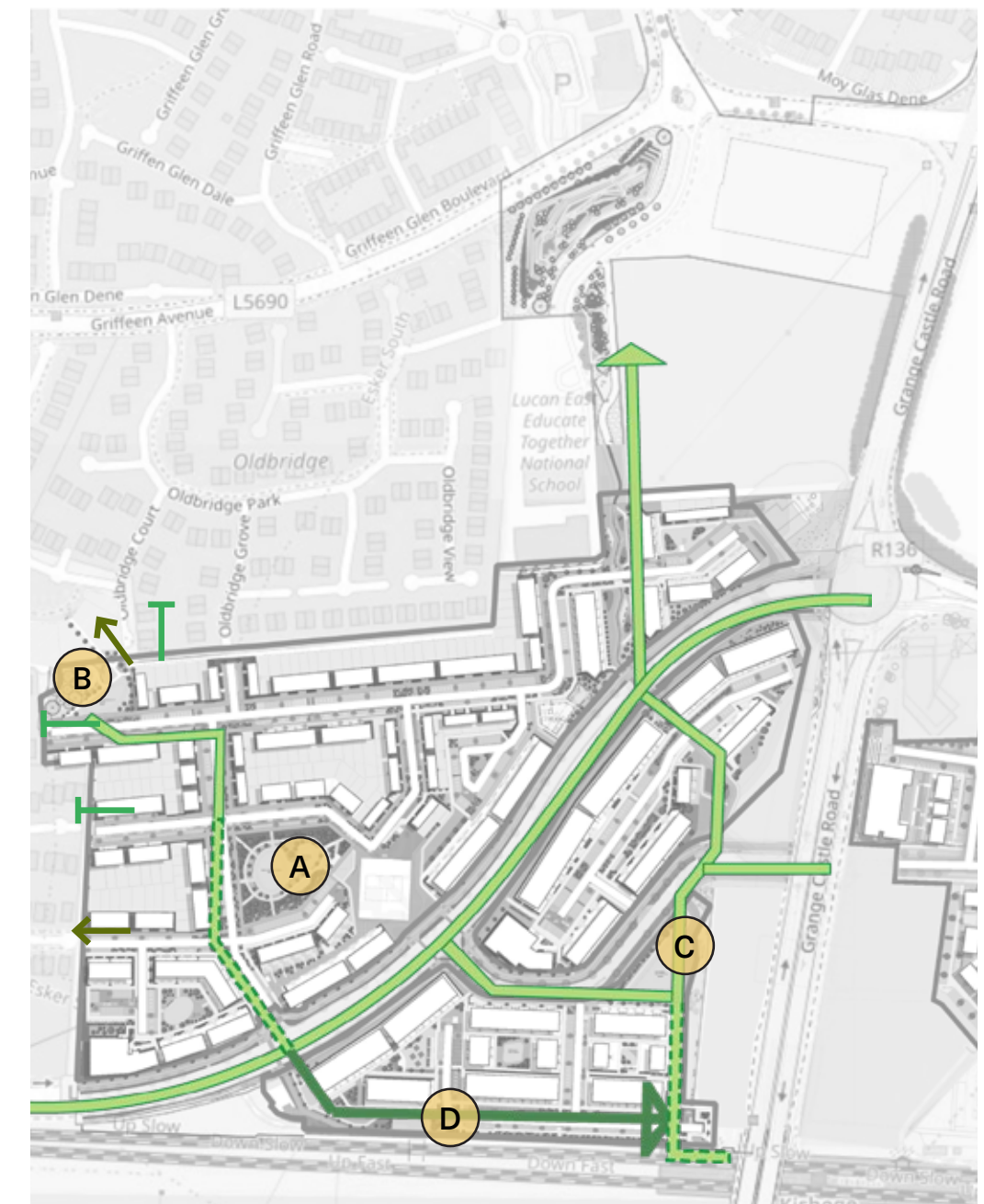
- A central local park to KNW-S1, 3,600sqm (location A)
- An extension to Rossberry Park, 1685 sqm (location B).
- A local park for the future Kishoge Urban Centre (location C).
- A strategic green corridor to the rail-line (Location D).

Project Detail: For the pedestrian network, two of the PC connections proposed in the SDZ scheme Fig 2.2.4 to Rossberry Terrace and Oldbridge court are not possible due to the existing cul-de-sacs private ownership. Permeability is provided through the proposed connections at Tullyhall Crescent and Rossberry Park. No fixed streets, centre lines or building lines were impacted by this detail.

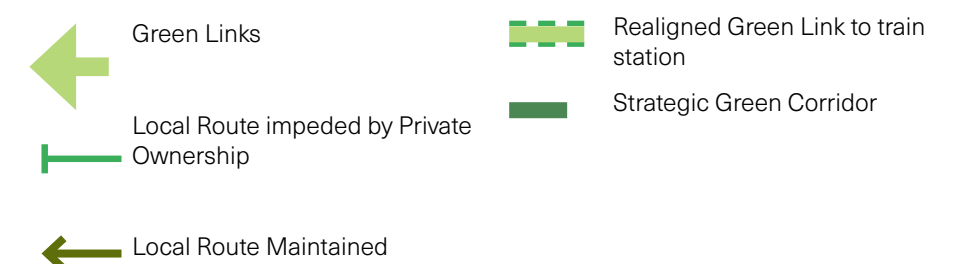
Due to the location of Balgaddy Station, the proposed Green Link Connecting the central open space to the North Link Street is proposed to be realigned to the west, and further extended to the south to connect the green network to the rear of the railway platform.



SDZ Green Infrastructure Map with Site 3 annotated



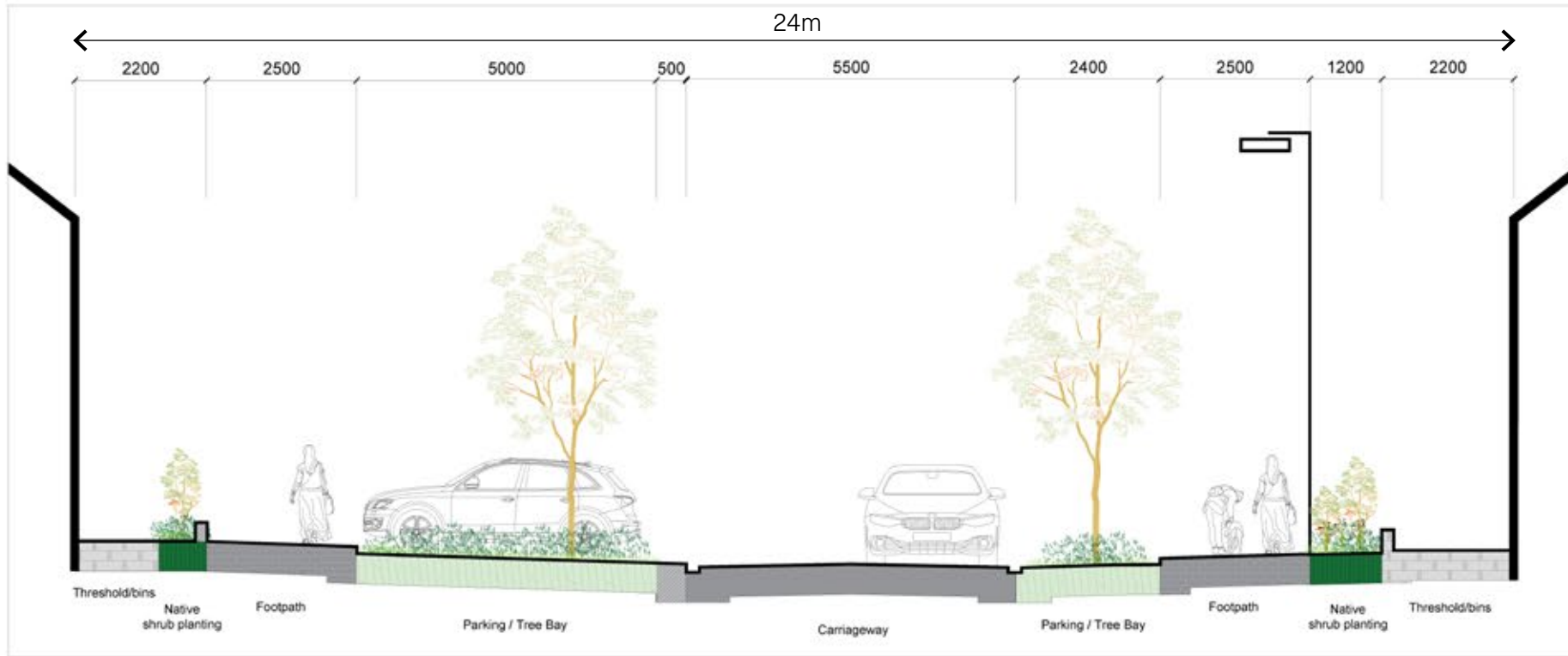
### Proposed Green Infrastructure



Note: Project Detail consideration



### TYPICAL LOCAL STREET (GREEN LINK)



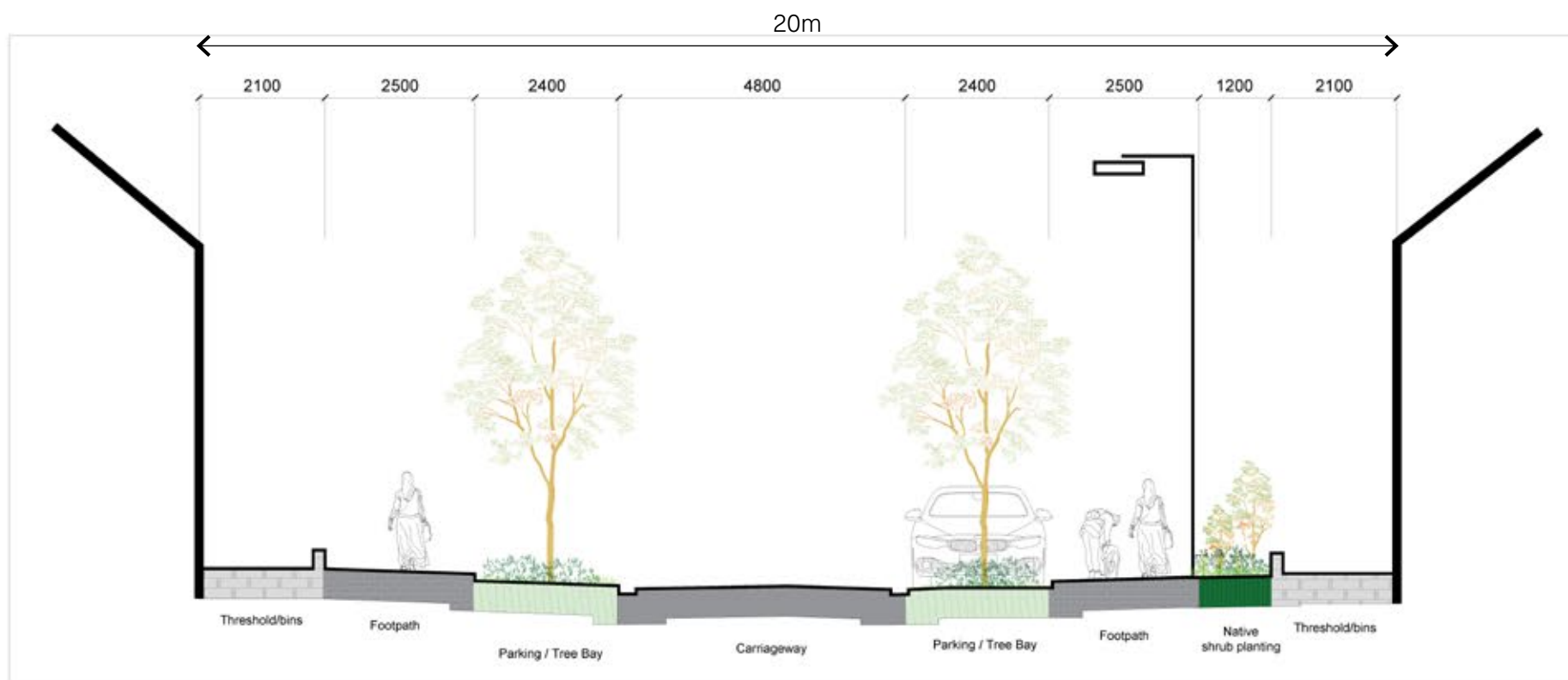
Local Street (Green Link) Section



Local Street (Green Link) Section

Intimate Street (Green Link) Section

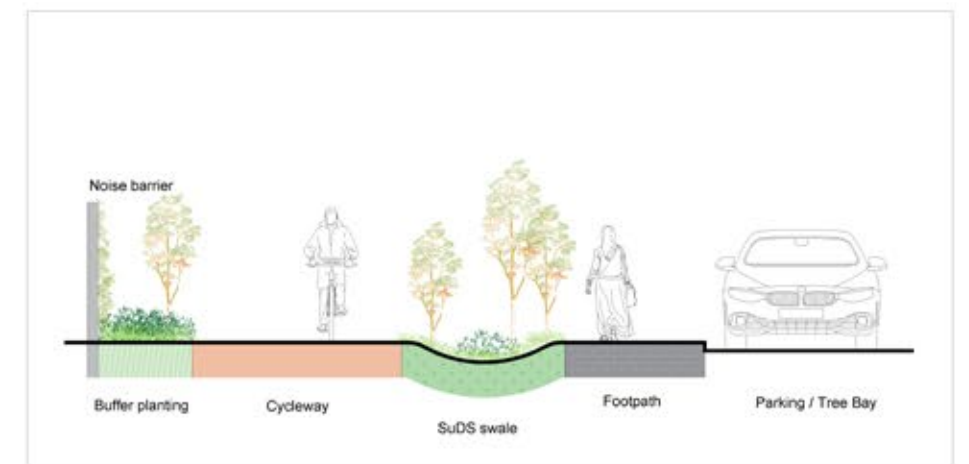
### TYPICAL INTIMATE STREET



Intimate Street (Green Link) Section



East-West Green Link Section



East-West Green Link Section



# OPEN SPACE & GREEN LINKS



A - Central Local Park



B - Rossberry Park Extension



C - Kishoge Urban Centre Local Park



D - Strategic Green Corridor

Public Open Space		Req'd (sqm)	Provided (sqm)
KSG3A			
	P.O.S. A	~3,220	3,600
	P.O.S. B	~1,610	1,685
		~4,830	5,285
KSGU3			
	P.O.S. C	1,500	1,730
Total		6,330	7,015

Communal Open Space		Req'd (sqm)	Provided (sqm)
Total		2,622	3,079





# BUILT FORM & LEGIBILITY

KNW.5

» To ensure high levels of legibility and ease of orientation;

As required in the SDZ scheme, the proposed built form is laid out in a series of terraces and blocks that are legible, permeable, and human in scale with appropriate topography responses, building heights, street heights, urban grain and street frontages.

The proposed building heights comply with tables 3.3.6 and 3.3.7. These require a height range of 2-6 storeys for KSG3A, KSG3B, KSG3C and 3-8 storeys for KSGU3. The planning authority (SDCC consultation) has confirmed that compliance with the building height range stated in the table is required and that SDZ map SDZ Fig 2.4.2 is an indicative concept guide and not prescriptive. Priority will be given to the achievement of coherent built form, height transition and robust fixed road frontage, which is reflected in the proposed layout.

Building height	Sub Sector	Building Height
	KNW-S1	2-6 storey
	KNW-S2	2-6 storey
	KNW-S3	2-6 storey

\* See also Figure 3.3.2 Building Height Concept

Three ‘local marker’ buildings are proposed to give the scheme legibility. Through appropriate scale and character, local markers have a placemaking function within a streetscape or character area.

These local markers occur at a break in prevailing character, framing a significant intersection and creating a continuity of language throughout the scheme. All three are within a range of 3-5 storeys:

- Apartment Block 1 to the South-West site entrance
- Apartment Block 2 at the junction of the North Link Street and Adamstown Avenue
- Site 3 Creche Building at the intersection of the Green Link with Adamstown Avenue.



SDZ Building Height Concept Map

LEGEND

SDZ BOUNDARY

BH1 2-4 STOREYS RESIDENTIAL / 2-3 STOREYS COMMERCIAL

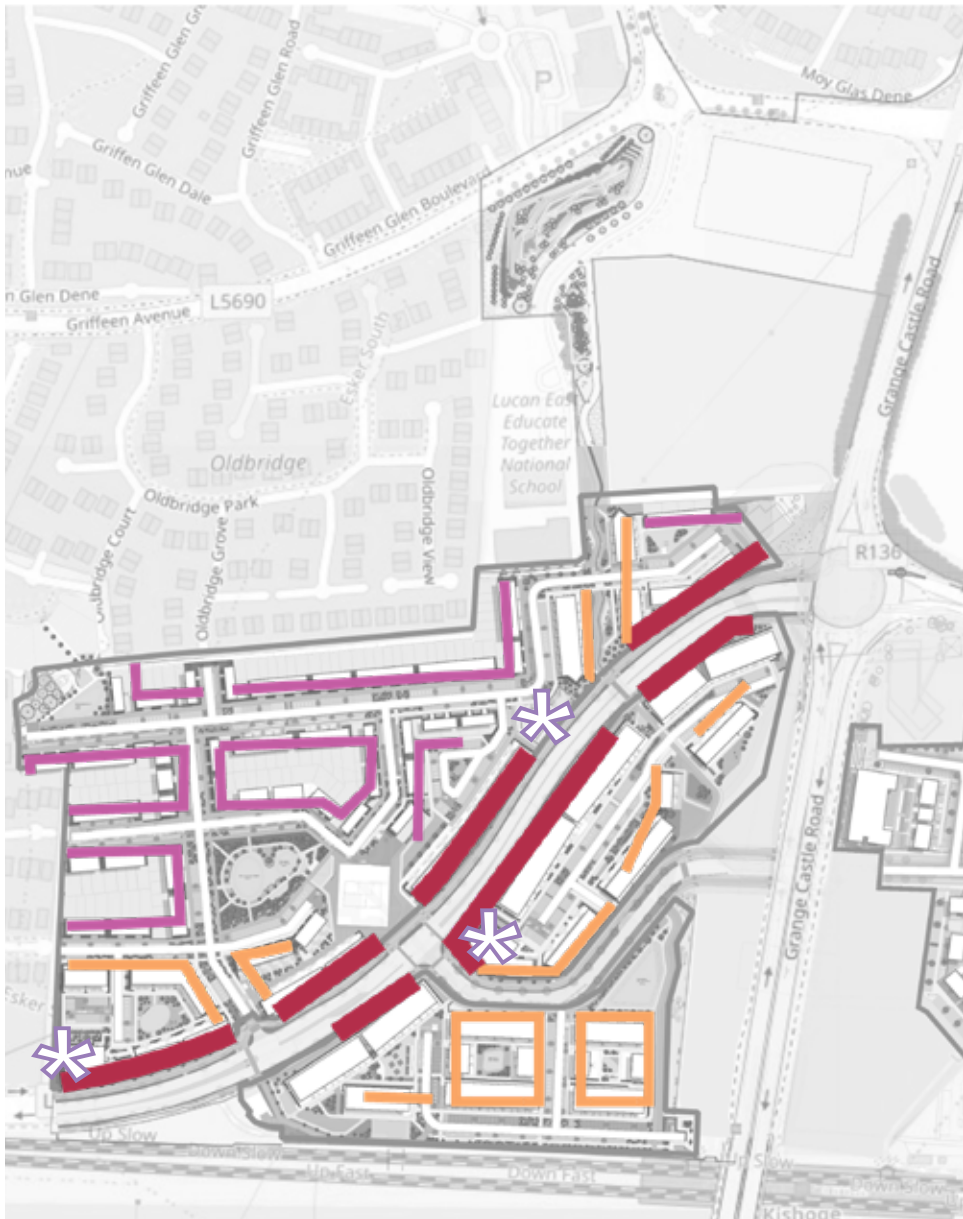
BH2 3-4 STOREYS RESIDENTIAL / 2-3 STOREYS COMMERCIAL

BH3 4-6 STOREYS RESIDENTIAL / 3-5 STOREYS COMMERCIAL

BH4 5-8 STOREYS RESIDENTIAL / 4-7 STOREYS COMMERCIAL

★ BH5 8+ STOREYS RESIDENTIAL / 6+ STOREYS COMMERCIAL LANDMARK BUILDING

★ BH6 LOCAL LANDMARK BUILDING (ADD 1-2 STOREYS TO CONTEXT BUILDING HEIGHT)



Proposed Building Heights and Legibility

2-Storey

3-Storey

3 to 4-Storey Frontage to Adamstown Avenue

★ Local Marker buildings for legibility



# BLOCK 1 APARTMENT BUILDING

The Block 1 building is a five-storey ‘local marker’ building.

In terms of orientation, it frames a key approach into the site from the south-west along Adamstown Avenue. It is intended to mark the beginning of or transition to the proposed scheme.

In terms of legibility, the building uses three types of finishes the same as used elsewhere for continuity with its surrounding houses and duplexes. A white finished brick is used to the westernmost facade, a brown brick to the central block, and off-white render to the easternmost wing.

The buidling has a landscaped buffer to the back of footpath, with railings denoting the transition from private open space to public realm.



View of Block 1 on approach to Site



View of Block 1 from Adamstown Avenue



# BLOCK 2 APARTMENT BUILDING

The Block 2 building is another five-storey ‘local marker’ building.

In terms of orientation, it frames the beginning of a significant new peice of infrastructure connecting Kishoge station to Clonburris station: the North Link Street. It is an opportunity for a step in building height at the wide interesection of two roads. It also signals a transition in character area from the lower density KNW-S1 to the slightly higher density KNW-S2.

In terms of legibility, it adopts a similar palette to Block 1, with white brick and render framing a central brick volume. The central brick here is red-brick, reflecting the finish of the surrounding duplexes on the south-side of Adamstown Avenue.

The buidling has a landscaped buffer to the back of footpath, with railings denoting the transition from private open space to public realm.



View of Block 2 from internal residential courtyard



View of Block 2 from North Link Street



# CRECHE BUILDING

The creche buidling is the scheme’s third local marker.

In terms of orientation, it frames the pedestrian connection from the north-western domestic character area KNW-S1, to Adamstown Avenue. It also orients a slight transition in scale and character from the houses to the north-west to the duplexes on Adamstown Avenue and the green link.

In terms of legibility, the creche is notably different in form to express a different character and use to the surrounding housing and duplexes. It uses a red brick lantern form with an angled roof profile on the corner.



View of Creche from Adamstown Avenue



View of Creche from internal residential courtyard



KEY FRONTAGES

KNW.6 » To provide a new quality frontage along Adamstown Avenue; and

KUC.9 » To achieve good levels of continuity and enclosure along the arterial routes, avenues and the urban spaces.

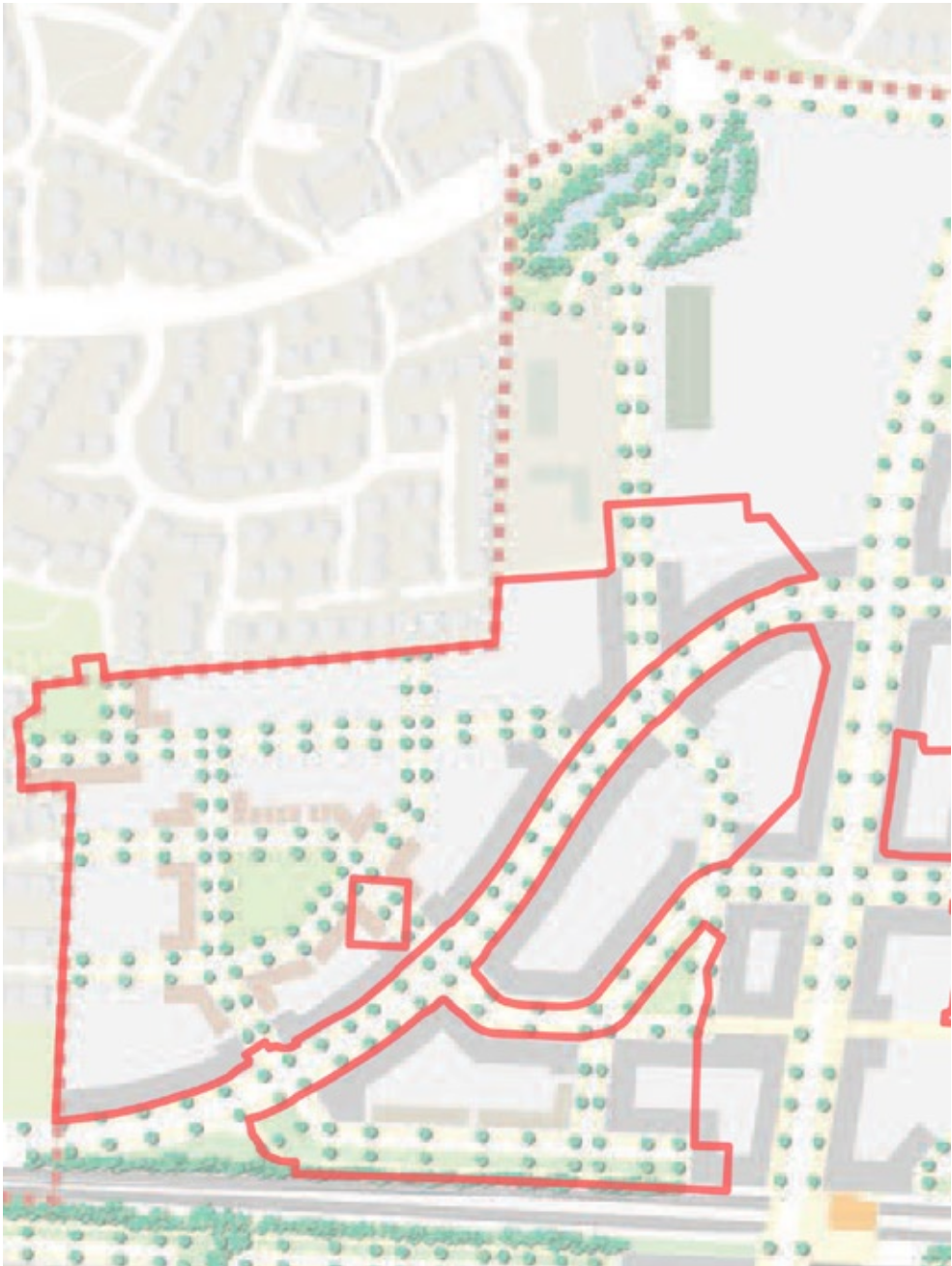
As required in the SDZ scheme, the proposed layout consists of a series of fixed building lines, with key frontages to Adamstown Avenue, the Proposed Parks, and the Railway line. The layout proposed complies with SDZ Map 2.4.3 Urban Grain.

To the north of the central park, fine urban grain is indicated, location C. This is required to “provide for physical, visual and land use diversity in contrast to the predominant coarse grain”. Here dutch-billy roof profiles are proposed to narrow frontage housing to give a striking and unique surrounding to the park.

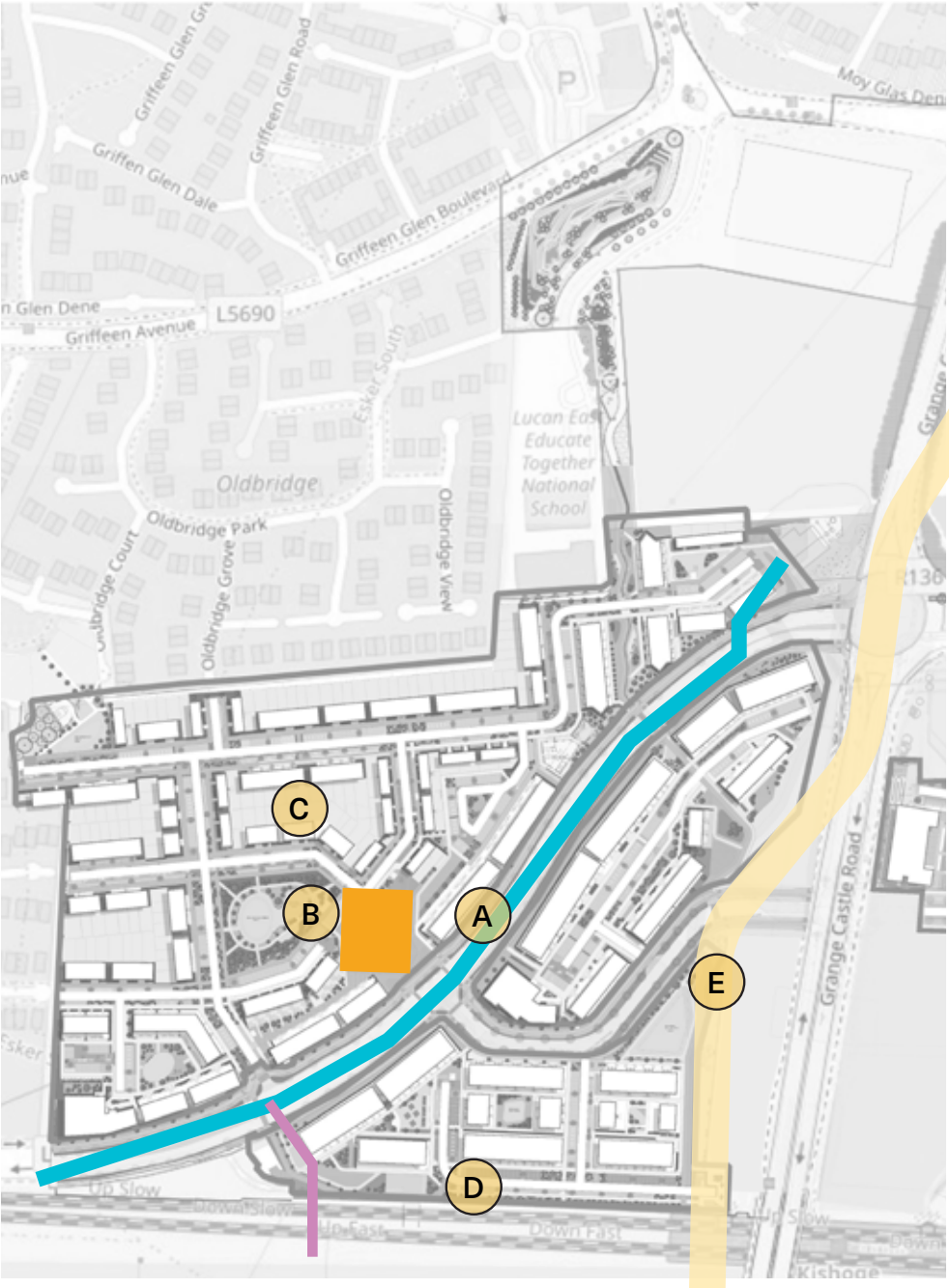
SDCC as planning authority has in other cases accepted deviations from the Clonburris SDZ Planning Scheme parameters due to the location of existing strategic regional infrastructure.

Project Detail: A number of frontages proposed in the SDZ have been amended to accommodate some service wayleaves (unregistered) and utility constraints, including:

- A: Adamstown Avenue: The south frontage is set back by five metres to accomodate an existing Irish Water Main.
- B: Park Frontage: The Park Frontage is to three sides only, due to the existing regional 38KV ESB station at Balgaddy, which will not be relocated over this course of this project's development.
- D: Railway Frontage: The gable end on the railway frontage is modified to accommodate underground utilities from the railway line.
- E: Green Link Frontage : A number of frontages along the north-south green linkare impacted by a 70-bar pressurised gas main of regional significance with an associated wayleave (unregistered).



SDZ Planning Scheme with Frontages indicated



Proposed Scheme with Frontages detail indicated

- Irish Water Main
- Diverted Civil & Electrical Utilities
- 70-bar Gas Main
- 38kv Balgaddy Station
- A Adamstown Avenue Frontage
- B Park Frontage
- C Fine Urban Grain
- D Railway Frontage
- E Green Link Frontage

Note: Project Detail consideration



# CENTRE LINES

As per the requirements of the SDZ, fixed centre lines are maintained to:

- Arterial routes: Adamstown Avenue, the R136
- Link routes: the north link street
- Local streets with a required frontage:
  - The avenue frontage
  - The park frontage
  - The railway frontage

All other local streets have flexible centre lines. Therefore the relocation of the cul-de-sac in location F (see page 40) is permitted since the centre line is flexible.

As demonstrated by the future development masterplan, the outstanding roads can be delivered when the Balgaddy station relocates.



SDZ Urban Grain and Road Centre Lines Map



Proposed Road Centre Lines

- Fixed Centre Line
- Flexible Centre Line
- Future Centre Line - to be delivered at later phase
- New Road Centre Lines for Access



# ADAMSTOWN AVENUE FRONTAGE



ADAMSTOWN AVENUE NORTH FRONTAGE



ADAMSTOWN AVENUE SOUTH FRONTAGE



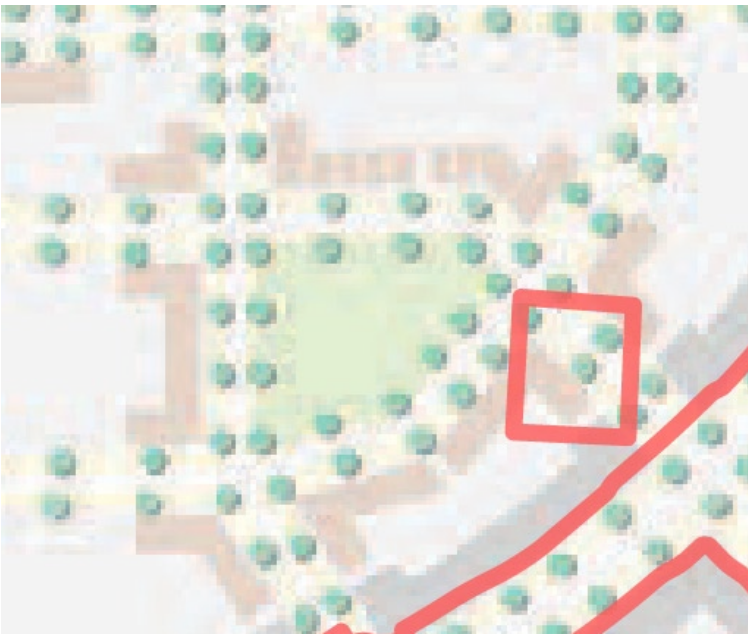
# PARK FRONTAGE

As per the requirements of the SDZ, a variation in building frontage is proposed to the central park.

A 3-storey saw tooth house has been designed to create an animated frontage, with passive surveillance of the park from the roof terrace level on the second floor.

The soldiering brick forms create a half-bay pitch, developed as a design response to the railway heritage of Kishoge

The park frontage encloses the regional ESB station at Balgaddy, which is retained in place.



SDZ park frontages



Proposed Park Southern Frontage



Conceptual sketch of park frontage housing.



# FINE URBAN GRAIN FRONTAGE

The SDZ requires fine urban grain to the park’s northern frontage. This is required to: “provide for physical, visual and land use diversity in contrast to the predominant coarse grain”.

The proposal is to rotate the predominant roof grain so the housing to the park frontage presents a different character. Alternating brick and render finishes are used to create a dynamic frontage, contrasting to the consistent finishes of the surrounding houses.



Proposed Fine Grain to North of Park



SDZ fine urban grain



Proposed roof grain



# RAILWAY FRONTAGE

The railway frontage maximises the south-facing aspect of the housing to the railway line, by creating a first floor roof terraces to duplexes.

The built form was developed as a design response to the railway heritage of Kishoge, in particular to the wide-pitch bays of the nearby Inchicore rail works.

The material palette reflects the industrial inspiration, with grey engineering brick to the base and a warm grey render to the upper levels.

The landscaping accommodates a strategic green link to the railway frontage, offering an active travel connection to Kishoge Railway station, and a green buffer to rail traffic.

Direct ground floor access from private dwellings further animates and provides



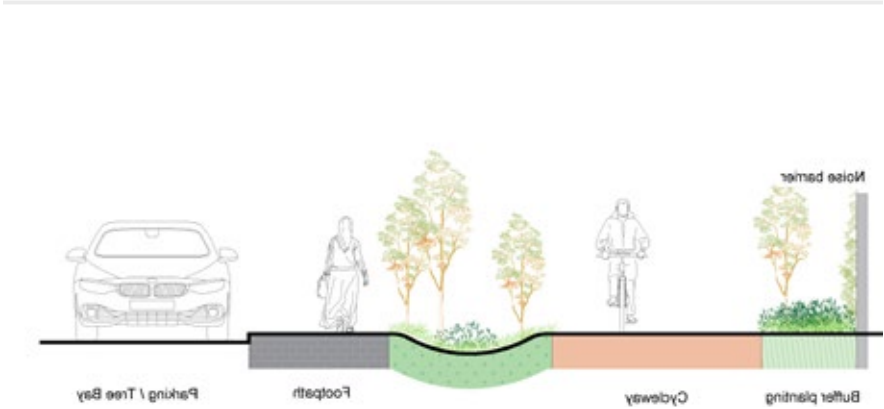
Proposed Railway Frontage



SDZ railway frontages



Precedent imagery of the Inchicore Railway works



Landscape Section through the strategic green link to the railway



# GREEN LINK FRONTAGE

The green link frontage uses the location of the 70-bar pressurised gas main and its 9m associated wayleave as an opportunity, rather than just a constraint.

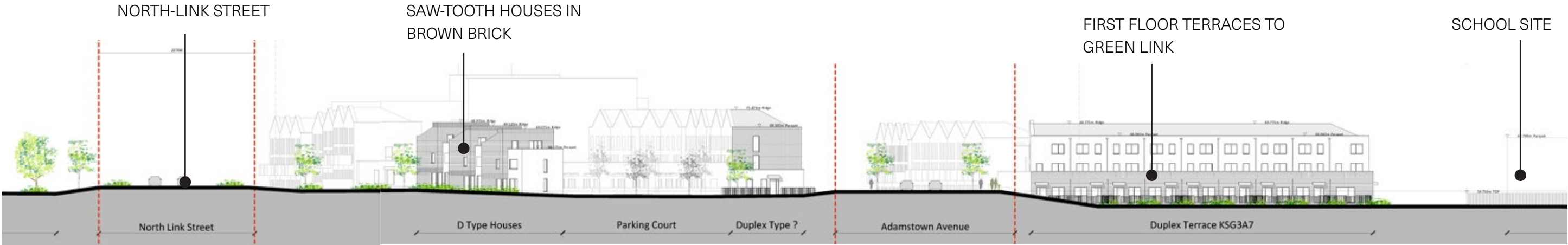
While no buildings or private space can be located within the service zone, it is ideal for landscaping and cycling/ pedestrian infastructure in the green link.

The green link connects Kishoge Station to the school sites to the north. It has to slope up c.6m from the platform and slope down to existing grade at Adamstown Avenue. For this sloping elevation, a saw-tooth soldiering terrace proved appropriate. Much like the animated facade to the park frontage, this frontage also changes to the surrounding prevailing brick of its location: red-brick to the railway end, brown brick to the central portion.

At the northern end, first floor terraces provide passive surveillance to the green link connection north to the schools.



View from North Link Street looking north along proposed green link





## 5 | RANGE OF HOUSING & BUILDINGS



SITE 3 SCHEDULE OF ACCOMMODATION

1. Residential Accomodation																												Total				
				DA - 3 Storey Duplex Mid-Terrace				DA1 - 3 Storey Duplex Mid-Terrace				DA2 - 3 Storey Duplex End-Of-Terrace				DA3 - 3 Storey Duplex End-Of-Terrace				DA4 - 3 Storey Duplex Mid-Terrace				DB - 3 Storey Duplex Mid-Terrace				DB1 - 3 Storey Duplex End of Terrace				
				D2A - Lower Duplex 2-Bed		D3A - Upper Duplex 3-Bed		D3B - Lower Duplex 3-Bed		D3A1 - Upper Duplex 3-Bed		D2A1 - Lower Duplex 2-Bed		D3A1 - Upper Duplex 3-Bed		D3B1 - Lower Duplex 3-Bed		D3A1 - Upper Duplex 3-Bed		D3B2 - Lower Duplex 3-Bed		D3A1 - Upper Duplex 3-Bed		D1A - Lower Duplex 1-Bed		D2B - Upper Duplex 2-Bed		D1A1 - Lower Duplex 1-Bed		D2B1 - Upper Duplex 2-Bed		
Duplexes	GFA	NIA			76.5		120.2		109		120.3		76.6		120.3		103.0		120.3		108.9		120		50.6		96		54.3		96	
				no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	
UNITS	18231.2	16344		41	3136.5	41	4928.2	1	108.6	1	120.3	3	229.8	3	360.9	6	618	6	721.8	1	108.9	1	120	29	1467.4	29	2772.4	11	597.3	11	1053.8	184

				DB2 - 3 Storey Duplex End of Terrace				DC - 3 Storey 'Twinned' Duplex				DC1 - 3 Storey 'Twinned' Duplex End Of Terrace				DC2 - 3 Storey 'Twinned' Duplex End Of Terrace: Node				DC3 - 3 Storey 'Twinned' Duplex Mid Terrace				DD - 3 Storey 'Twinned & Dual Access' Duplex				DD1 - 3 Storey 'Twinned & Dual Access' Duplex End Of Terrace				
				D2C - Lower Duplex 2-Bed		D2B2 - Upper Duplex 2-Bed		D1B - Lower Duplex 1-Bed		D3C - Upper Duplex 3-bed		D1B1 - Lower Duplex 1-Bed		D3C1 - Upper Duplex 3-bed		D2D - Lower Duplex 2-Bed		D3C1 - Upper Duplex 3-bed		D2D1 - Lower Duplex 2-Bed		D3C1 - Upper Duplex 3-bed		D1C - Lower Duplex 1-Bed		D3D - Upper Duplex 3-bed		D1C1 - Lower Duplex 1-Bed		D3D1 - Upper Duplex 3-bed		
Duplexes	GFA	NIA		73		94.1		52.7		114.2		52.7		114.1		73.5		114.2		73.9		114.2		53.1		118.5		53.1		114		
				no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	
UNITS	14310.1	12927		3	219	3	282.3	40	2108	40	4568	12	632.4	12	1369.2	7	514.5	7	799.4	3	221.7	3	342.6	7	371.7	7	829.5	4	212.4	4	456	152

				DE - 3 Storey 'Closer' Duplex				DE1 - 3 Storey 'Closer' Duplex				TA - 3-Storey Triplex End of Terrace			
				D1D - Lower Duplex 1-Bed		D2E - Upper Duplex 2-bed		D2F - Lower Duplex 2-Bed		D2E1 - Upper Duplex 2-bed		T3A - Lower Triplex 3-Bed		T3B - Upper Triplex 3-Bed	
Duplexes	GFA	NIA			54.2		91.3		75.7		91.1		90.2		90.2
				no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm
UNITS	2108.4	1832.1		5	271	5	456.5	5	378.5	5	455.5	1	90.2	2	180.4
Duplexes Footprint:				15295											

23

Apartments	GFA	NIA		Unit A1A 1 Bed	48.8	Unit A2A 2 Bed	79.6	Unit A2B 2 Bed	83.4	Unit A2C 2 Bed	73	Unit A2D 2 Bed	74.8	Unit A3A 3 Bed	105	Total Units
				no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	
Block 1	3312	2687		16	780.8	10	796	4	333.6	4	292	0	0	4	420	38
Block 2	3340	2687		16	780.8	10	796	4	333.6	0	0	4	299.2	4	420	38
TOTAL	6652	5374		32	1561.6	20	1592	8	667.2	4	292	4	299.2	8	840	76

Apartment Mix		1 BED	2 BED	3 BED	TOTAL	1 BED	2 BED	3 BED	DUAL ASPECT
		32	36	8	76	0	34	8	42
		42%	47%	11%					55%
Apartments Footprint		1620							

Houses			H3A - 3-bed House (5-person)		H3A1 - 3-bed House - Fine Grain (5-person)		H3B - 3-bed House (5-person) mid terrace		H3B1 - 3-bed House (5-person) end-of- terrace		H3B2 - 3-bed House - Fine Grain - (5-person) end-of- terrace		H3B3 - 3-bed House (5-person) end-of- terrace		H3B4 - 3-bed (5-person) end-of- terrace		H3C - 3-bed House (5-person) wide-fronted mid- terrace		H3C1 - 3-bed House (5-person) wide-fronted end- of-terrace		H3C2 - 3-bed House (5-person) wide-fronted end- of-terrace		H3D - 3-bed House (5-person)		H3D1 - 3-bed House (5-person)		H3D2 - 3-bed House (5-person)				
			GFA	NIA																											
			no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	no. units	sqm	
Houses Footprint:			16167.2	15137	31	2988.4	3	289.2	18	1792.8	16	1598.4	6	638.4	4	407.2	18	1915.2	2	200.2	19	1886.7	13	1375.4	5	681	5	682	5	682	
			9125													145															

Overall Unit Mix		1 Bed	2 Bed	3 Bed		TOTAL
		140	151	289		580
		24%	26%	50%		

Sub Sector	KSG3A	KSG3B	KSG3C	KSGU3	TOTAL
Houses	138	3	0	4	145
Duplex/Triplex Units	147	98	86	28	359
Apartment Units	38	38	0	0	76

580
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2. Creche Accomodation

Creche	GFA	NIA
Level 1	274	
Level 2	261	
Roof Plant	18.3	
Total	553	
Creche Footprint:	317	

Creche Calculations						
Classro om	Area	Child Type	Area / child	Total	Staff Ratio	No. Staff
1	78.9	3-6	2.3	34	1per11	3
2	41	1-2	2.8	15	1per5	3
3	41	3-6	2.3	18	1per11	2
4	52.5	3-6	2.3	23	1per11	2
5	39	0-1	3.7	11	1per3	4
				100		13

3. Cycling/Utility Accommodation

Utility Buildings	GFA	NIA
Substations	40.04	40.04
Bicycle Stores	249.3	249.3
Total	289.34	289.34
Utility Buildings Footprint:	318.274	

Bicycles		Req'd	Provided		
			On- Curtiled ge	Bike Store	Total
Long Stay	Quantum				
1 per 1-Bed Apt	140	140	108	32	140
2 per 2-Bed Apt	151	302	128	174	302
3 per 3-bed Apt	144	432	33	404	437
1 per 5 Creche Staff	13	3	3		3
Total Long Stay		876.65	272	610	882
Short Stay		Req'd	Provided		
1 per two apartments		218			224
1 per 10 Creche Spaces	100	10			10
Total Bicycle Spaces		1109.5			1116

4. Site Statistics

	Gross	Net
Total Gross Floor Area	58312	51903
Site Development Area		11.27
Net Density u/ha		51
Total Buildings Footprint	26675	
% Site Coverage	24	
Plot Ratio	1 : 0.5	



SUMMARY HOUSING QUALITY ASSESSMENT



UNIT TYPE SUMMARY HQA  
To be read in conjunction with Architectural Drawings: Site Layout & Numbering Plan  
Housing Quality Assessment - Houses & Duplexes\_SUMMARY  
To be read in conjunction with Architectural Drawings

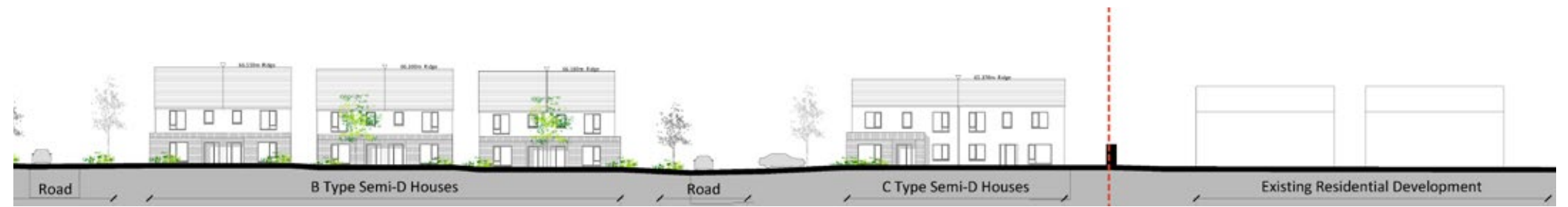
			Area Req'd	Area Achieved	Aspect	Ceiling Height Living Areas	Bedroom No.	Bed Spaces	Bed 01	Bed 01 Width	Bed 02	Bed 02 Width	Bed 03	Bed 03 Width	Agg. Bedroom Area Req'd	Agg. Bedroom Area Achieved	Main Living Room Area Req'd	Main Living Room Area Achieved	Living Room Width Req'd	Living Room Width Achieved	Aggregate Living Area Req'd	Aggregate Living Area Achieved	Storage Areas						Private Amenity Space				Communal Open Space																	
																						STR 1	STR 2	STR 3	STR 4	STR 5	STR 6	Total Req'd	Total Provision	Garden	Terrace	Total Req'd	Total Provision	Total Req'd	Total Provision	Total Req'd	Total Provision													
Houses																																																		
Mid Terrace	House H3A	2 Storey, Narrow Fronted	92.0	96.4	DUAL	2.7	3.0	5.0	13.1	2.98	11.5	3.0	7.40	2.3	32.0	32.0	13.0	21.7	3.8	4.8	34.0	34.8	1.8	2.2	1.2				5.0	5.2			60.0	0			-	-												
Mid Terrace	House H3A1	2 Storey, Narrow Fronted + Fine Urban Grain	92.0	96.4	DUAL	2.4	3.0	5.0	13.1	2.90	11.5	2.9	7.40	2.3	32.0	32.0	13.0	21.7	3.8	4.8	34.0	34.8	1.8	2.1	1.2				5.0	5.1			60.0	0	-	-														
Mid Terrace	House H3B	2 Storey Standard Width	92.0	99.6	DUAL	2.4	3.0	5.0	13.0	3.30	11.7	2.9	7.30	2.5	32.0	32.0	13.0	14.3	3.8	3.8	34.0	34.0	3.5	1.5				5.0	5			60.0	0	-	-															
End of Terr.	House H3B1	2 Storey House, EoT	92.0	99.9	DUAL	2.4	3.0	5.0	13.1	3.30	11.4	2.8	7.60	2.5	32.0	32.1	13.0	14.6	3.8	3.8	34.0	34.0	3.5	1.5				5.0	5			60.0	0	-	-															
End of Terr.	House H3B2	2 Storey House EoT with gable activation	92.0	106.4	DUAL	2.4	3.0	5.0	13.1	3.30	13.3	2.9	8.90	2.8	32.0	35.3	13.0	14.6	3.8	3.8	34.0	34.0	3.5	1.5				5.0	5			60.0	0	-	-															
End of Terr.	House H3B3	2 Storey House with Fine Urban Grain	92.0	101.8	DUAL	2.4	3.0	5.0	13.9	3.30	11.6	2.8	7.50	2.5	32.0	33.0	13.0	16.9	3.8	3.8	34.0	37.1	3.5	1.5				5.0	5			60.0	0	-	-															
End of Terr.	House H3B4	2 Storey House EoT	92.0	106.4	DUAL	2.4	3.0	5.0	13.1	3.30	11.7	2.9	7.30	2.4	32.0	32.1	13.0	14.6	3.8	3.8	34.0	36.5	3.5	1.5				5.0	5			60.0	0	-	-															
Mid Terrace	House H3C	2 Storey Wide Fronted House	92.0	100.1	DUAL	2.4	3.0	5.0	13.6	2.90	11.5	3.7	7.70	2.8	32.0	32.8	13.0	20.3	3.8	3.8	34.0	36.5	2.1	1.7	1.6			5.0	5.4			60.0	0	-	-															
End of Terr.	House H3C1	2 Storey Wide Fronted House, EoT	92.0	99.3	DUAL	2.4	3.0	5.0	13.1	2.80	11.4	3.7	7.30	2.7	32.0	31.8	13.0	20.5	3.8	3.8	34.0	36.5	2	1.4	1.6			5.0	5			60.0	0	-	-															
End of Terr.	House H3C2	2 Storey Wide Fronted House, EoT	92.0	105.8	DUAL	2.4	3.0	5.0	13.3	3.10	11.5	3.5	7.10	2.7	32.0	31.9	13.0	21.3	3.8	4.3	34.0	36.5	2.9	1.4	0.9			5.0	5.2			60.0	0	-	-															
End of Terr.	House H3C3	2 Storey Wide Fronted House, EoT	92.0	95.6	DUAL	2.4	3.0	5.0	13.5	3.70	11.5	2.8	7.70	2.7	32.0	32.7	13.0	16.3	3.8	3.8	34.0	36.5	1.7	1.7	1.6			5.0	5			60.0	0	-	-															
Mid Terrace	House H3D	3 Storey Saw-Tooth House	92.0	136.2	DUAL	2.4	3.0	5.0	13.2	3.60	11.4	3.0	8.80	2.9	32.0	33.4	13.0	16.4	3.8	4.5	34.0	36.1	3.2	1.2	1.5	3.5		5.0	9.4	17			60.0	17	-	-														
End of Terr.	House H3D1	3 Storey Saw-Tooth House, EoT	92.0	136.4	DUAL	2.4	3.0	5.0	13.1	3.60	11.4	3.0	9.00	2.9	32.0	33.5	13.0	17.5	3.8	4.2	34.0	36.1	3.2	1.1	1.4	2.8		5.0	8.5	17			60.0	17	-	-														
End of Terr.	House H3D2	3 Storey Saw-Tooth House, EoT	92.0	136.4	DUAL	2.4	3.0	5.0	13.4	3.60	11.4	3.0	8.90	2.9	32.0	33.7	13.0	17.5	3.8	4.2	34.0	36.1	3.2	1.2	1.4	2.8		5.0	8.6	17			60.0	17	-	-														
Duplexes																																																		
DA																																													VARIES					
Mid-Terrace	Unit D2A	Lower Unit of 3 Storey Duplex	73.0	76.5	DUAL	2.7	2.0	4.0	13.1	3.40	13.2	3.4			24.4	26.3	-	-	3.6	4.6	30.0	32.8	3.4	2.3	0.7			6.0	6.4	12.5	7.0	12.5	7.0	7	14.0	19.5														
Mid-Terrace	Unit D3A	Upper Unit of 3 Storey Duplex	90.0	120.2	DUAL	2.4	3.0	5.0	13.6	3.30	13.0	3.5	9.50	3.4	31.4	36.1	-	-	3.8	3.8	34.0	35.4	2.8	1.9	1.2	3.0	3.0	9.0	11.9	24.4	9.0	24.4	9.0	9	18.0	33.4														
DA1																																																		
Mid-Terrace	Unit D3B	Lower Unit of 3 Storey Duplex, Cranked	90.0	108.6	DUAL	2.7	3.0	5.0	13.1	3.30	11.4	3.5	11.10	2.9	31.4	35.6	-	-	3.8	6.3	34.0	46.3	3.5	3.2	2.4	1.1	1.6	9.0	12.5	13.3	9.0	13.3	9.0	9	18.0	22.3														
Mid-Terrace	Unit D3A1	Upper Unit of 3 Storey Duplex, EoT	90.0	120.3	DUAL	2.4	3.0	5.0	13.6	3.20	13.0	3.5	9.50	3.3	31.4	36.1	-	-	3.8	5.2	34.0	35.5	2.8	1.2	1.9	3.0	3.0	9.0	11.9	23.9	9.0	23.9	9.0	9	18.0	32.9														
DA2																																																		
End of Terr.	Unit D2A1	Lower Unit of 3 Storey Duplex, EoT	73.0	76.6	DUAL	2.7	2.0	4.0	13.2	3.30	13.1	3.4			24.4	26.3	-	-	3.6	4.6	30.0	32.9	3.4	2.3	0.7			6.0	6.4	13.3	7.0	13.3	7.0	7	14.0	20.3														
End of Terr.	Unit D3A1	Upper Unit of 3 Storey Duplex, EoT	See Above Identical Instance.																																															
DA3																																																		
End of Terr.	Unit D3B1	Lower Unit of 3 Storey Duplex, EoT	90.0	103.0	DUAL	2.7	3.0	5.0	13.1	3.30	11.4	3.3	7.40	2.5	31.4	31.9	-	-	3.8	7.9	34.0	38.2	3.5	2.5	2.4	0.7		9.0	9.1	25.6	9.0	25.6	9.0	9	18.0	34.6														
End of Terr.	Unit D3A1	Upper Unit of 3 Storey Duplex, EoT	See Above Identical Instance.																																															
DA4																																																		
Mid Terrace	Unit D3B2	Lower Unit of 3 Storey Duplex, Cranked	90.0	108.9	DUAL	2.7	3.0	5.0	,	3.30	,	3.5	)	3.0	31.4	#CALCI	-	-	3.8	8.2	34.0	43.1	3.5	3.2	2.4	1.1	1.4	9.0	12.3	13.3	9.0	13.3	9.0	9	18.0	22.3														
Mid Terrace	Unit D3A1	Upper Unit of 3 Storey Duplex, EoT	See Above Identical Instance.																																															
DB																																																		
Mid Terrace	Unit D1A	Lower Unit of 3 Storey Narrow Duplex	45.0	50.6	DUAL	2.7	1.0	2.0	13.1	3.70					11.4	13.1	-	-	3.3	4.9	23.0	23.4	3.4	1.2				3.0	4.6	9.4	5.0	9.4	5.0	5	10.0	14.4														
Mid Terrace	Unit D2B	Upper Unit of 3 Storey Narrow Duplex	73.0	96.0	DUAL	2.4	2.0	4.0	14.0	2.80	13.7	3.5			24.4	27.7	-	-	3.6	3.8	30.0	30.8	2.1	3.2	1.4	1.4		6.0	8.1	7.8	7.0	7.8	7.0	7	14.0	14.8														
DB1																																																		
End of Terr.	Unit D1A1	Lower Unit of 3 Storey Narrow Duplex, EoT	45.0	54.3	DUAL	2.7	1.0	2.0	12.2	3.60					11.4	12.2	-	-	3.3	5.5	23.0	26.1	2.5	2.1	0.8			3.0	5.4	11.5	5.0	11.5	5.0	5	10.0	16.5														
End of Terr.	Unit D2B1	Upper Unit of 3 Storey Narrow Duplex, EoT	73.0	96.0	DUAL	2.4	2.0	4.0	14.0	2.80	13.8	3.5			24.4	27.8	-	-	3.6	3.8	30.0	30.9	2.1	3.2	1.4	1.4		6.0	8.1	8.3	7.0	8.3	7.0	7	14.0	15.3														
DB2																																																		
End of Terr.	Unit D2C	Lower Unit of 3 Storey Narrow Duplex, EoT	73.0	73.0	DUAL	2.7	2.0	4.0	13.0	3.60	13.2	2.8			24.4	26.2	-	-	3.6	4.9	30.0	30.5	2.6	1.6	1.3	0.6		6.0	6.1	10.3	7.0	10.3	7.0	7	14.0	17.3														
End of Terr.	Unit D2B1	Upper Unit of 3 Storey Narrow Duplex, EoT	See Above Identical Instance.																																															
DC																																																		
Mid Terrace	Unit D1B	Lower Unit of 3 Storey Twinned Duplex	45.0	52.7	DUAL	2.7	1.0	2.0	13.0	2.90					11.4	13.0	-	-	3.3	3.5	23.0	23.0	3.5	0.5				3.0	4.0	29.8	5.0	29.8	5.0	5	10.0	34.8														
Mid Terrace	Unit D3C	Upper Unit of 3 Storey Twinned Duplex	90.0	114.1	DUAL	2.4	3.0	5.0	13.2	2.90	11.4	2.8	7.70	2.4	31.4	32.3	-	-	3.8	3.9	34.0	40.6	2.0	1.3	2.6	1.6	1.5	9.0	9.0	10.2	9.0	10.2	9.0	9	18.0	19.2														
DC1																																																		
End of Terr.	Unit D1B1	Lower Unit of 3 Storey Twinned Duplex	45.0	52.7	DUAL	2.7	1.0	2.0	12.6	2.90					11.4	12.6	-	-	3.3	3.5	23.0	23.0	3.5	0.5				3.0	4.0	5.0	5.0	5.0	5	10.0	10.0															
End of Terr.	Unit D3C1	Upper Unit of 3 Storey Twinned Duplex	90.0	114.1	DUAL	2.4	3.0	5.0	13.3	2.90	11.5	2.8	7.70	3.8	31.4	32.5	-	-	3.8	3.9	34.0	40.0	2.0	1.3	2.6	1.6	1.5	9.0	9.0	10.0	9.0	10.0	9.0	9	18.0	19.0														
DC2																																																		
End of Terr.	Unit D2D	Lower Unit of 3 Storey Twinned Duplex EoT	73.0	73.5	DUAL	2.7	2.0	3.0	13.3	3.10	7.4	2.4			20.1	20.7	-	-	3.6	3.6	28.0	32.5	3.5	1.1	1.9			6.0	6.5	28.3	7.0	28.3	7.0	7	14.0	35.3														
End of Terr.	Unit D3C1	Lower Unit of 3 Storey Twinned Duplex EoT	See Above Identical Instance.																																															
DC3																																																		
Mid Terrace	Unit D2D1	Lower Unit of 3 Storey Twinned Duplex, Cranked	73.0	73.9	DUAL	2.7	2																																											



KNW.8

» To provide for a range of housing of a scale that reflects the type of street and its role in the urban structure.

## HOUSE TYPE A, B & C

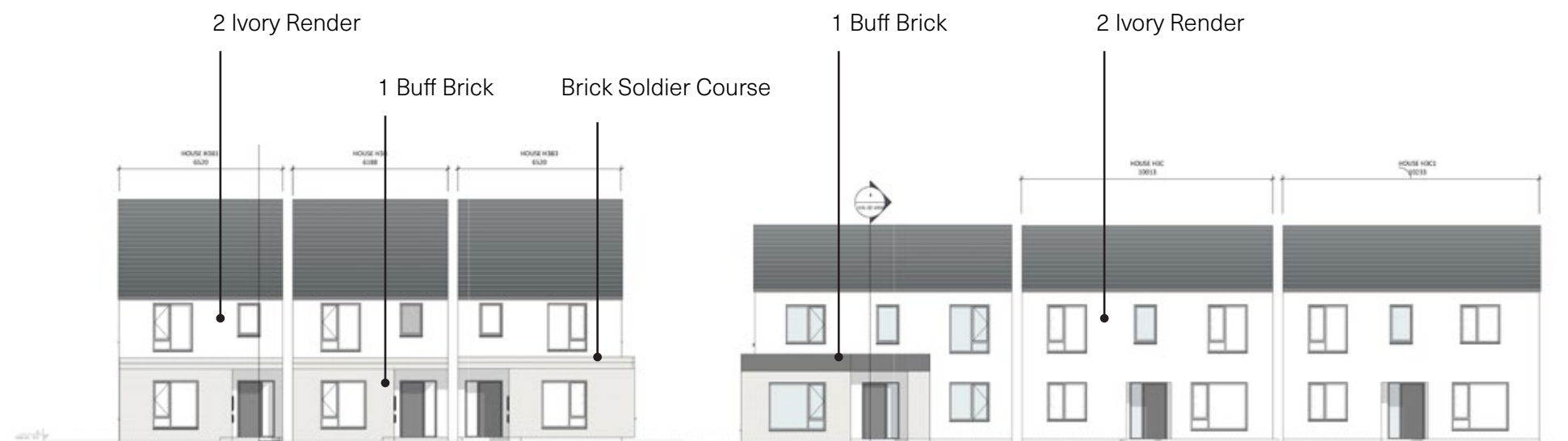


Site Section through housing area and adjacent housing

(1) Buff Brick with Buff Mortar and (2) Ivory Render



Key Plan indicating Housing Locations



Typical Housing Elevations

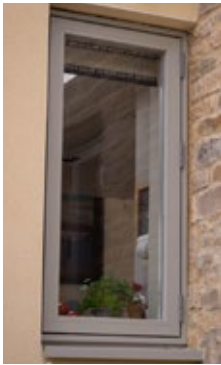


# DUPLEX TYPE A

Duplex Type A to South of Adamstown Avenue  
(4) Smoked Red Brick with White Mortar and (5) Warm Grey Render



Mid-Grey Window Frames



Key Plan indicating Duplex Locations

Typical Duplex Elevations



# DUPLEX TYPE A (RAILWAY)

Duplex Type A to Railway Line  
(6) Engineered Grey Brick with Black Mortar and (5) Warm Grey Render



Charcoal Grey Window Frames

5 Grey Render

5 Grey Render



Key Plan indicating Duplex Locations



Typical Duplex Elevations

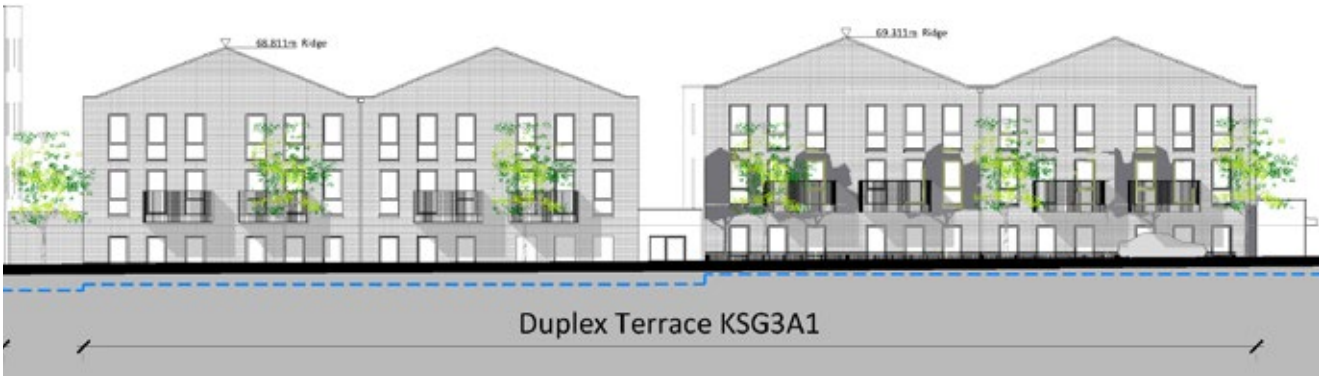


# DUPLEX TYPE C

Duplex Type C to North of Adamstown Avenue  
(3) Brown Brick with Grey Mortar and 2) Ivory Render



Charcoal Grey Window Frames and  
Balconies



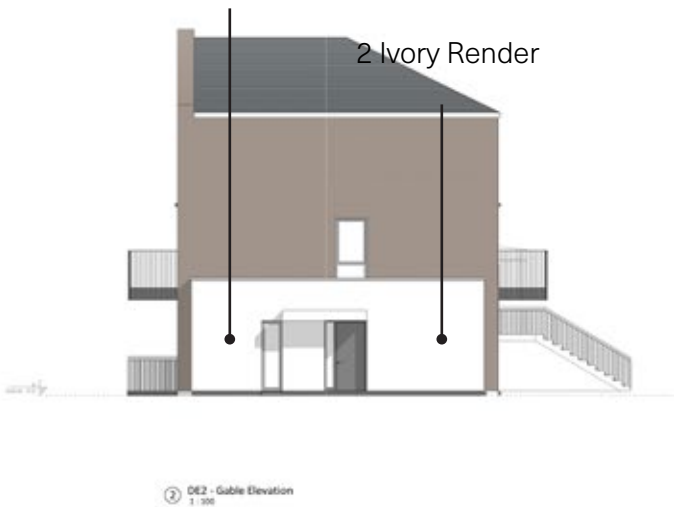
Site Section showing Adamstown Avenue Frontage to North

3 Brown Brick with Grey Mortar



3 Brown Brick with Grey Mortar

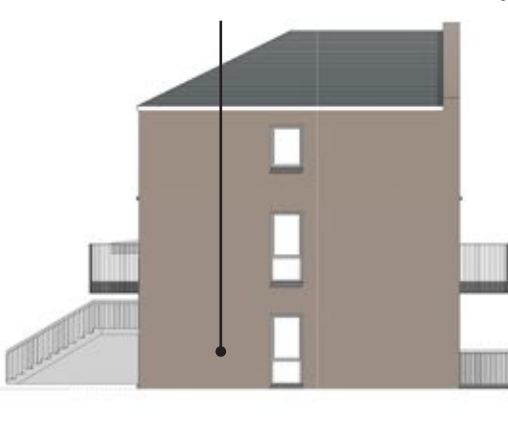
2 Ivory Render



3 Brown Brick with Grey Mortar



3 Brown Brick with Grey Mortar



Key Plan indicating Duplex Locations

Typical Duplex Elevations



# APARTMENT BLOCK 1

(7) White Brick with White Mortar



(8) Off-White Render



(3) Brown Brick with Grey Mortar



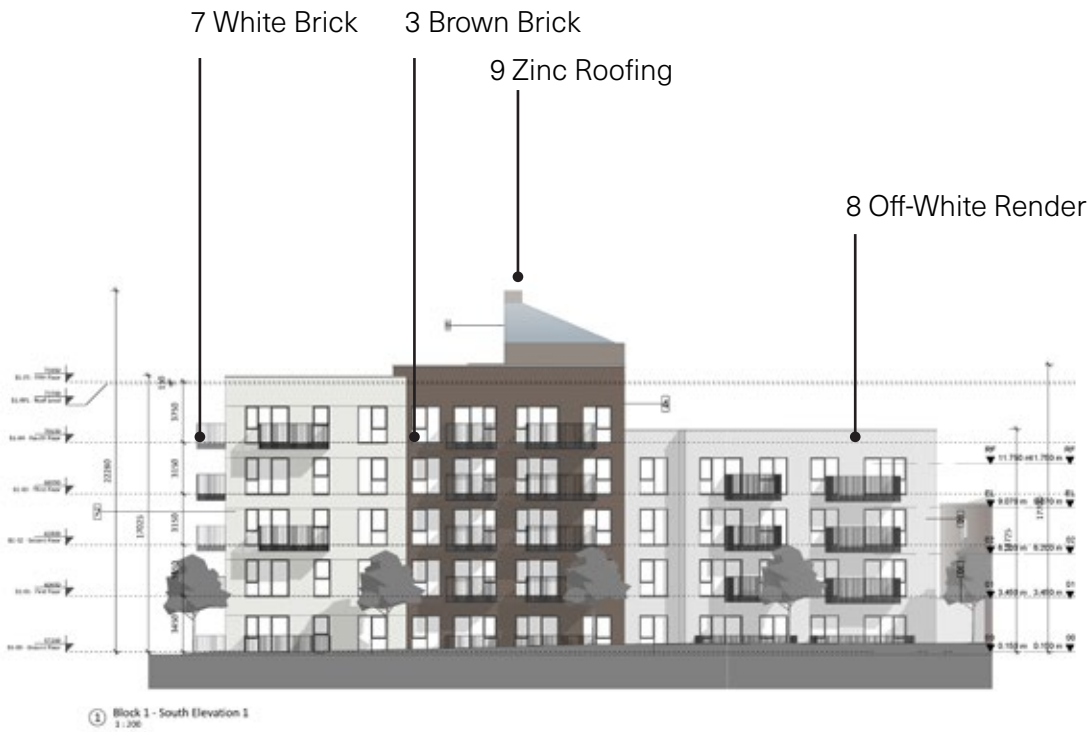
(9) Zinc Roofing, Graphite Grey



Charcoal-Grey Window Frames & Balconies



Key Plan indicating Block 1



Block 1 Elevations



# APARTMENT BLOCK 2

(7) White Brick with White Mortar



(8) Off-White Render



Charcoal-Grey Window Frames & Balconies



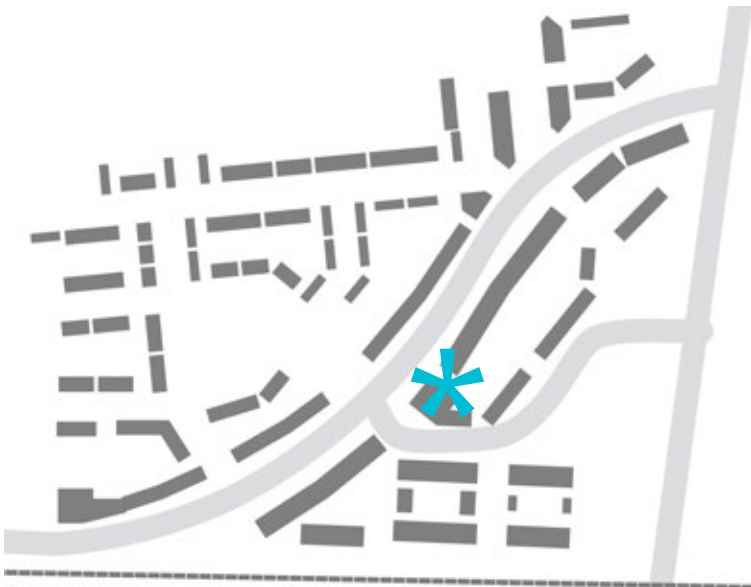
(4) Smoked Red Brick with White Mortar



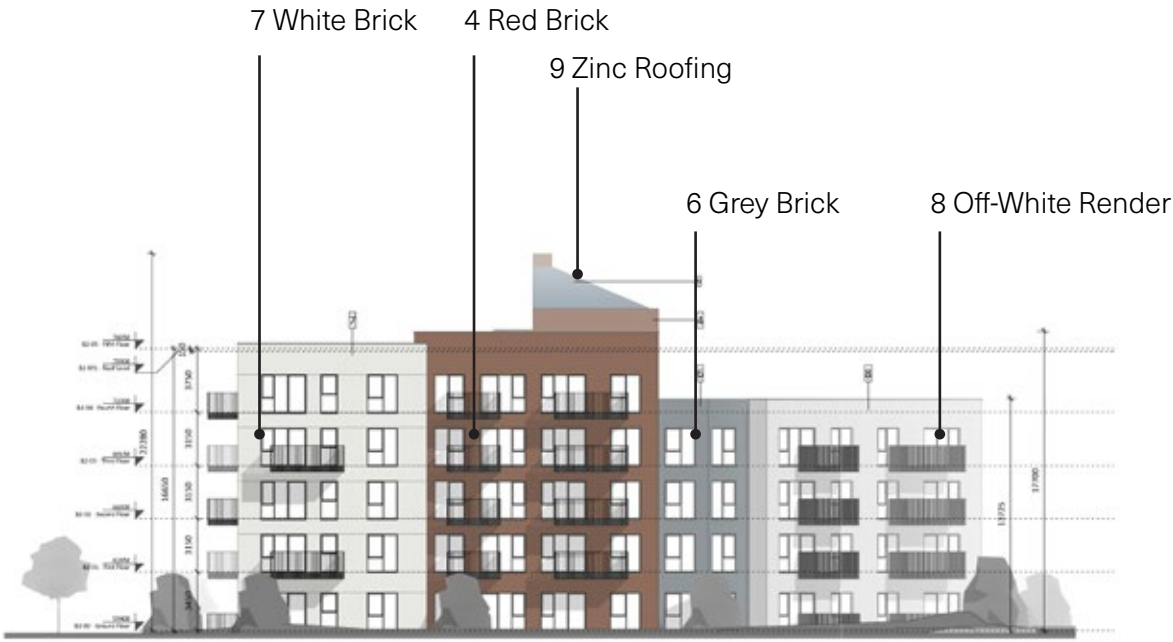
(9) Zinc Roofing, Graphite Grey



(6) Grey Brick with Black Mortar



Key Plan indicating Block 2



Block 2 - South Elevation  
1:200



Block 2 - North Elevation 2  
1:200

Block 2 Elevations



# SITE 3 CRECHE BUILDING

(4) Smoked Red Brick with White Mortar



(9) Zinc Roofing, Graphite Grey



Red Window Frames



(2) Ivory Render



Key Plan indicating Creche



Creche Elevations





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Description:

Digital Cartographic Model (DCM)

Publisher / Source:

Ordnance Survey Ireland (OSi)

Data Source / Reference:

PRIME2

File Format:

Autodesk AutoCAD

File Name:

3261-c.dwg

Clip Extent / Area of Interest (AOI):

LUX,LLY= 703928.1690, 733226.5480

URX,URY= 705527.8240, 733226.5380

ULX,ULY= 704727.9860, 732026.8050

URX,URY= 703928.1590, 732026.8100

Projection / Spatial Reference:

Projection= IRENET95\_Irish\_Transverse\_Mercator

Centre Point Coordinates:

X,Y= 704727.9915, 732626.6745

#### Unit Types

A1A	D2B	D3D1
A2A	D2B1	H3A
A2B	D2B2	H3A1
A2C	D2C	H3B
A2D	D2D	H3B1
Bin Store	D2D1	H3B2
Circulation	D2E	H3B3
Crèche	D2E1	H3B4
D1A	D2F	H3C
D1A1	D3A	H3C1
D1B	D3A1	H3C2
D1B1	D3B	H3D
D1C	D3B1	H3D1
D1C1	D3B2	H3D2
D1D	D3C	Plant Room
D2A	D3C1	T3A
D2A1	D3D	

#### SITE LAYOUT DRAWING LEGEND

To be read in conjunction with Landscape Layout and Roads Layout Drawings

- Indicative Bin Staging Areas for Collection
- Secure Bicycle Parking
- Secure Domestic Bin Store, 3 no. bins
- Proposed ESB Substation
- Proposed Level (Millimetres)
- Proposed Road Level (Metres)
- Existing 70-bar Gas Main Wayleave



**Project:** Kishoge Part 10 Application  
**Location:** Kishoge, Clonburris  
**Client:** South Dublin County Council  
**Doc. Title:** Site 3 Design Statement  
**Doc. No.:** KSG3-OMP-XX-XX-RP-A-9000-2

**Proj. No.:** 20015  
**Proj. Lead:** DMcD  
**Created by:** CM  
**Doc. Purpose:** A3  
**Revision:** C01 (28-03-2025)

o'mahony pike

architecture | urban design

www.omahonypike.com  
info@omp.ie

Tel: +353 1 202 7400

Dublin

The Chapel  
Mount Saint Anne's  
Milltown, Dublin 6  
D06 XN52 Ireland  
Tel: +353 1 202 7400

**Cork**

One South Mall  
Cork City  
Co. Cork  
T12 CCN3 Ireland  
Tel: +353 21 427 2775

Directors: Vincent Hanratty Dip.Arch.Tech., RIAI (Arch.Tech) | Michael Hussey Dip.Arch., B.Arch.Sc., MRIAI | Conor Kinsella B.Sc.Arch., B.Arch., MRIAI | Derbhile McDonagh Dip.Arch., B.Arch.Sc., M.Sc. Real Estate MRIAI | Derek Murphy B.A.(Hons), Dip.Arch., BEAM Pro, HKIA(Assoc), MRIAI, RIBA | Orlaith O'Callaghan Dip.Arch., B.Arch.Sc. | Alex Schoenmakers Dip.Arch.Tech., RIAI (Arch.Tech)

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