

KISHOGE PART 10 APPLICATION


SITE 5 ARCHITECTURAL DESIGN STATEMENT










INTRODUCTION | KISHOGE - SITE 5

ARCHITECTURAL DESIGN STATEMENT

This report has been prepared by McCauley Daye O'Connell Architects on behalf of the SDCC for the submission

| | |
|--|---|
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| REVISION RECORD | | | | |
|-----------------|------------|----------------------------------|-------------|--|
| ISSUE | DATE | STATUS | PREPARED | CHECKED |
| 1 | 29/11/2024 | CWMF STAGE 2A DESIGN STATEMENT | LW/MC/RF/NS | RMC |
| 2 | 07/02/2024 | SITE 5 REVISION DESIGN STATEMENT | MC/RF/NS | NG |
| 3 | 24/02/2024 | SITE 5 DESIGN STATEMENT | MC/RF/NS/NG | NG |
| 4 | 03/03/2024 | SITE 5 DESIGN STATEMENT | MC/RF/NS/NG | NG  |
| 5 | | | | |
| 6 | | | | |

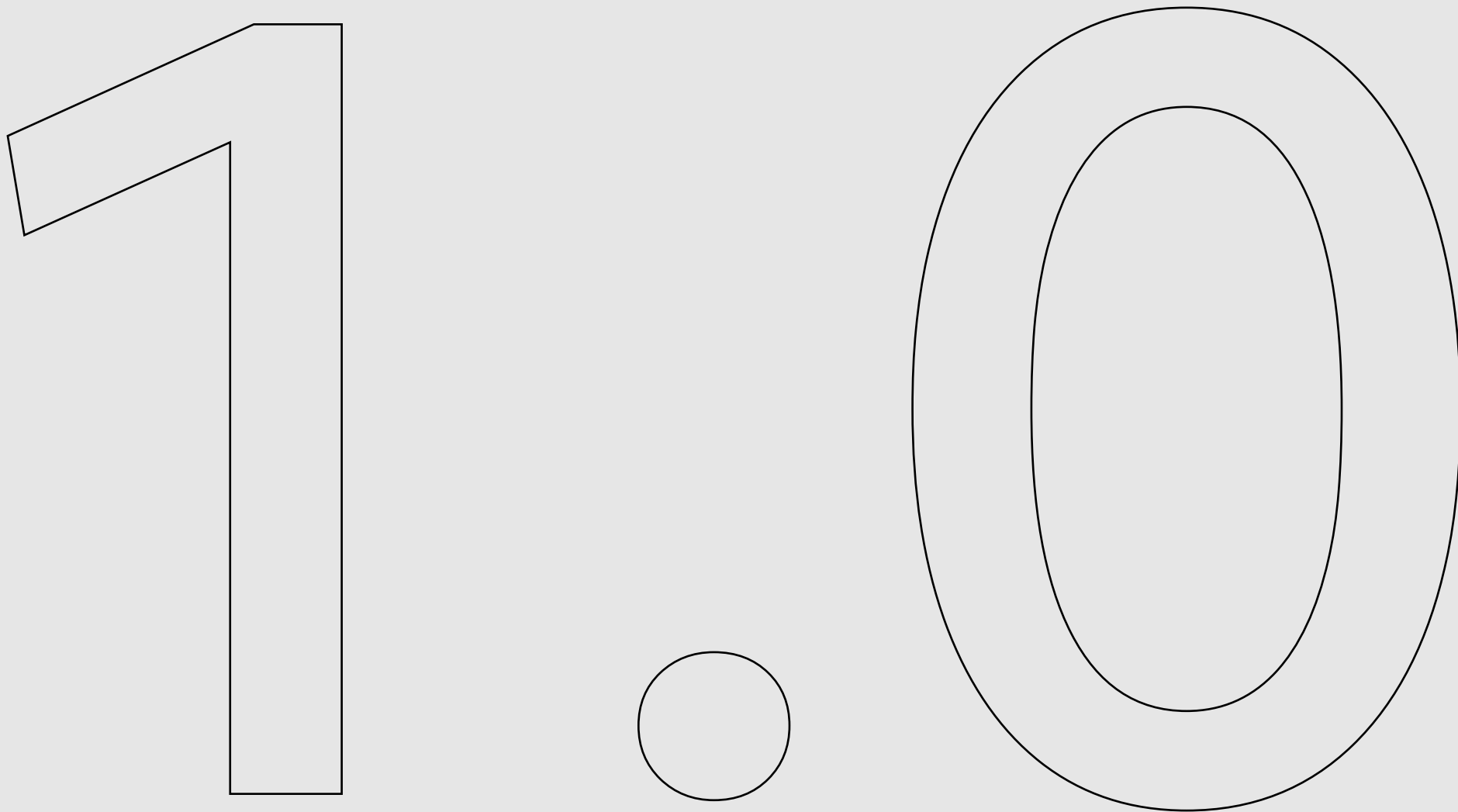
| | | |
|---|---|---|
| Architects | C&S Engineers | M&E Engineers |
|  |  |  |
| Planning Consultant | Landscape Architect | Fire & DAC Consultant |
|  |  |  |
| PSDP | Assigned Certifier | Quantity Surveyor |
|  |  |  |

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INTRODUCTION

**PART 10 APPLICATION
KISHOGE SITE 3,4,5 COORDINATION**

PART 10 APPLICATION | KISHOGE - SITE 3, 4, 5

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 Dublin County 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.

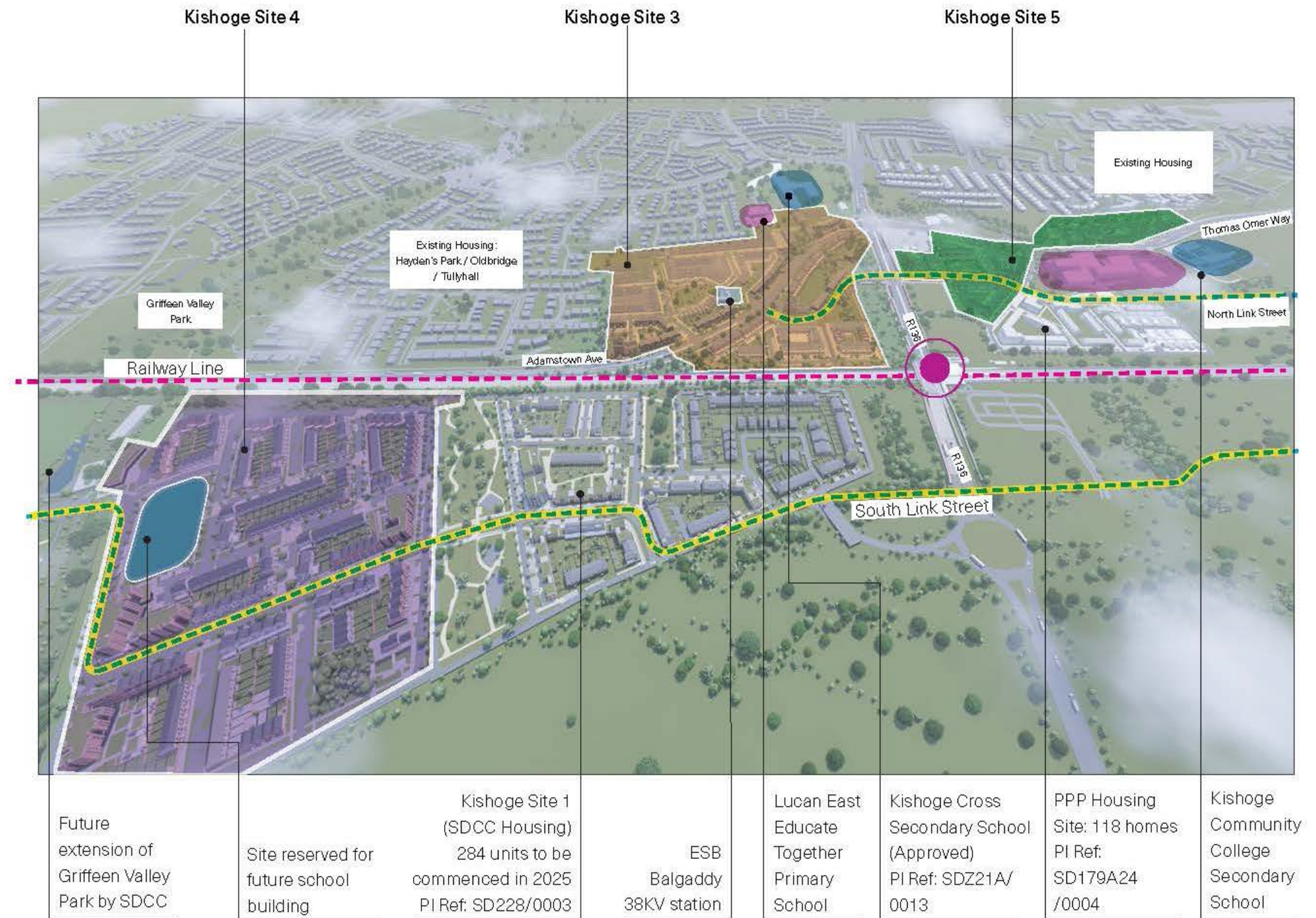
The Sites are not physically contiguous but form the next coherent phase of development which aligns with the permitted link roads and infrastructure works: North Link Street and South Link Street serving the SDC lands.

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 | South Link Street (under construction) | Existing School Site |
| Kishoge Site 4 | North Link Street (planning approved) | Future School Site |
| Kishoge Site 5 | | |

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.

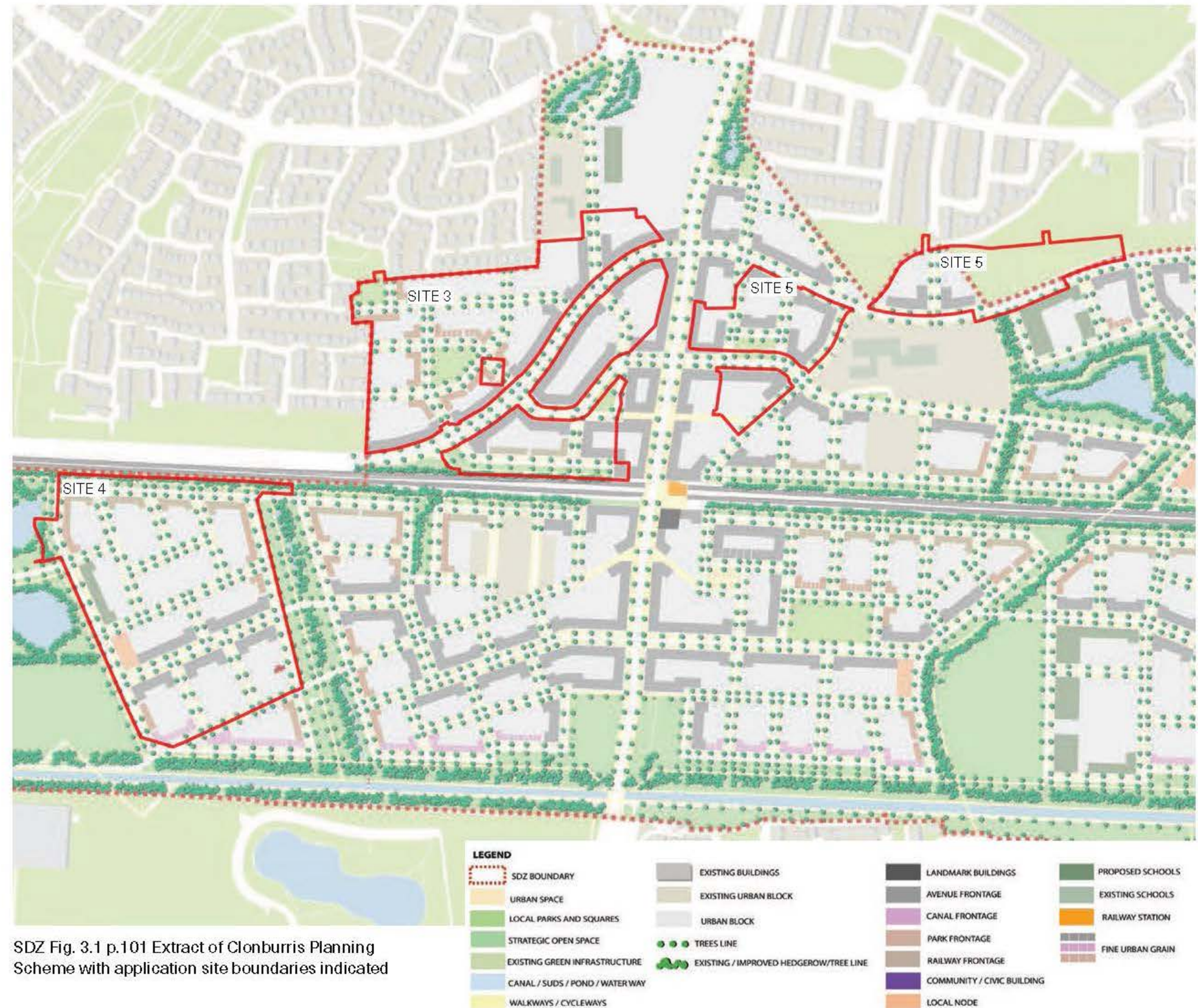
The proposed scheme delivers all objectives of the planning scheme within the application site, as outlined hereafter.

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:

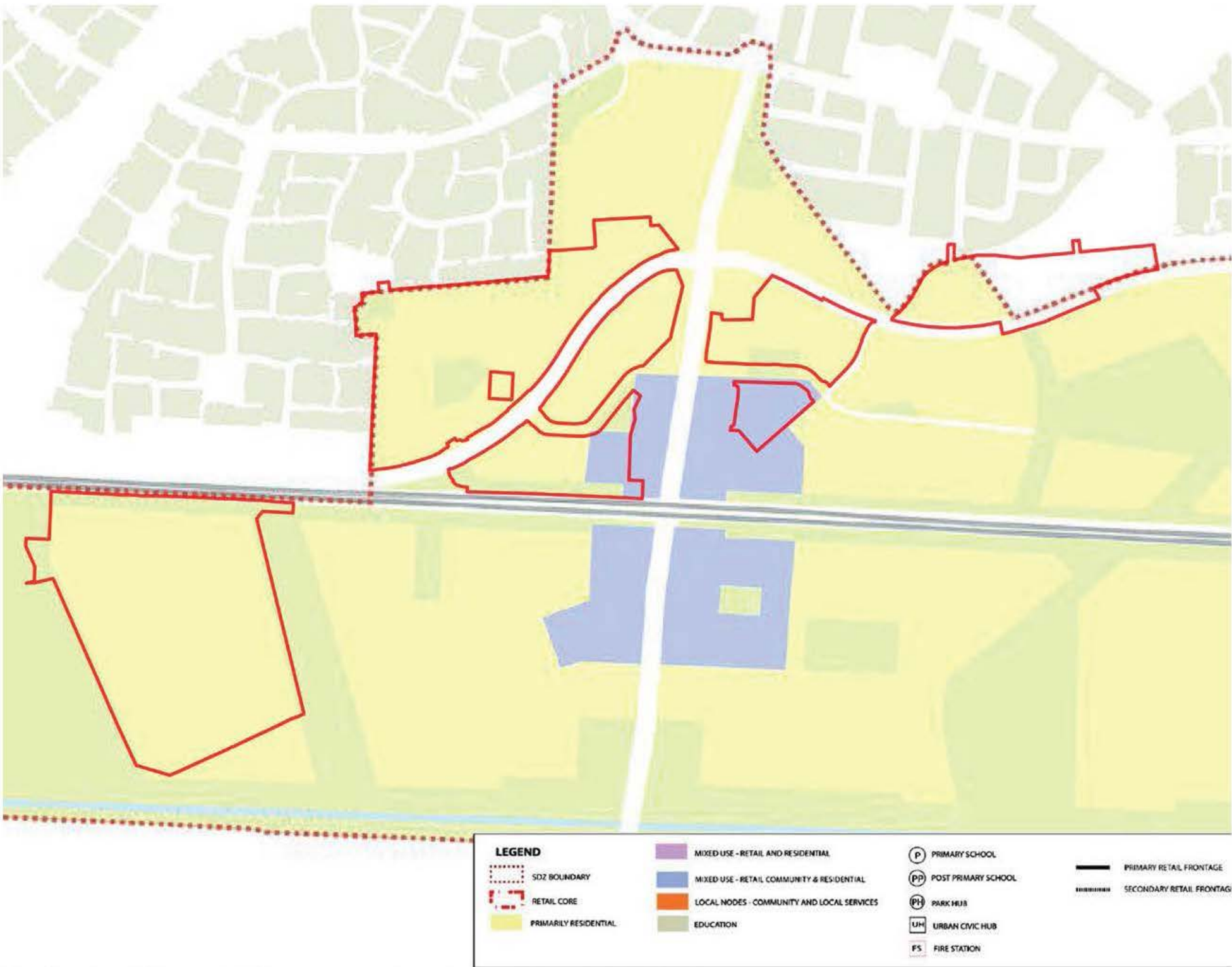
Table 2.1.1 | Uses Permissible & Open for Consideration in Residential Areas

| | |
|------------------------|--|
| 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-Neighbourhood, Sports Club/Facility, Traveller Accommodation, Veterinary Surgery. |
| Open for Consideration | Advertisements and Advertising Structures, Agriculture, Allotments, Betting Offices, Crematorium, Garden Centre, Home Based Economic Activities, Industry-General, Motor Sales, Nightclub, Office-Based Industry, Offices 100 sq.m - 1,000 sq.m, Off-Licence, 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 Offices, Car parks, 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-Licence, 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 Outlet, 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. |



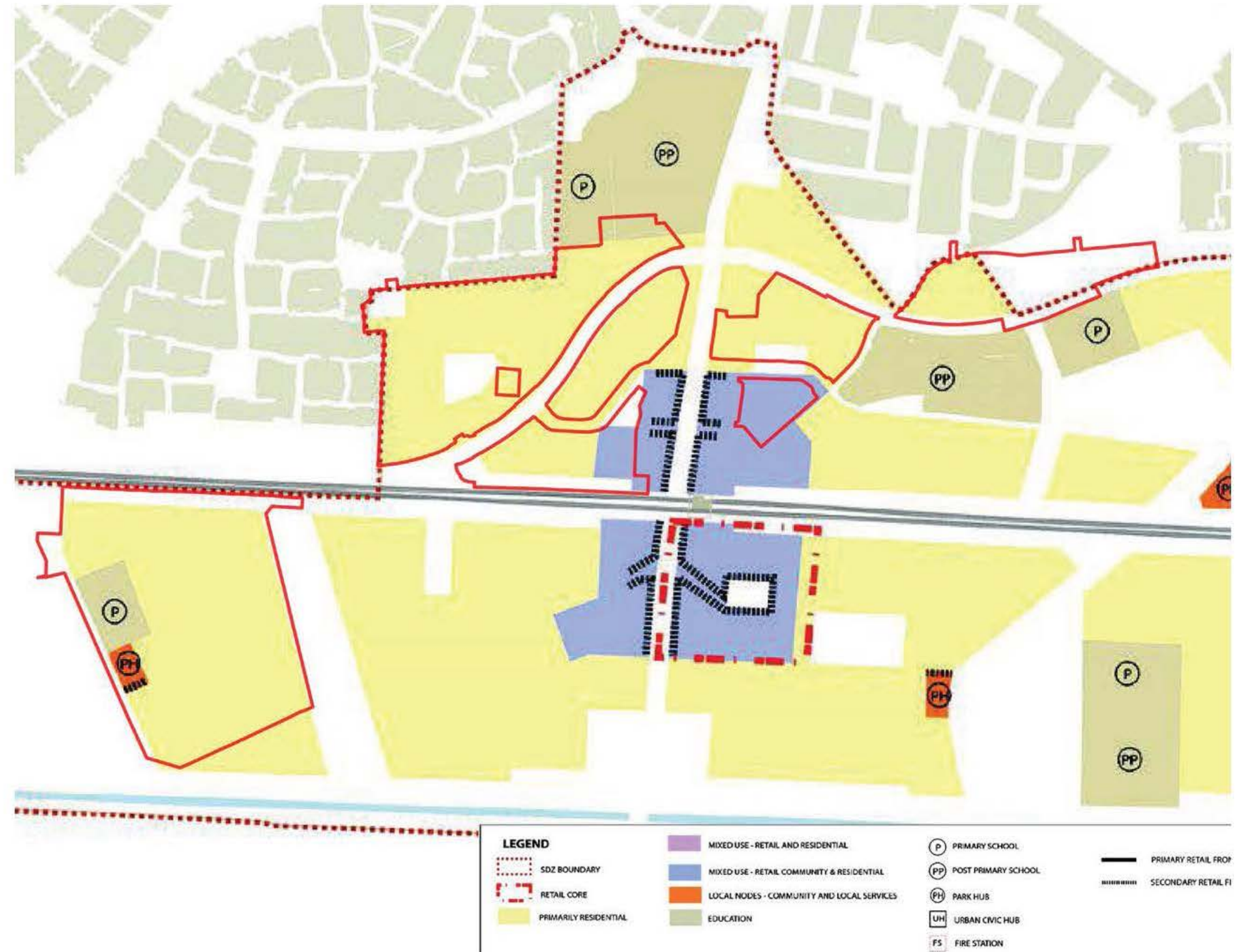
SDZ Fig. 2.1.2 p.15 Extract of SDZ Land Use Map with application site boundaries indicated

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.



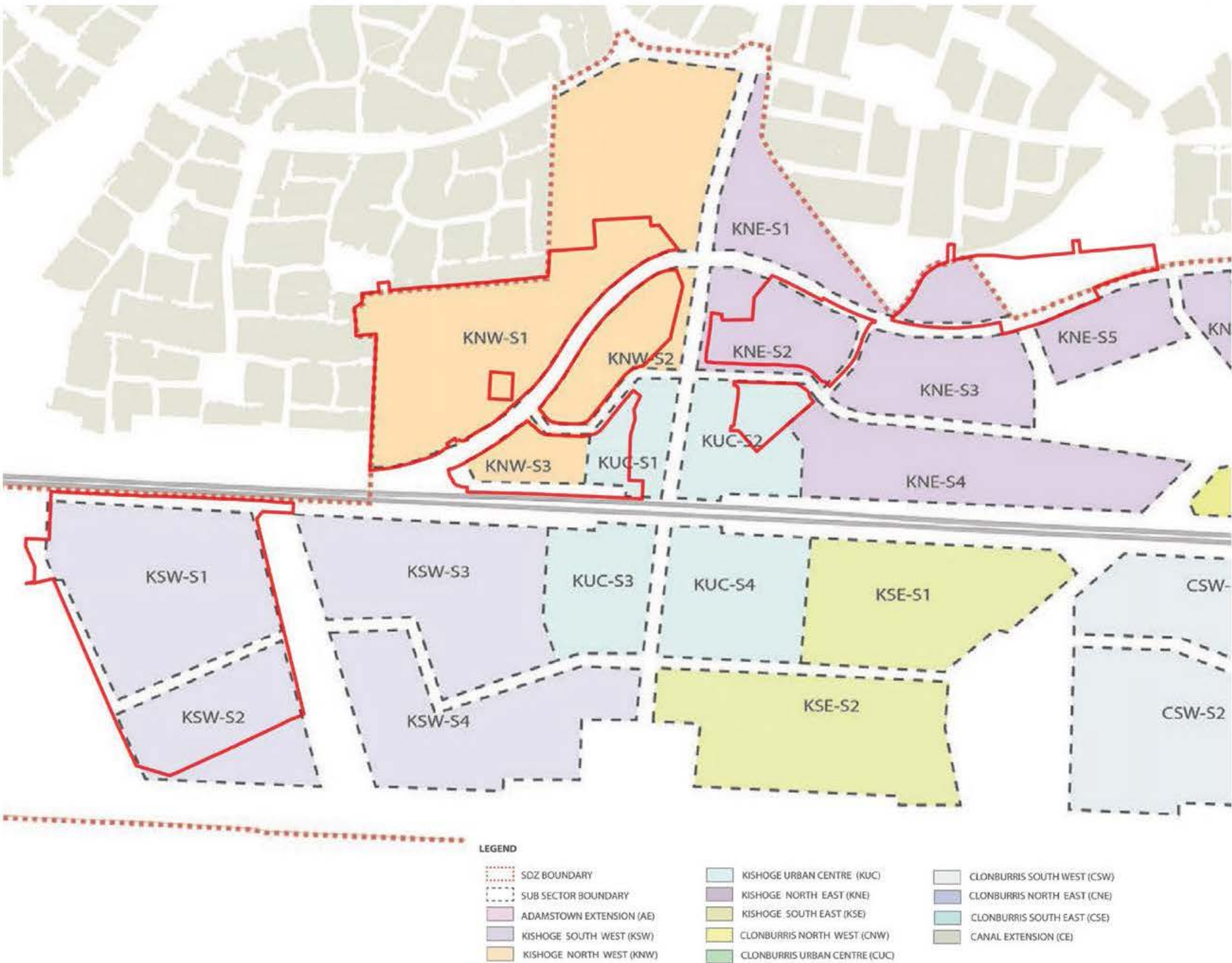
SDZ Fig. 2.1.3 p.16 Extract of SDZ Function Concept Map with application site boundaries indicated

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.



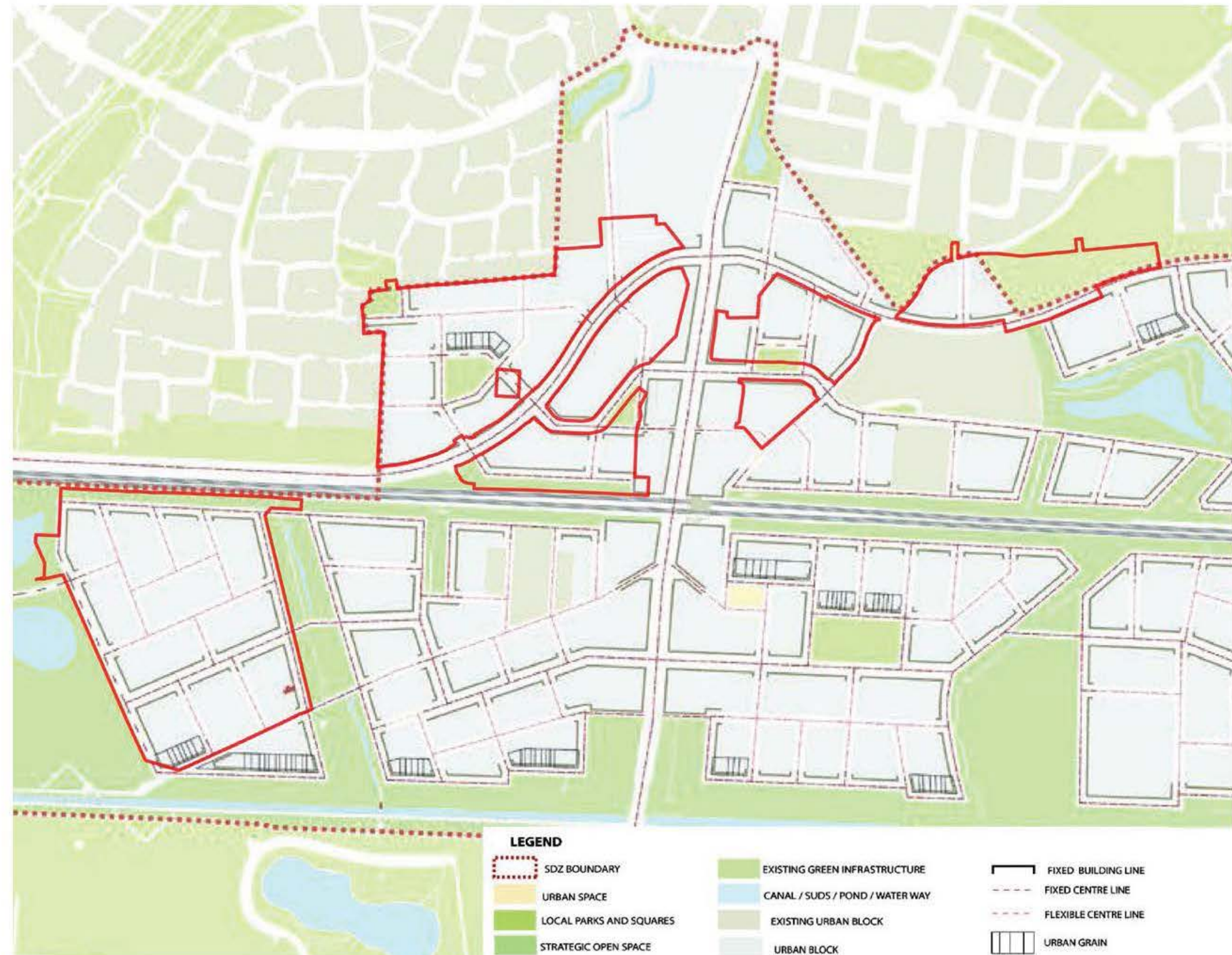
SDZ URBAN GRAIN MAP

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.

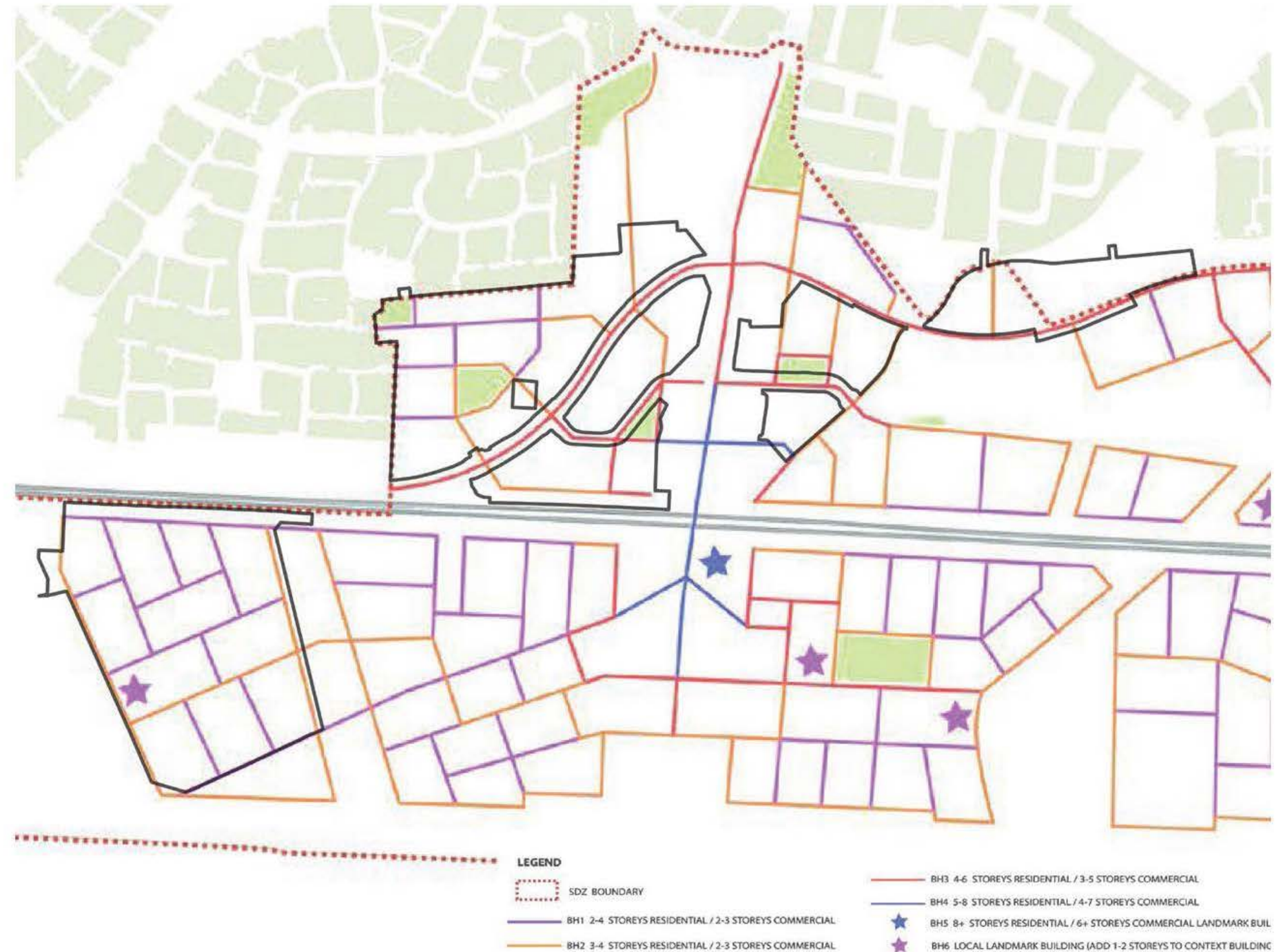
Consultation with the Planning Authority has confirmed that the building height thresholds stated in tables 3.3.6, 3.3.7, 3.3.8, 3.3.10 take precedence over the diagrammatic representation in SDZ Fig. 2.8.

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

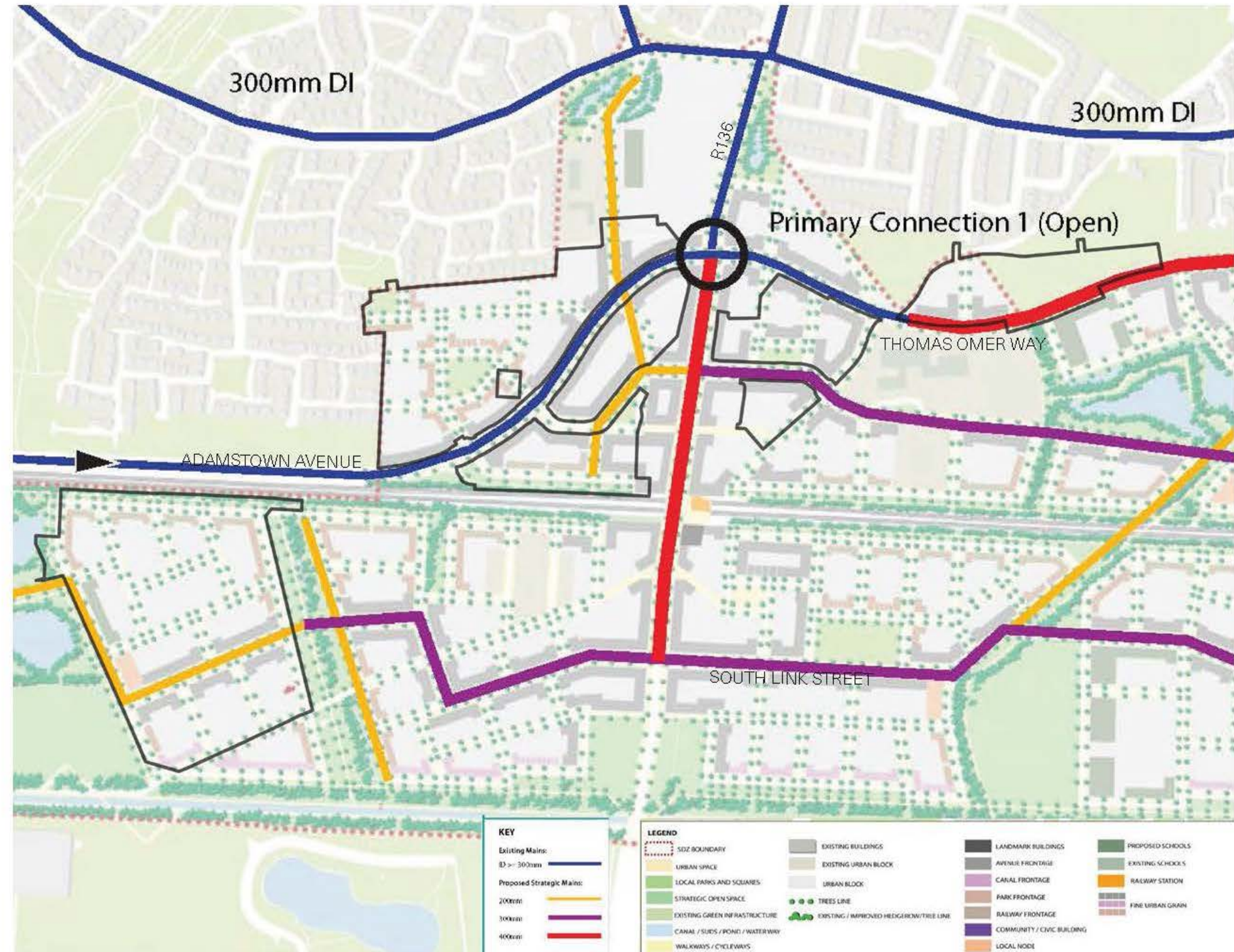
SDZ STRATEGIC WATER NETWORK

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.

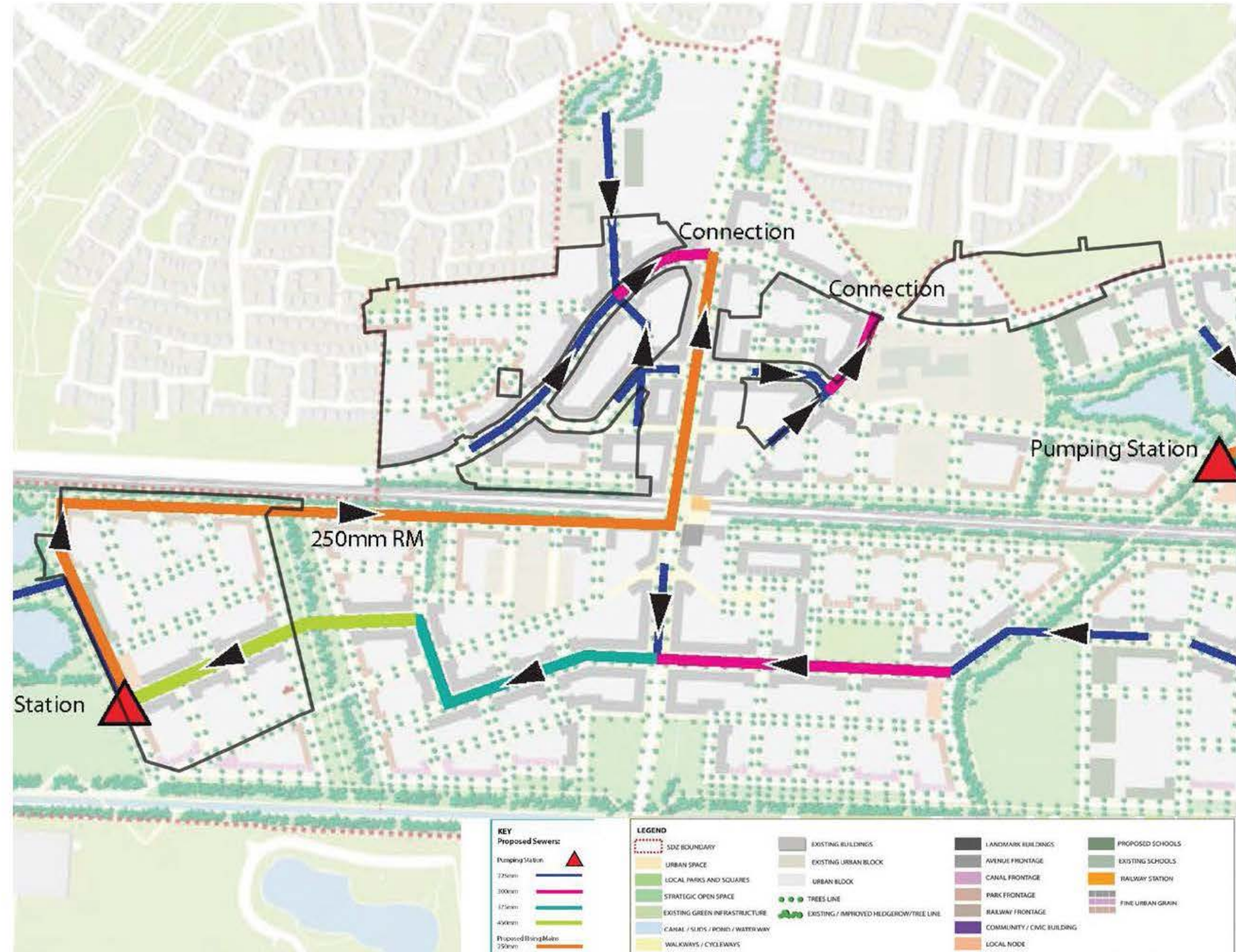


SDZ Fig. 2.9.1 p.68 Extract of SDZ Indicative Strategic Water Network Map with application site boundaries indicated

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.



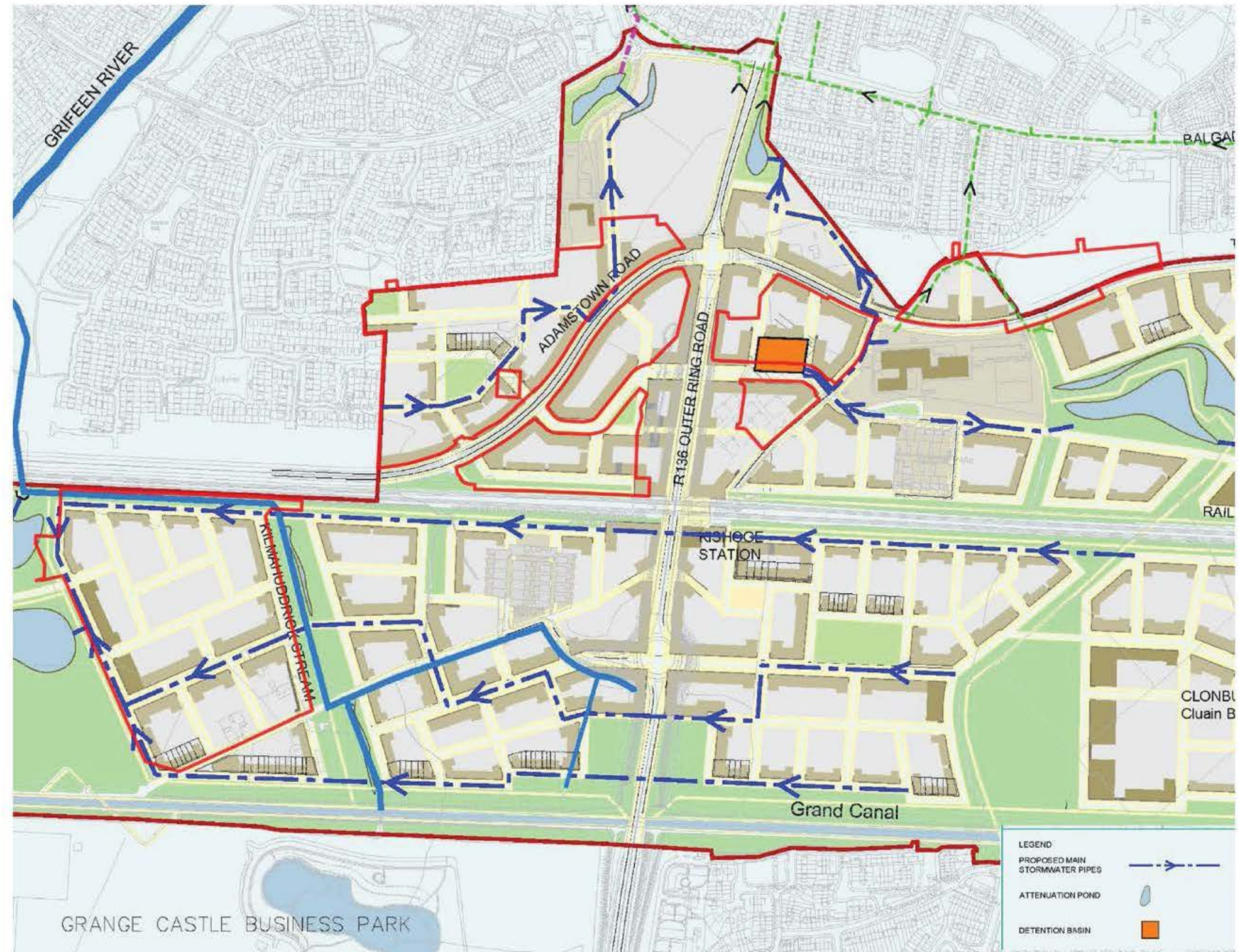
SDZ Fig. 2.9.2 p.69 Extract of SDZ Indicative Strategic Wastewater Network Map with application site boundaries indicated

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 Griffen 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. GRIFFEEEN VALLEY PARK PHASE 2

Applicant: South Dublin County Council

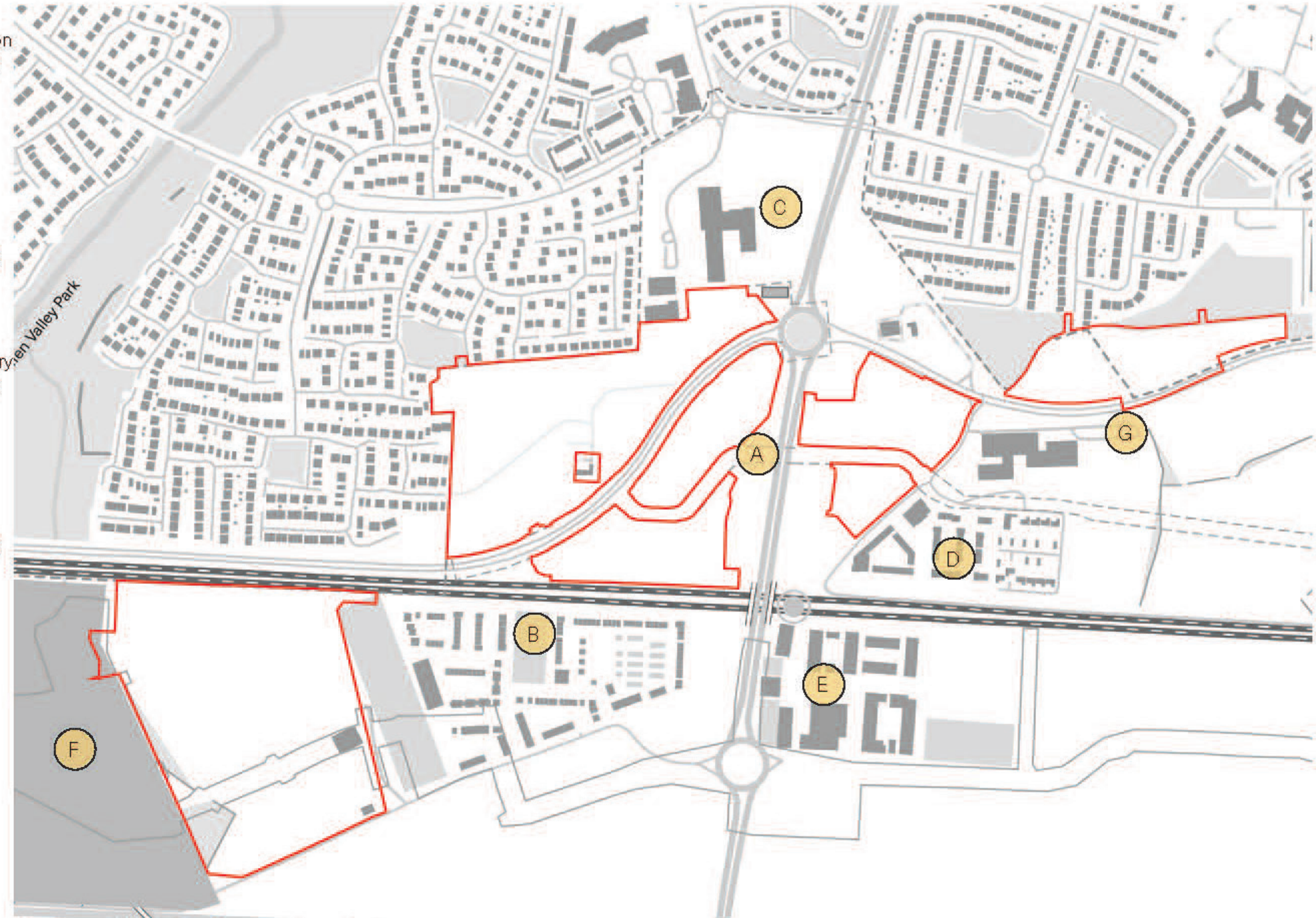
Status: Design ongoing

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:

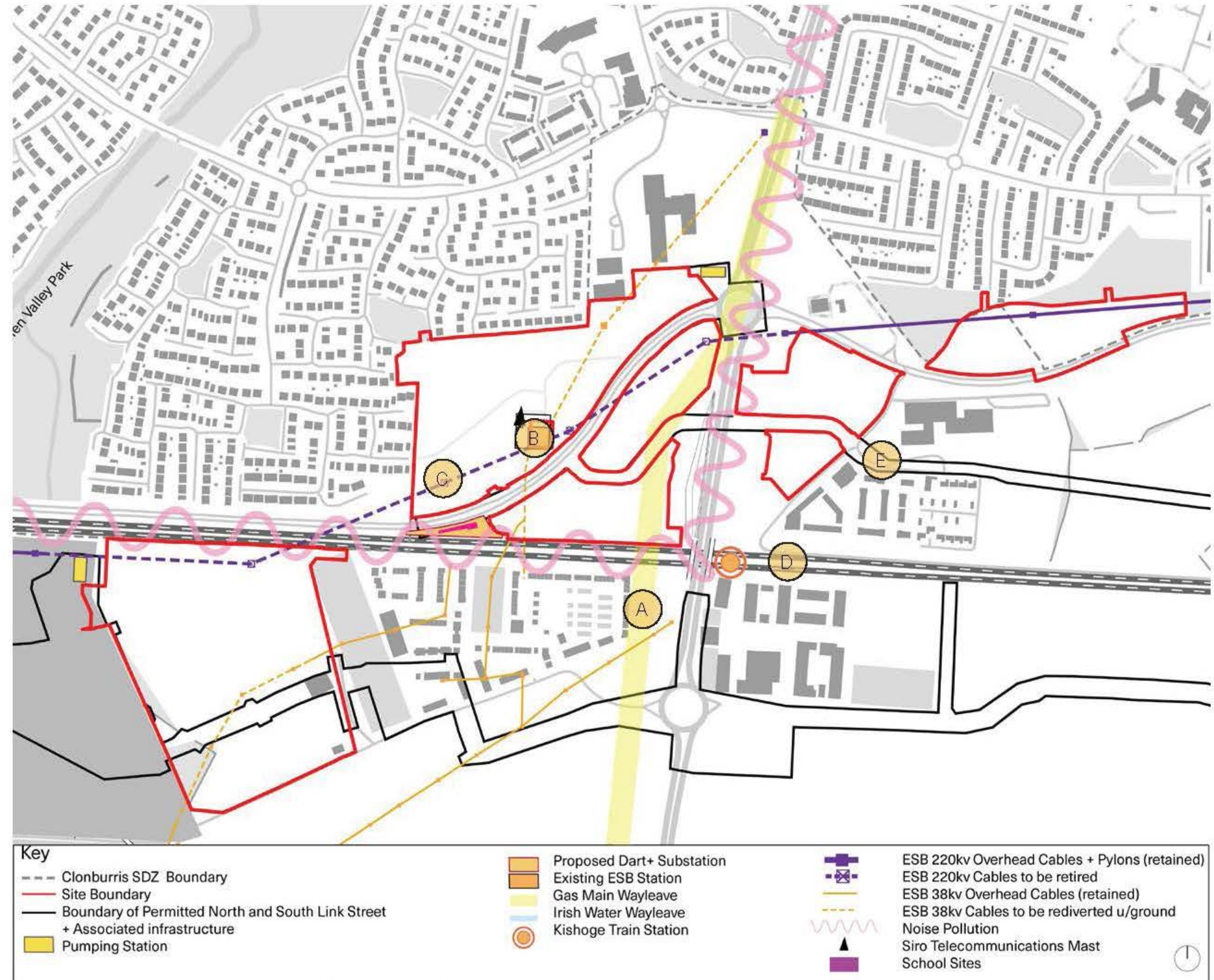
A - A 70 Bar Gas Network Ireland Main runs North to South, located East of the R136 road. This infrastructure was not addressed within the permitted SDZ Planning Scheme, it requires a wayleave (unregistered) and has potential additional construction constraints (Site 3).

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

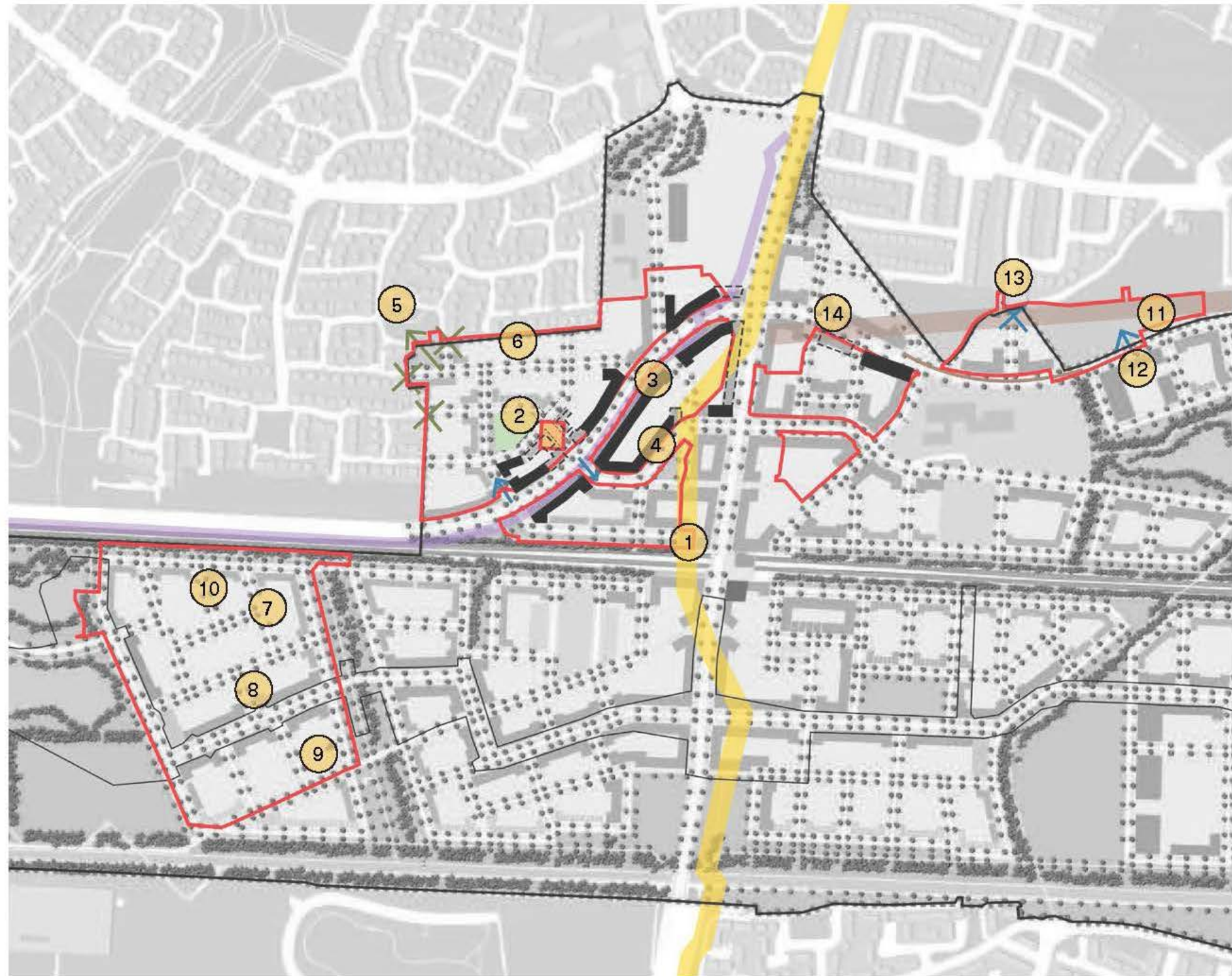
1. Gas Networks Ireland 70-bar pressurised gas-line with 9m wayleave (unregistered) needs to be accommodated.
2. The ESB Balgaddy 38KV station needs to be retained.
3. The existing Irish Water Main to Adamstown Avenue needs to be accommodated.
4. Slightly relocated vehicular junction to North Link Street,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

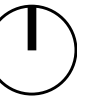
1.6 PART 10 SUMMARY SCHEDULE

| | Site 3 | Site 4 | Site 5 | TOTAL | |
|---|---------|---------|--------|----------|-----|
| 1. Residential Summary | | | | | |
| 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 | |
| Unit Mix | | | | | |
| 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 | |
| 2. Non-Residential Buildings GFA | | | | | |
| Creche Buildings | 553 | 544 | | 1097 | |
| Community Buildings | | 683 | | 683 | |
| Retail | | 150 | | 150 | |
| Existing Buildings | | 173 | | 173 | |
| Utility Buildings | 289 | 90 | | 379 | |
| 3. Development Statistics | | | | | |
| 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 | |

2.0

GENERAL CONTEXT

KISHOGE - SITE 5



KISHOGE NORTH-EAST SOUTH CO. DUBLIN

The proposed development comprises a social and affordable housing scheme on undeveloped lands known as Site 5, located within the SDZ Planning Scheme boundary. The site is adjacent to the R136 and Thomas Omer Way, as well as Kishoge Community College in Clonburris, Co. Dublin.

The development is divided into two sections, Site A and Site B, each situated within different planning sub-sectors and land use zoning areas.

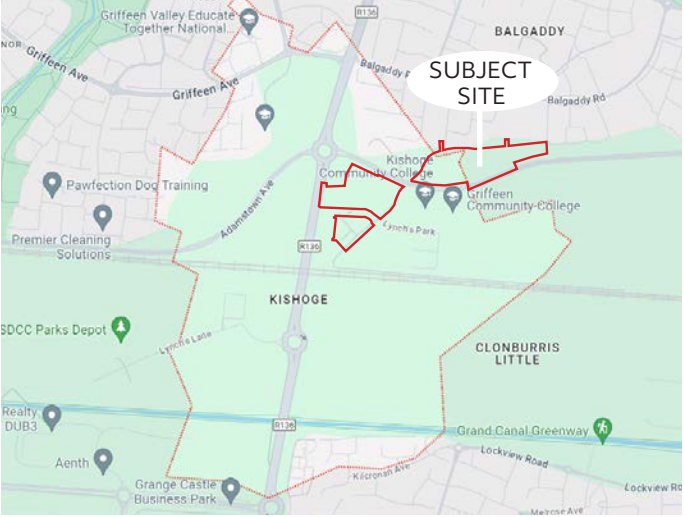
The layout has been designed to align with the street and built form objectives of the SDZ. The scheme will provide a diverse range of housing options that complement the surrounding urban structure. In total, 236 residential units will be delivered, with a mix of three-bedroom houses, two and three-bedroom duplexes, two and three-bedroom triplexes, and one and two-bedroom apartments.

The development will also feature car parking spaces with electric vehicle charging points, visitor cycle parking, ESB substation, high-quality landscaped amenity spaces, Sustainable Urban Drainage Systems (SUDS) measures and all associated site development works.

The proposed development aims to contribute to the growing community by offering well-designed, sustainable housing options.



SITE LOCATION | KISHOGE - SITE 5



CONTEXT

The subject site comprises two parcels, Site A and Site B, dissected by Thomas Omer Way which extends from the roundabout at the R136 in an east-west alignment to the R113.

Site A is situated on the south side of Thomas Omer Way, south-east of the R136 roundabout, with Carline Learning Centre located to the north on the opposite side of the road. Kishoge Community College and Lynch's Park residential estate are located to the east of the Site A boundary.

Site B is located on the northern side of Thomas Omer Way, to the south of Foxborough and west of the Tor an Rí housing estates.

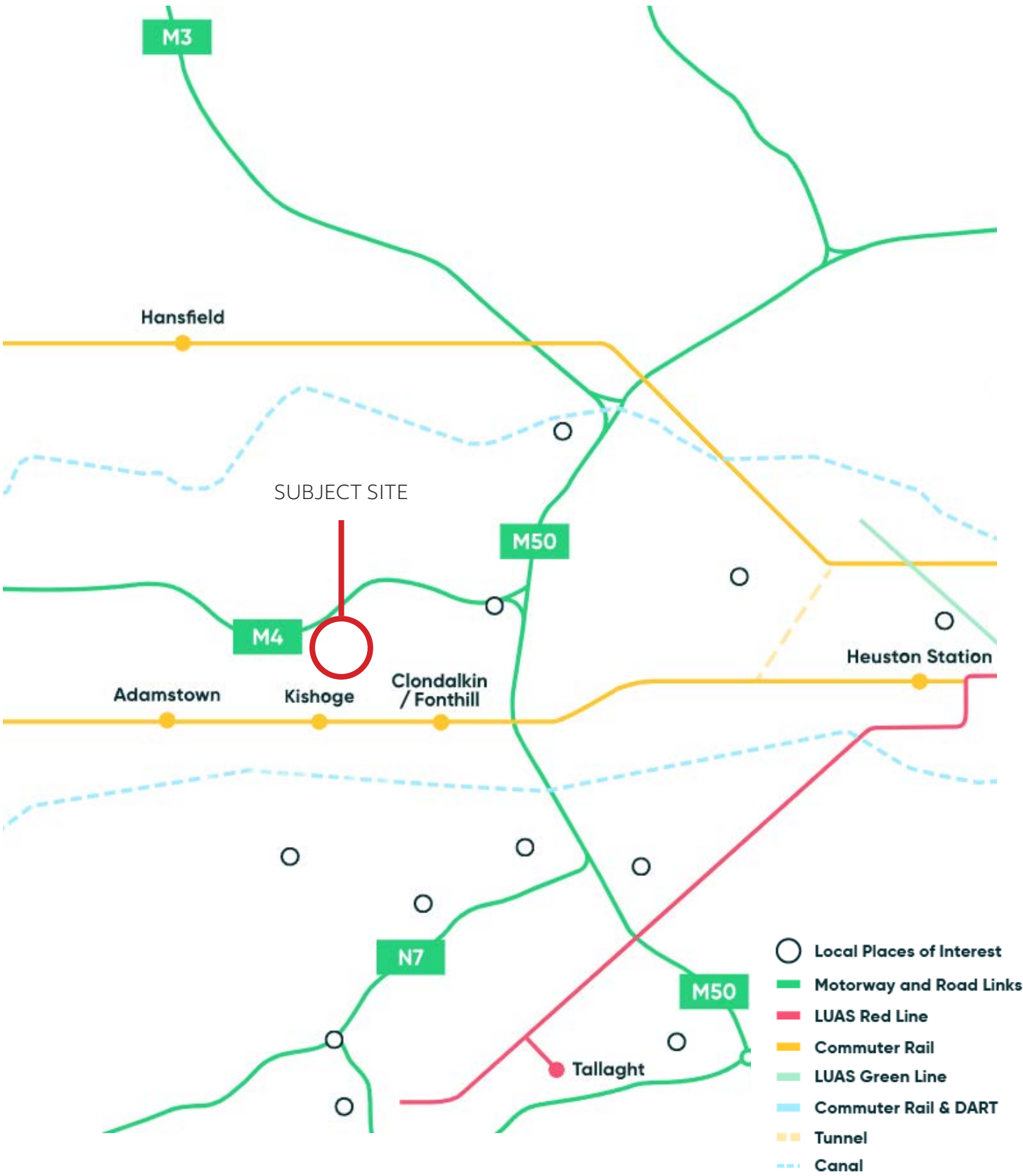
Situated in the Clonburris Strategic Development Zone (SDZ), the subject site sits within Kishoge Urban Centre (KUC), Kishoge North East (KNE), and a portion of the site outside the SDZ.

The proposed development forms part of a larger masterplan aimed at supporting the National Planning Framework (NPF), supporting population growth, and fostering sustainable urban growth. The goal is to provide necessary housing, infrastructure, amenities, and job opportunities for the growing population in the Dublin region.

The area is well served in terms of public transport (Kishoge train station), local amenities, with a range of schools, shops, and community facilities. It's just a short drive from the M50 motorway and established neighbourhoods like Adamstown, Lucan, Clondalkin, and Liffey Valley.

Clonburris Infrastructure Limited (CIL) is working on the delivery of the new 'North Link Street' to enhance connectivity in Kishoge. This street will split Site A into two distinct areas, each falling within different development zones. The northern section will be part of Kishoge North East (KNE), while the southern section will belong to Kishoge Urban Centre (KUC). This new neighbourhood is expected to include a mix of residential, commercial, and possibly mixed-use developments.

Site A and B are mostly grassland areas with an assortment of trees and hedgerows. A Tree Survey and Tree Protection Plan was prepared for the overall SDZ. A number of services traverse the site. A series of ESB overhead lines run across both sites from east/west and there is an existing ESB compound facility at the North-West corner of the site (not within the application boundary). Please refer to 'M&E utilities drawing' produced by OCSC services engineers.



NATIONAL PLANNING FRAMEWORK
REGIONAL SPATIAL AND ECONOMIC
STRATEGY (RSES) 2019

The National Planning Framework is the government’s plan to cater for the extra one million people that will be living in Ireland by 2040. The proposal will deliver much-needed housing within the Metropolitan Area of the Greater Dublin Area in accordance with the aims of Rebuilding Ireland.

The RSES outlines strategic residential and employment nodes along key public transport corridors, existing and planned, that contain development opportunities.

SOUTH DUBLIN COUNTY
COUNCIL DEVELOPMENT PLAN

Lands within SDCC ownership



The zoning objective that applies to the subject lands is ‘SDZ’—to provide for strategic development in accordance with approved planning schemes.

There are a number of policies that apply to the subject site.

1. Transport and Mobility
2. Infrastructure Environmental Quality
3. Green Infrastructure
4. POS Landscape
5. Heritage, Conservation, and Landscape

CLONBURRIS STRATEGIC
DEVELOPMENT ZONE (SDZ)

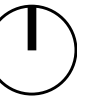
The SDZ sets an overview for the future residential, social, economic, and environmental development of a new planned and sustainable community in South Dublin County.

Centred on the provision of a choice of high-quality homes and access to open spaces, parks, and a range of local services and amenities, together with the delivery of reliable public transport options—important features of a sustainable community.

- 1 ‘To co-ordinate residential, educational, employment and community uses and integrate such with transportation infrastructure in a manner that maximises and makes efficient use of existing and planned public transport services and local facilities’
- 2 ‘To promote a mix of uses around the public transport nodes in a manner that creates viable and active urban centres’
- 3 ‘To establish two mixed use development areas/urban centres around both public transport nodes and distribute local community, retail and employment uses amongst surrounding residential Development Areas in the form of local nodes together with parkland’
- 4 ‘To promote increased residential densities within walking distance of public transport nodes and urban centres’
- 5 ‘To support the development of sustainable communities and to ensure that new residential development is carried out in accordance with Government policy in relation to the development of housing and residential communities, catering for a range of dwelling types, sizes and tenure options.’



PLANNING OVERVIEW | KISHOGE - SITE 5



PLANNING OVERVIEW

Clonburris is a newly developed area in Dublin, designed to accommodate 23,000 residents. This vibrant, sustainable community offers great connectivity, green spaces, and a full range of amenities, ensuring a high quality of life for its residents.

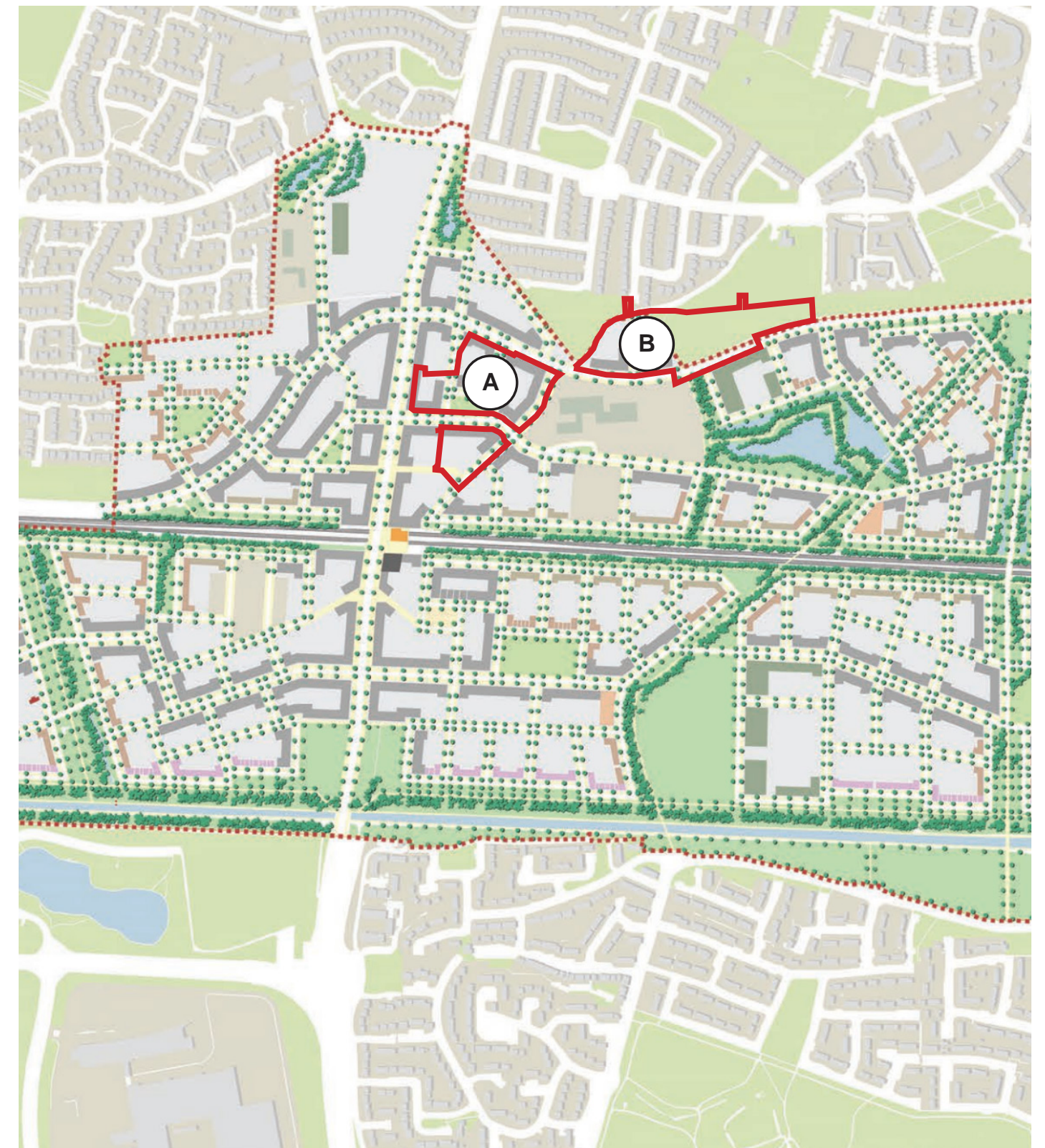
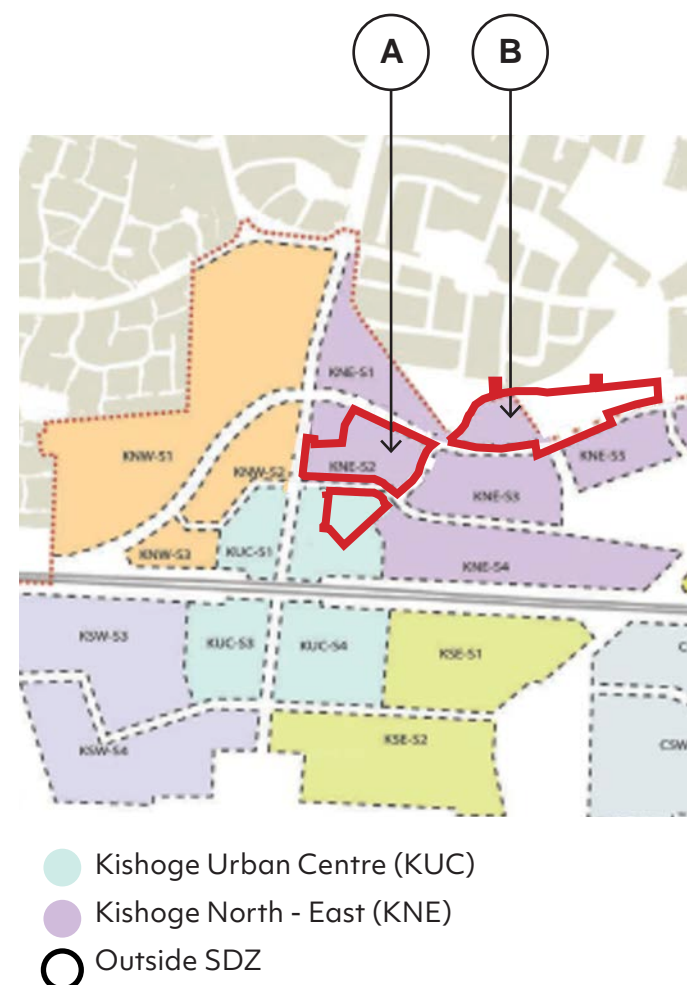
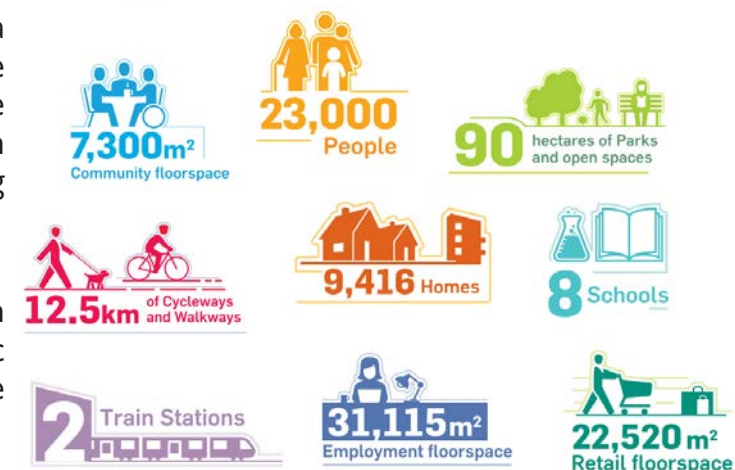
The lands are principally located within the boundary of the Clonburris Strategic Development Zone (SDZ) Planning Scheme (2019).

Clonburris SDZ covers approximately 280 hectares and is located approximately 16km to the west of Dublin city centre, between the existing suburbs of Lucan, Clondalkin and Liffey Valley. The Dublin Kildare/Cork railway line, with two existing stations - Clondalkin-Fonthill and Kishoge, bisects the northern part of the SDZ lands with the Grand Canal to the southern perimeter. Two strategic roads, Grange Castle Road and Fonthill Road form connections to surrounding suburbs.

The proposed development (mainly within the SDZ lands) will be located within the Kishoge Planning Scheme Area, situated within the sub-sectors identified as Kishoge Urban Centre 2 (KUC-S2), Kishoge North East 1 (KNE-S1) and 2 (KNE-S2).

The eastern part of Site B falls outside the boundary of the Clonburris SDZ and as such, will be subject to the policies and standards set out in the South Dublin County Development Plan 2022-2028.

The Clonburris Strategic Development Zone (SDZ) Planning Scheme will deliver:

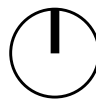


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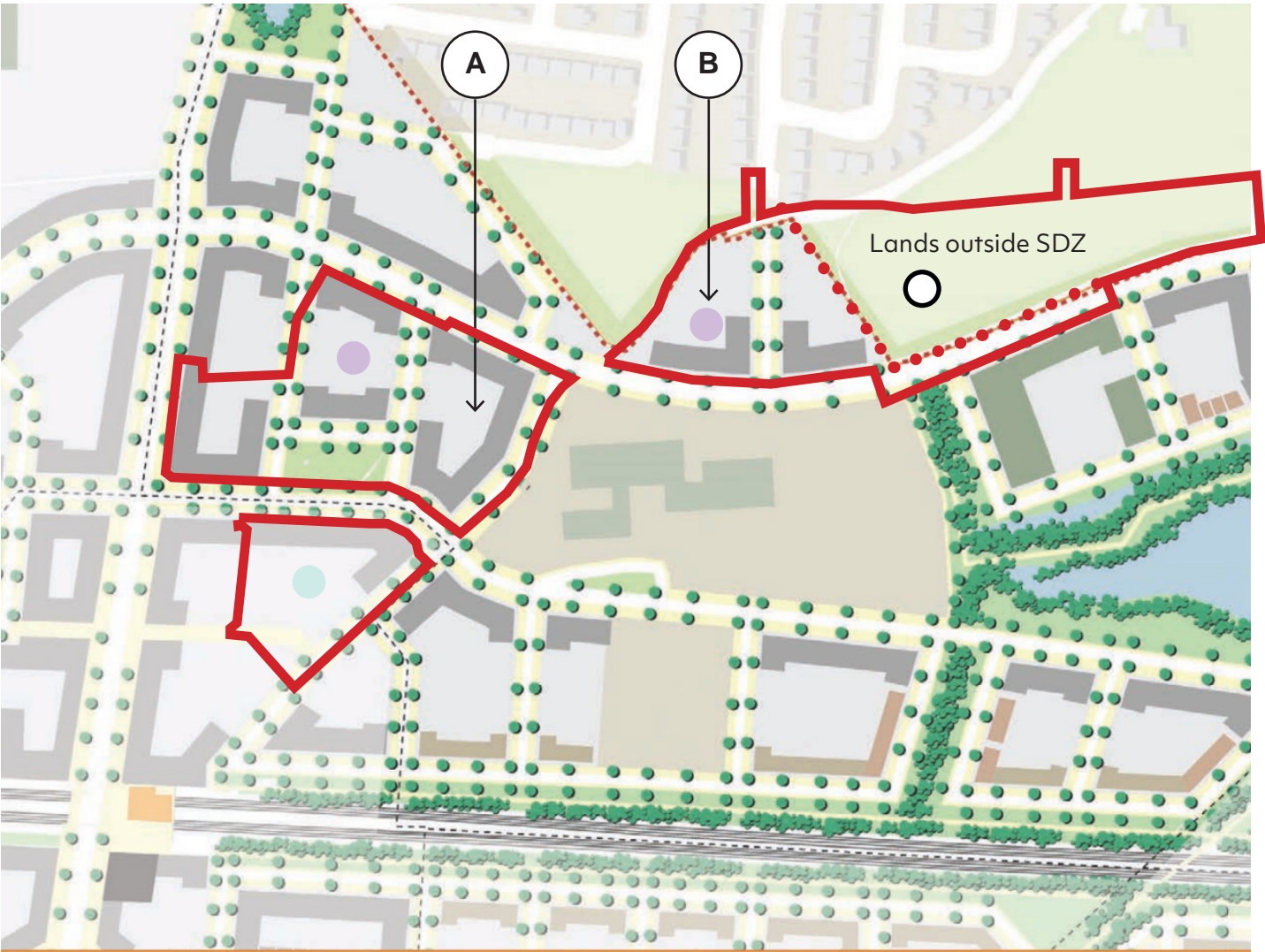
CLONBURRIS SDZ

KISHOGE - SITE 5

CLONBURRIS SDZ - KSG 5 | KISHOGE - SITE 5



CLONBURRIS STRATEGIC DEVELOPMENT ZONE (SDZ) KISHOGE NORTH EAST AND KISHOGE URBAN CENTRE



Kishoge North - East (KNE)

Kishoge Urban Centre (KUC)

Table 3.3.10 | Kishoge North East

| | | |
|--|---|-----------------|
| Area character type | Mixed development area with medium density residential development, closer to the centre with low density on the perimeters. Small scale retail, commercial and community uses will be facilitated close to the schools and Park. | |
| Net development area | 14.36ha | |
| No of units (Target) | 738 | |
| Net Density | Sub Sector | Density Range |
| | KNE-S1 | 48-58 |
| | KNE-S2 | 49-59 |
| | KNE-S3 | Educational |
| | KNE-S4 | 45-55 |
| | KNE-S5 | 45-55 |
| | KNE-S6 | 45-55 |
| * See also Table 2.1.5 for full range of density | | |
| Affordable/Social dwellings | To be negotiated in accordance with relevant legislation and SDCC Housing Policy | |
| Building height | Sub Sector | Building Height |
| | KNE-S1 | 2-6 storey |
| | KNE-S2 | 2-6 storey |
| | KNE-S3 | 2-6 storey |
| | KNE-S4 | 2-6 storey |
| | KNE-S5 | 2-6 storey |
| | KNE-S6 | 2-6 storey |
| * See also Figure 3.3.2 Building Height Concept | | |
| Public open space | 9,500 sqm | |

Table 3.3.6 | Kishoge Urban Centre

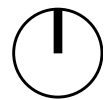
| | | |
|--|---|-------------------|
| Area character type | The centre will contain a diverse, mixed use development, containing the main commercial and retail uses for the new Urban centre based around a public plaza and a transport interchange on the Outer Ring Road. | |
| Net development area | 10.94ha | |
| No of units (Target) | 1,039 | |
| Net Density | Sub Sector | Net Density Range |
| | KUC-S1 | 65-125 |
| | KUC-S2 | 65-125 |
| | KUC-S3 | 65-125 |
| | KUC-4 | 65-125 |
| * See also Table 2.1.5 for full range of density | | |
| Affordable/Social dwellings | To be negotiated in accordance with relevant legislation and SDCC Housing Policy | |
| Non-retail commercial development | 11,800 sqm min | |
| Retail development | 3,500 sqm max | |
| Community | 1,500 sqm min | |
| Building height | Sub Sector | Building Height |
| | KUC-S1 | 3-8 storey |
| | KUC-S2 | 2-8 storey |
| | KUC-S3 | 2-8 storey |
| | KUC-S4 | 2-8 storey |
| * See also Figure 3.3.2 Building Height Concept | | |
| Public open space | 3,700 sqm | |

Kishoge Urban Centre (KUC)

Kishoge North - East (KNE)

Outside SDZ

CLONBURRIS SDZ - KSG 5 COMPLIANCE | KISHOGE - SITE 5



OVERALL MOVEMENT CONCEPT

The following diagram overlays the site on the SDZ Overall Movement Concept:

- Thomas Omer Way—Existing arterial route
- R136—Existing arterial route
- North Link Street—Approved link route
- All remaining streets are designed as local or intimate streets.

The street network has been carefully planned to balance pedestrian, cyclist, and vehicular movement. Each street is designed with appropriate response measures and corresponding design speeds to ensure safe, efficient, and accessible mobility for all users.

Site 5 A

Site 5A will connect to the proposed North Link Street via four priority T-junctions, designed by the Clonburris Infrastructure Limited (CIL) team, as outlined in the site plans. Two of these connections deviate slightly from the original SDZ locations due to design development but remain broadly in compliance with the SDZ design intent.

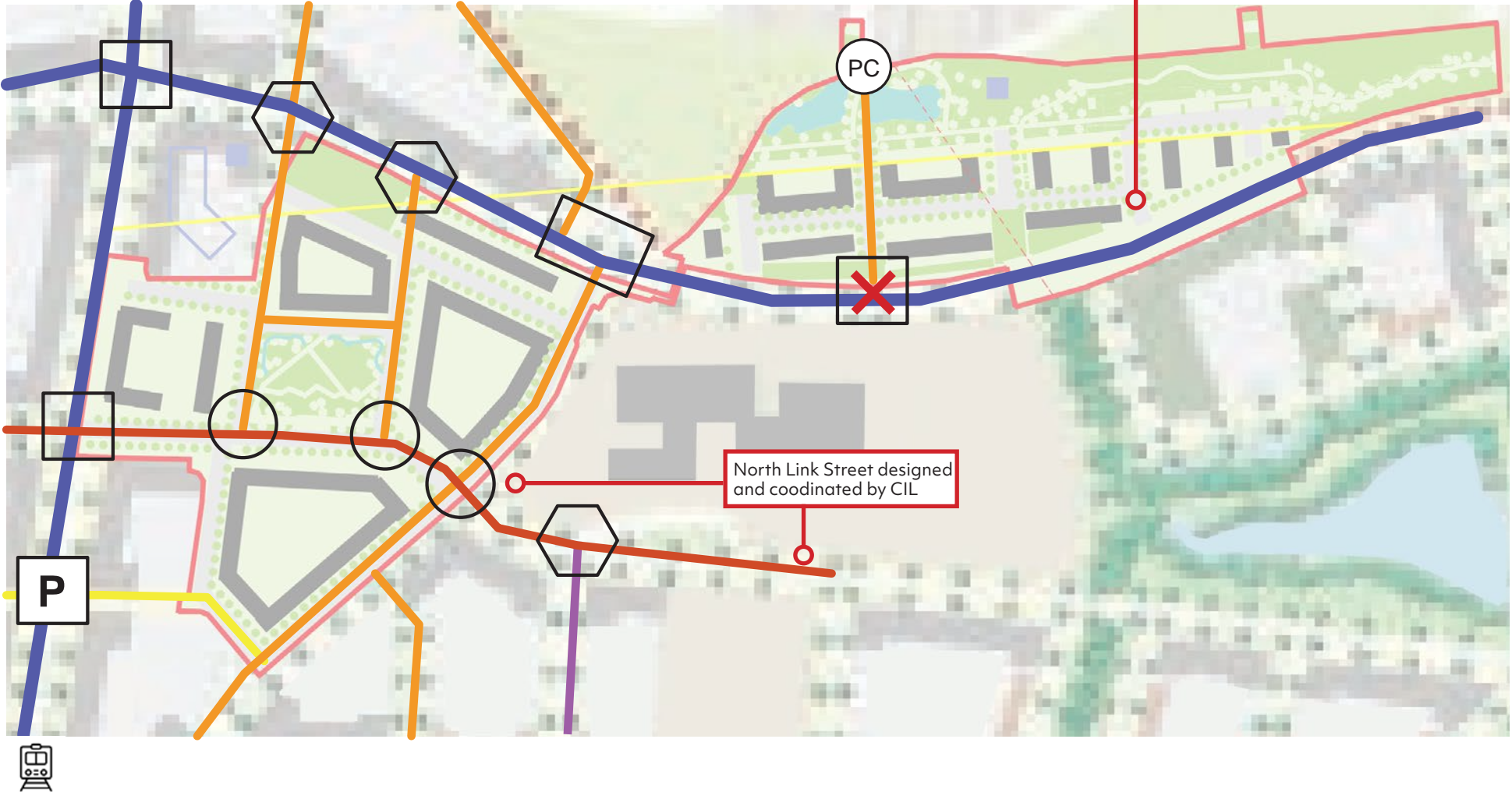
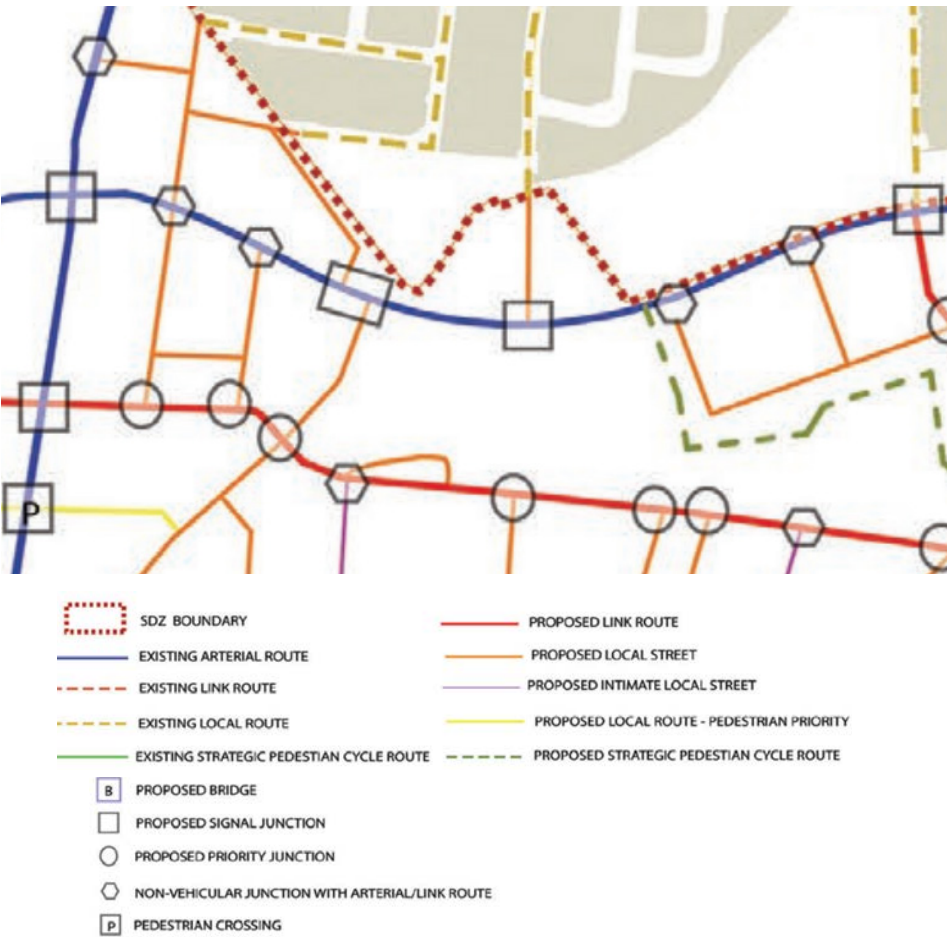
For access to Thomas Omer Way (TOW), the primary vehicular entrance is located at the northeastern point of the site, consistent with the SDZ plan. Additional active travel (non-vehicular) connections to TOW are also planned west of the main vehicular entrance, as specified in the SDZ.

Site 5B

Site 5B will connect to TOW at a point east of the location designated in the SDZ. This adjustment ensures safe site access while minimising disruption to school drop-off zones and existing traffic layouts along TOW. This will be the only vehicular access point for Site 5B.

Active travel links will be provided at four locations along the site's TOW frontage, primarily in the central and western sections. These connections will require the removal of the existing sound barrier.

It is noted that the SDZ does not appear to have accounted for the presence of the sound barrier. South Dublin County Council (SDCC) appointed Awn acoustic consultant to assess the noise levels along TOW and the role of the barrier in mitigating sound impact on the nearby Balgaddy residences. The design team has evaluated the impact of removing the existing sound barrier wall and determined that it would result in minimal negative effects.



CLONBURRIS SDZ - KSG 5 COMPLIANCE | KISHOGE - SITE 5

URBAN GRAIN

The site is shaped by Thomas Omer Way, which divides the development into two sites. The overall layout responds to the objectives of the SDZ, ensuring a well-integrated urban form.

The urban grain responds to the existing topography, road network, fixed building lines, building heights, housing typologies, and parking layout, with a strong emphasis on creating a high-quality streetscape.

The layout follows a structured approach, with blocks strategically divided and orientated to break up the general massing of the scheme and to maximise natural sunlight throughout the day.

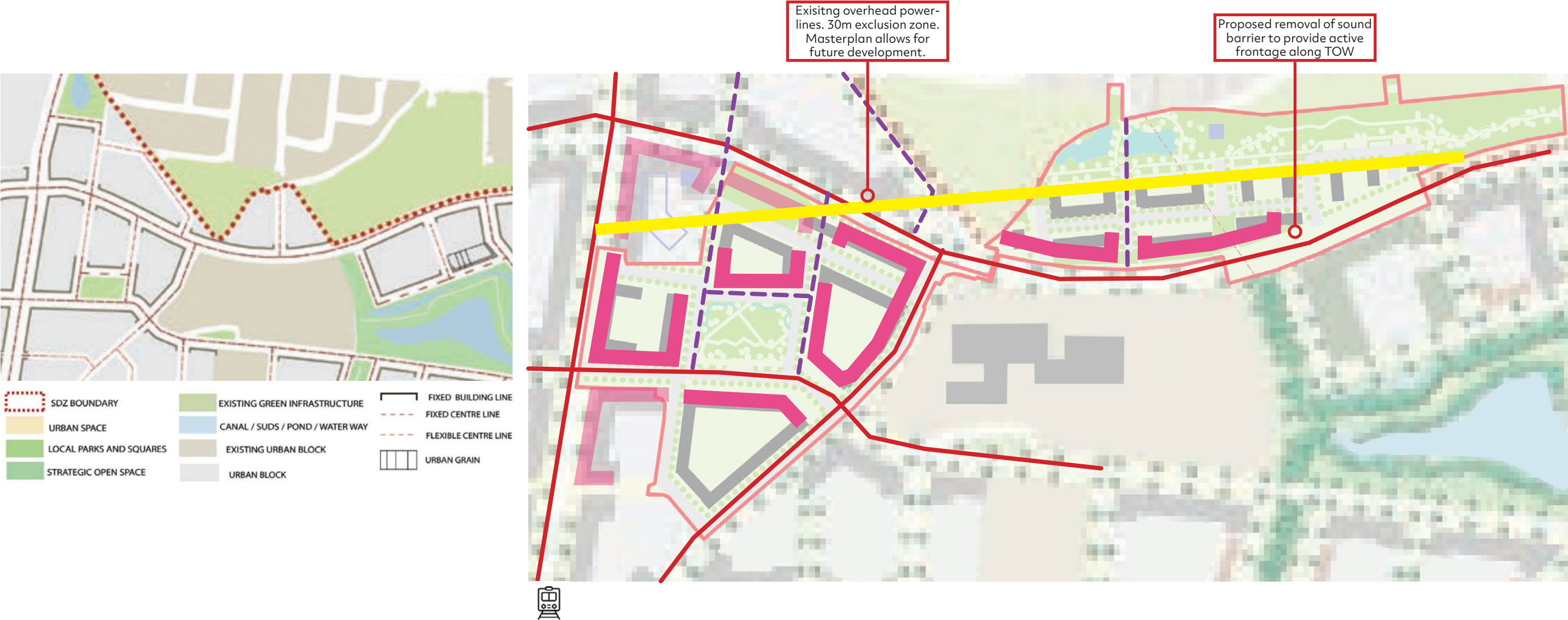
In Site A, the urban grain is structured around two character areas. In Kishoge Urban Centre, a formal tile is proposed, while Kishoge North East responds to the central open space. In Site B, the urban grain is designed to respond to the linear park to the north and Thomas Omer Way.

The apartment block fronting the R136 has been designed with a playful articulated façade, breaking up its massing. This block contributes to the overall density and urban rhythm of the development, ensuring a cohesive integration with the surrounding built environment. It is noted that overhead power lines traverse both sites.

Following guidance from ESB, a 30m exclusion zone has been incorporated into

the design, prohibiting development within this area. The layout accommodates this constraint, with provisions for potential future development once the power lines are either relocated or decommissioned.

In response to the SDZ, it is also proposed to remove the sound barrier along Thomas Omer Way and replace it with a strong building frontage; an active streetscape, that aligns with the vision set out in the plan.



CLONBURRIS SDZ - KSG 5 COMPLIANCE | KISHOGE - SITE 5

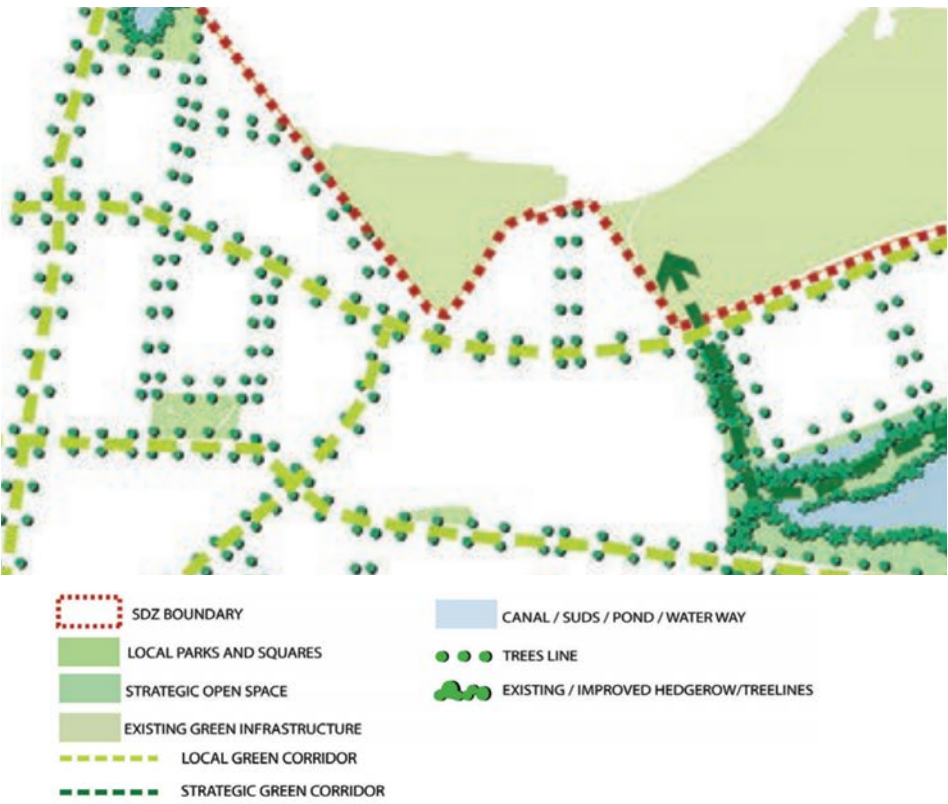
GREEN INFRASTRUCTURE

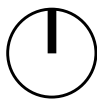
The layout is designed to support both active and passive recreation, creating a well-connected and engaging public realm in accordance with the SDZ scheme. The green infrastructure network comprises an integrated system of parks and green links, fostering a safe, attractive, and engaging environment. The proposal includes a high-quality central park in Site A, along with a linear park in Site B, additional pocket parks, home zones, and green routes that connect and serve both the development and the wider community.

The streetscape includes setback building lines with planting to soften the streetscape and enhance the public realm.

Active travel routes include dedicated footpaths and two-way cycle lanes, ensuring connectivity while prioritising safety, accessibility, and passive surveillance.

The design has been developed in consultation with the SDCC Parks and Landscape Department.





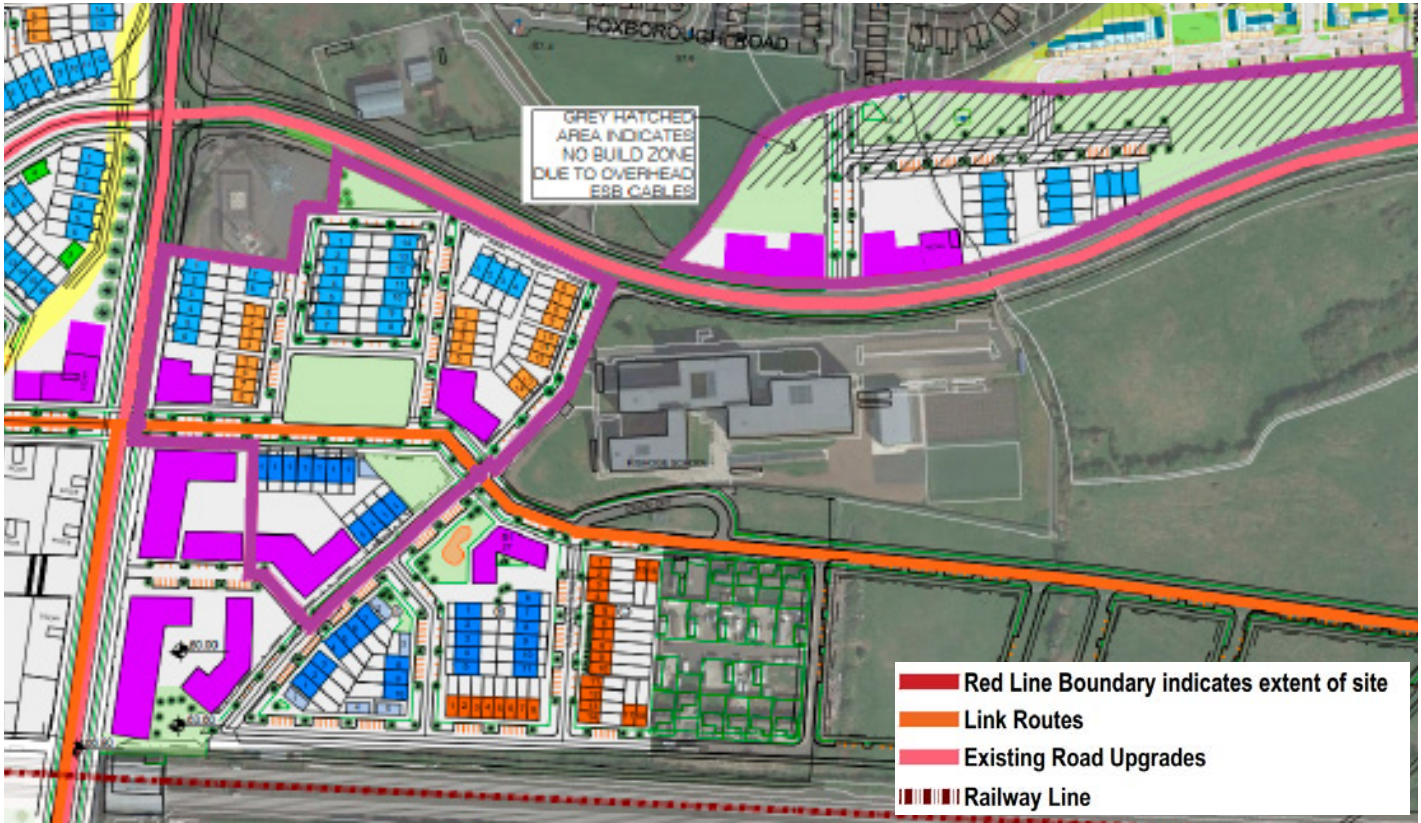
METROPOLITAN WORKSHOP
MASTERPLAN



SDCC Lands- Further Studies

The Metropolitan Workshop conducted a masterplan study of the lands owned by SDCC within the Clonburris SDZ Planning Scheme. This study carefully considered the fundamental principles and guidelines of the SDZ. The subsequent proposal developed by MDO has taken into account this study and further refined it, emphasising the optimal development potential of the lands.

SDCC MASTERPLAN



| LEGEND OF TYPOLOGIES | | | | | | |
|----------------------|----------------|--------|--------|--------|--------|-------|
| | 2 STOREY HOUSE | DUPLEX | DUPLEX | 1B APT | 2B APT | TOTAL |
| BEDROOMS | 3b | 3b | 2b | ONE | TWO | |
| SUBTOTAL | 22 | 49 | 49 | 107 | 48 | 275 |
| SOCIAL | | 39 | 38 | 12 | 30 | 119 |
| AFF PURCH | 22 | 10 | 11 | | 18 | 61 |
| AFF RENTAL | | | | 95 | | 95 |

SDCC Lands- Site Strategy

The key objective of this development is to deliver a high-quality residential development that will work as a catalyst for the development of this new key Urban Centre for South West Dublin. The combined schemes will deliver c. 1310 homes for social, affordable, and affordable rental tenure. This report refers to Site 5 – Lot 3 specifically.

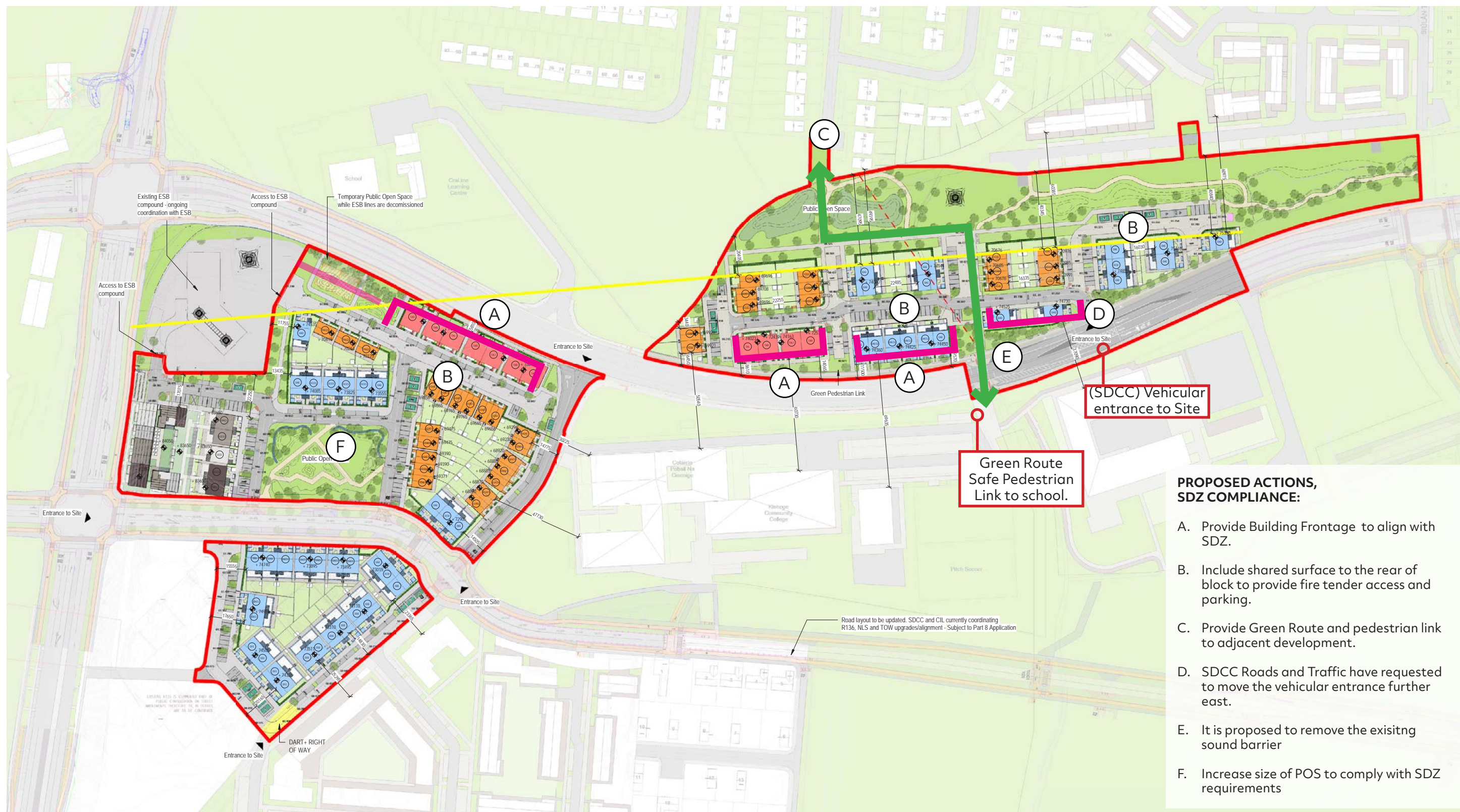
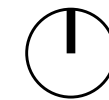
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PROPOSED LAYOUT

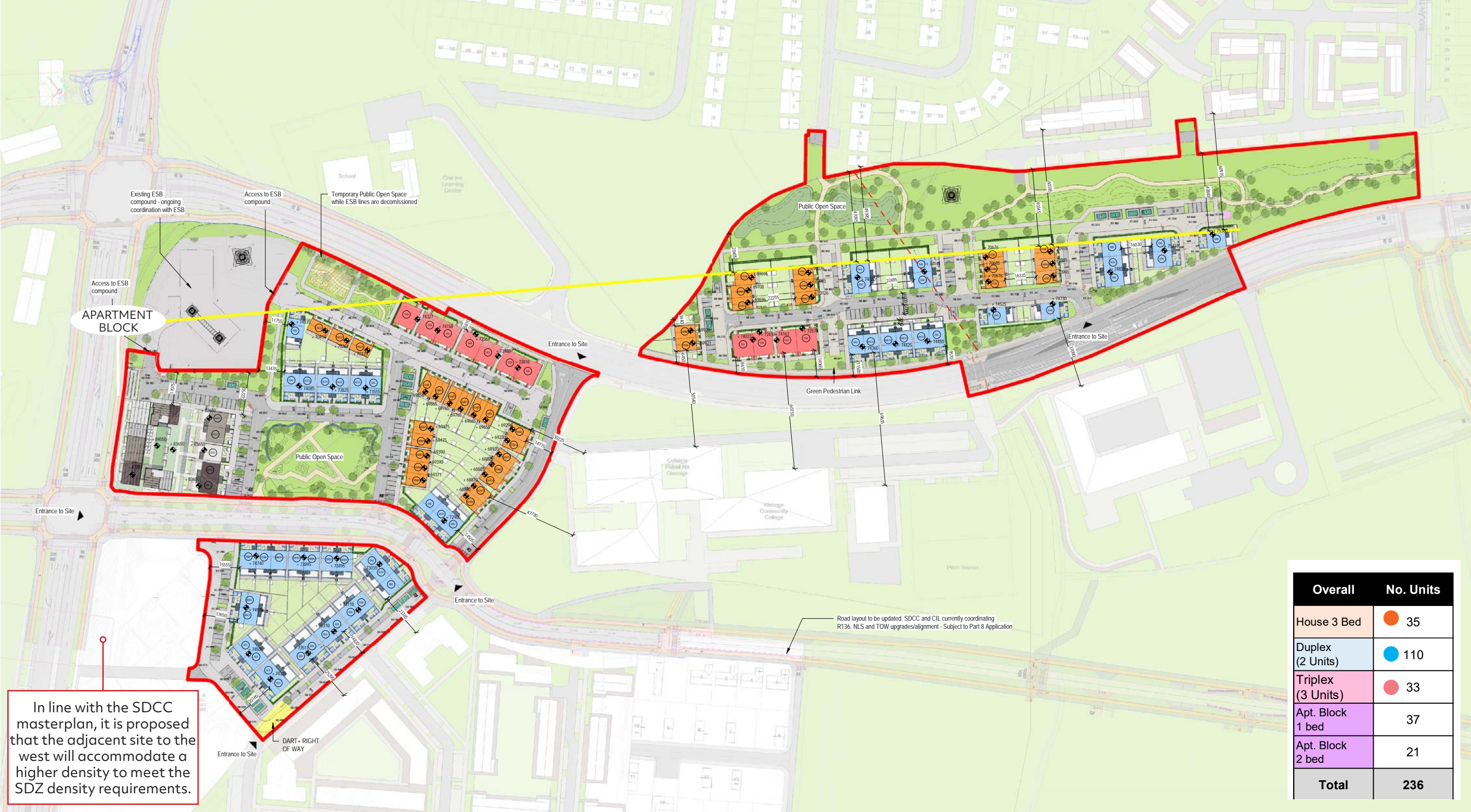
**HOW DOES THE DEVELOPMENT
RESPOND TO THE OVERALL MASTERPLAN?**

PROPOSED SITE PLAN - SDZ COMPLIANCE | KISHOGE - SITE 5

- Site Boundary Line
- Fixed Building Line
- 30m offset from power lines



PROPOSED SITE PLAN - UNIT MIX | KISHOGE - SITE 5



DENSITY - SDZ COMPLIANCE | KISHOGE - SITE 5

DENSITY

The development is divided into three sub-sectors: Kishoge North East (comprising Site A and Site B), Kishoge Urban Centre, and a portion of Site B, which lies outside the SDZ lands. The accompanying table outlines the min. and max. residential densities (units/he) required for each zone. In line with SDZ density calculations, internal roads and public open spaces are included, while district roads and service connections are excluded.

Due to site constraints and parcel divisions, two of the areas fall slightly below the required density.

| OVERALL | | | | | | | | | | | | | |
|-----------------|--------------|----------|-------|----------|--------------|----------|----------|-------|--------------|----------|------|-------|---------|
| SDZ | KUC Site | | | KNE - A | | | KNE - B | | | Site B | | | OVERALL |
| | Min. Density | Units/ha | Area | Units | Min. Density | Units/ha | Area | Units | Min. Density | Units/ha | Area | Units | |
| | 65 | 1 | 65 | 40 | 1 | 40 | 50 | 1 | 50 | 50 | 1 | 50 | 1 |
| | Units/ha | 0.75 | 49 | Units/ha | 2.2 | 88 | Units/ha | 0.73 | 37 | Units/ha | 0.52 | 26 | 4.2 |
| SDZ | KUC Site | | | KNE - A | | | KNE - B | | | Site B | | | OVERALL |
| | Max. Density | Units/ha | Area | Units | Max. Density | Units/ha | Area | Units | Max. Density | Units/ha | Area | Units | |
| | 125 | 1 | 125 | 60 | 1 | 60 | 60 | 1 | 60 | 60 | 1 | 60 | 1 |
| | Units/ha | 0.75 | 94 | Units/ha | 2.2 | 132 | Units/ha | 0.73 | 44 | Units/ha | 0.52 | 31.2 | 4.2 |
| CURRENT DENSITY | | | | | | | | | | | | | |
| CURRENT DENSITY | KUC Site | | | KNE - A | | | KNE - B | | | Site B | | | OVERALL |
| | Units/ha | Area | Units | Units/ha | Area | Units | Units/ha | Area | Units | Units/ha | Area | Units | |
| | 59 | 1 | 59 | 60 | 1 | 60 | 55 | 1 | 55 | 42 | 1 | 42 | 1 |
| | Units/ha | 0.74 | 44 | Units/ha | 2.15 | 130 | Units/ha | 0.73 | 40 | Units/ha | 0.52 | 22 | 4.14 |

However, the masterplan has considered that the remaining lands within KNE and KUC can accommodate the additional units, thereby achieving the required overall density across the zoned lands.



| KUC 0.74 ha | No. of Buildings | No. Units |
|-------------------|------------------|-----------|
| House 3 Bed | | 0 |
| Duplex (2 Units) | 22 | 44 |
| Triplex (3 Units) | | 0 |
| Apt. Block 1 bed | | 0 |
| Apt. Block 2 bed | | 0 |
| Total | | 44 |

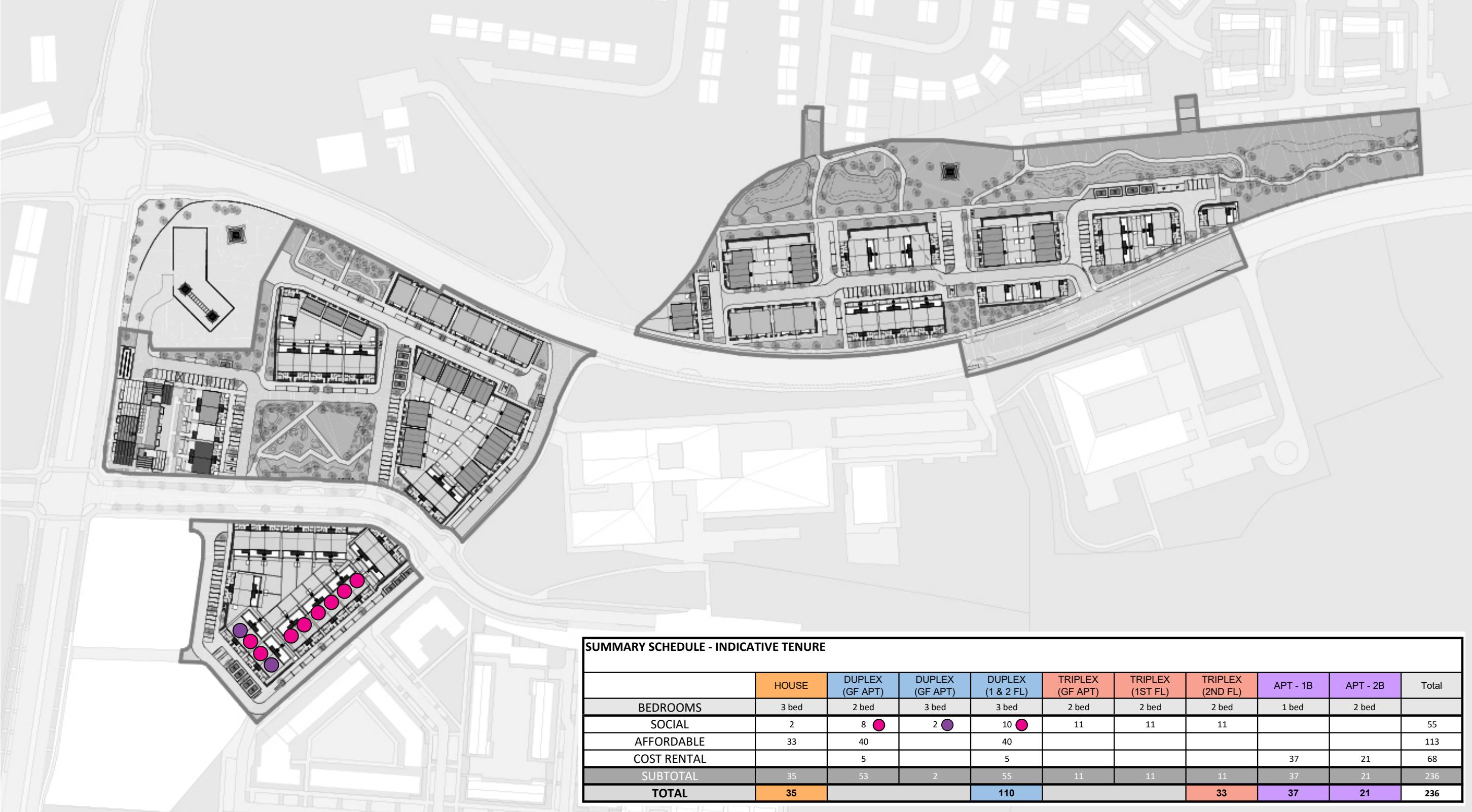
| KNE A 2.15 ha | No. of Buildings | No. Units |
|-------------------|------------------|-----------|
| House 3 Bed | 21 | 21 |
| Duplex (2 Units) | 15 | 30 |
| Triplex (3 Units) | 7 | 21 |
| Apt. Block 1 bed | | 37 |
| Apt. Block 2 bed | | 21 |
| Total | | 130 |

| KNE B 0.73 ha | No. of Buildings | No. Units |
|-------------------|------------------|-----------|
| House 3 Bed | 8 | 8 |
| Duplex (2 Units) | 10 | 20 |
| Triplex (3 Units) | 4 | 12 |
| Apt. Block 1 bed | | 0 |
| Apt. Block 2 bed | | 0 |
| Total | | 40 |

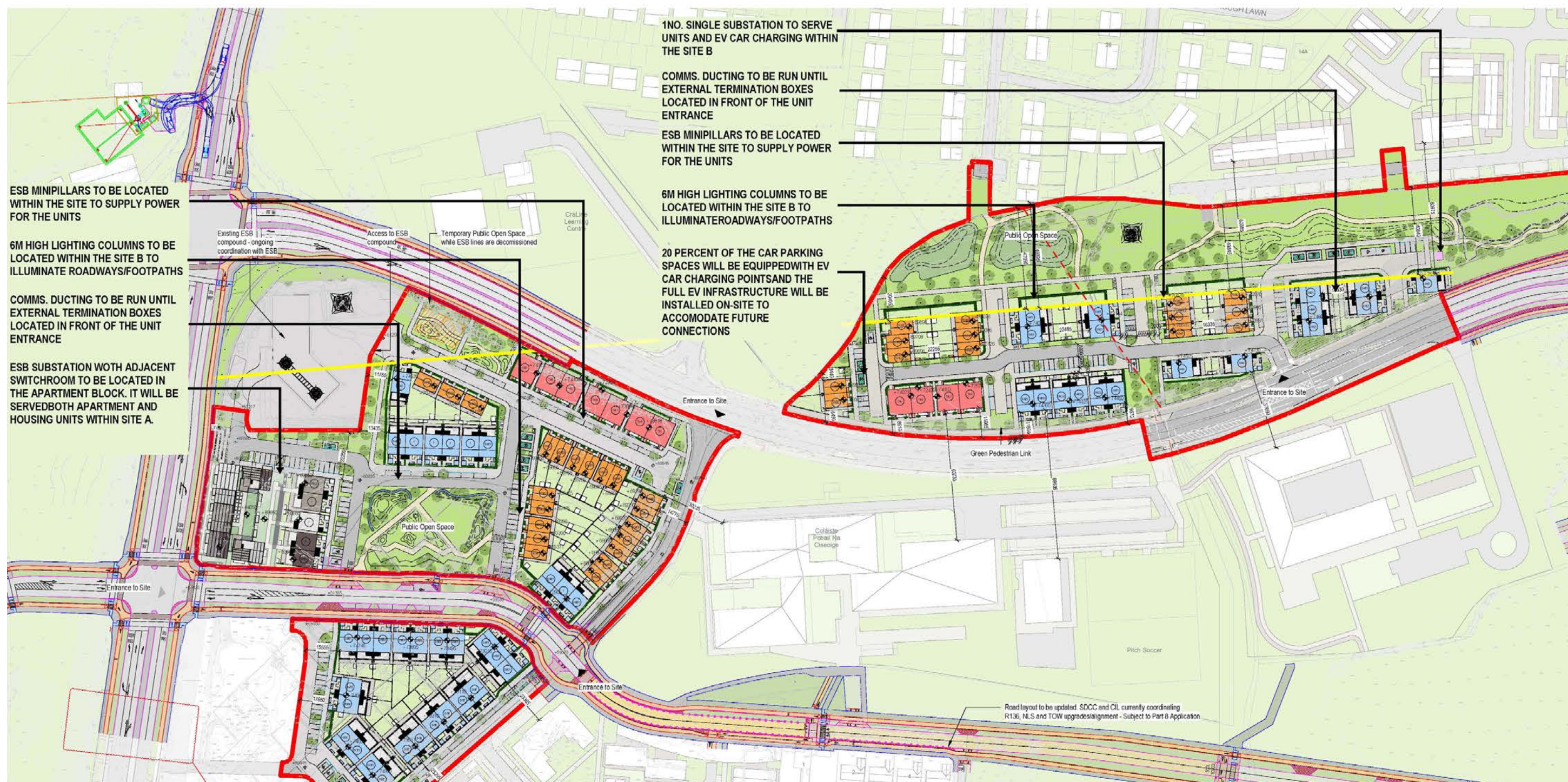
| SITE B 0.52 ha | No. of Buildings | No. Units |
|-------------------|------------------|-----------|
| House 3 Bed | 6 | 6 |
| Duplex (2 Units) | 8 | 16 |
| Triplex (3 Units) | | 0 |
| Apt. Block 1 bed | | 0 |
| Apt. Block 2 bed | | 0 |
| Total | | 22 |

| Overall | No. Units |
|-------------------|-----------|
| House 3 Bed | 35 |
| Duplex (2 Units) | 110 |
| Triplex (3 Units) | 33 |
| Apt. Block 1 bed | 37 |
| Apt. Block 2 bed | 21 |
| Total | 236 |

PROPOSED SITE PLAN - UD UNITS | KISHOGE - SITE 5



PROPOSED SITE PLAN - SITE UTILITIES | KISHOGE - SITE 5



PROPOSED SITE PLAN - PLAN VIEW | KISHOGE - SITE 5



CONCEPT DIAGRAMS | KISHOGE - SITE 5



THE CONCEPT

To create a vibrant and distinctive new neighbourhood that provides a range of high-quality homes, with convenient access to local services, amenities, and community facilities, fostering a well-connected and thriving community. The subject site, comprised of two parcels, Site A and Site B, is bisected by Thomas Omer Way Road, extending from the R136 roundabout in an east-west direction to the R113.

The design centres around creating a soft-urban environment where residential blocks integrate within the surrounding area.

Site A:
There are four main tiles, each defined by a variety of building and unit typologies.

A new spacious central park, complemented by a smaller pocket park to the north. Once the power-lines are decommissioned, this green area can accommodate additional homes in accordance with the SDZ building frontage alignment.

Site B:
The two main tiles are subdivided into clusters of smaller blocks, creating a more intimate and pedestrian-friendly streetscape. To the north, the new linear park will connect the proposed development with the existing urban fabric, enhancing connectivity and integrating green infrastructure into the community.

Additional features include landscaped 'Local Streets' and 'Home Zones,' designed to regulate vehicular traffic and prioritise a human-scale design for pedestrians and cyclists.



MOVEMENT & CONNECTIVITY

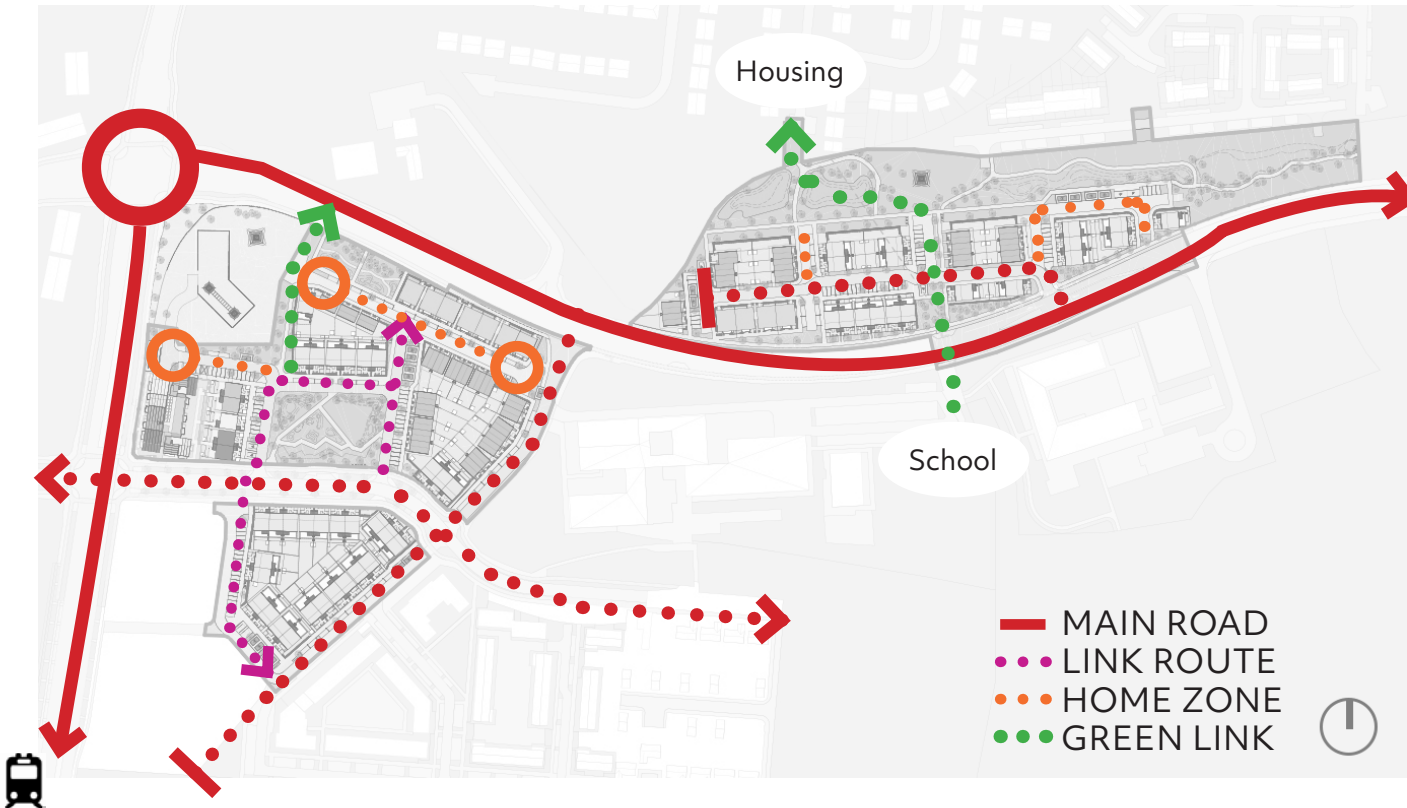
Site A:
Two primary access points are proposed; via the R136, which is currently undergoing redesign by SDCC. This access will be traversed by the new 'North Link Street,' currently under design by Clonburris Infrastructure Limited (CIL). This new street will connect Kishoge North East and Kishoge North West, facilitating efficient traffic flow. The second access point will be through Thomas Omer Way. The site will be organised into distinct tiles, each featuring a network of local streets and home zones.

It is envisioned that Site A will have strong connectivity with the future development to the south (KUC).

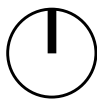
Site B:
Site B will be accessed by a single vehicular entrance, which has been moved further east based on comments from the SDCC Roads and Traffic Department. We are proposing to create a green route that will serve as a primary pedestrian link, connecting the school, the site and the development further north. A local street spanning from west to east will accommodate a series of more intimate home zones.

To enhance connectivity, a network of pedestrian pathways will interconnect both sites, offering direct and varied routes between destinations.

On-street car parking has been strategically positioned throughout, ensuring convenience and accessibility for residents and visitors.



CONCEPT DIAGRAMS | KISHOGE - SITE 5



BUILT FORM

The overall form, scale and massing of the scheme responds to the SDZ and the existing context. The blocks have been laid out having regard to the street hierarchy and the overall permeability of the site.

The building heights and typologies create a transition between the adjoining roads, the neighbouring developments due north and south, and the school. The majority of dwellings are own-door units, providing residents with a balance of privacy and convenience while promoting passive surveillance to foster a safe, vibrant community.

A SUSTAINABLE DEVELOPMENT

“Great Place Principles” will be applied to ensure a sustainable approach, prioritising vibrant and environmentally conscious spaces. Blocks are strategically laid out to optimise solar orientation, maximise natural light, and reduce energy consumption. By avoiding north-facing units, residents will benefit from consistent daylight throughout the day, reducing electricity consumption.

Maximising views of open spaces will provide passive surveillance, fostering safety and community engagement.

Integration of sustainable urban drainage systems (SUDs) measures will help mitigate storm-water runoff and enhance the overall development/public amenity.

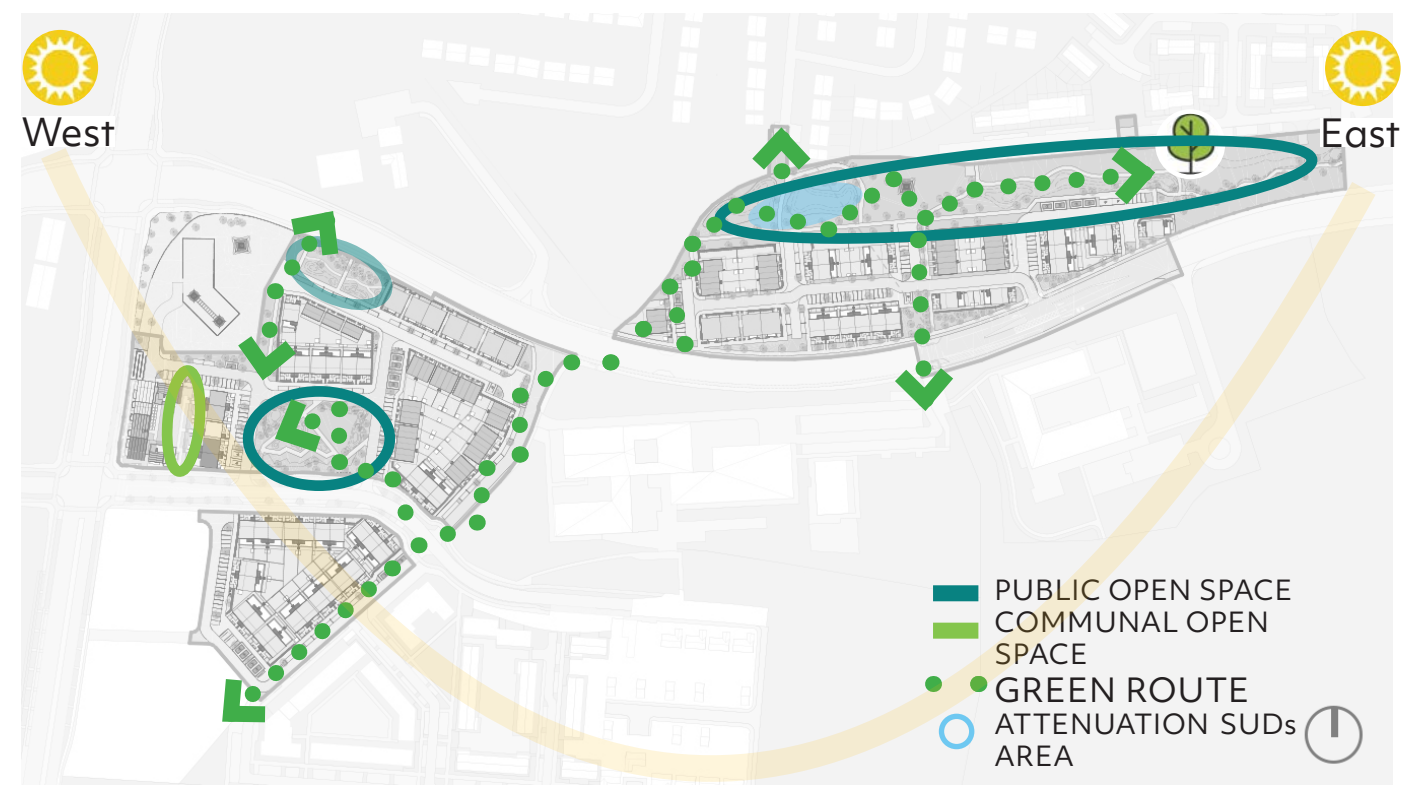
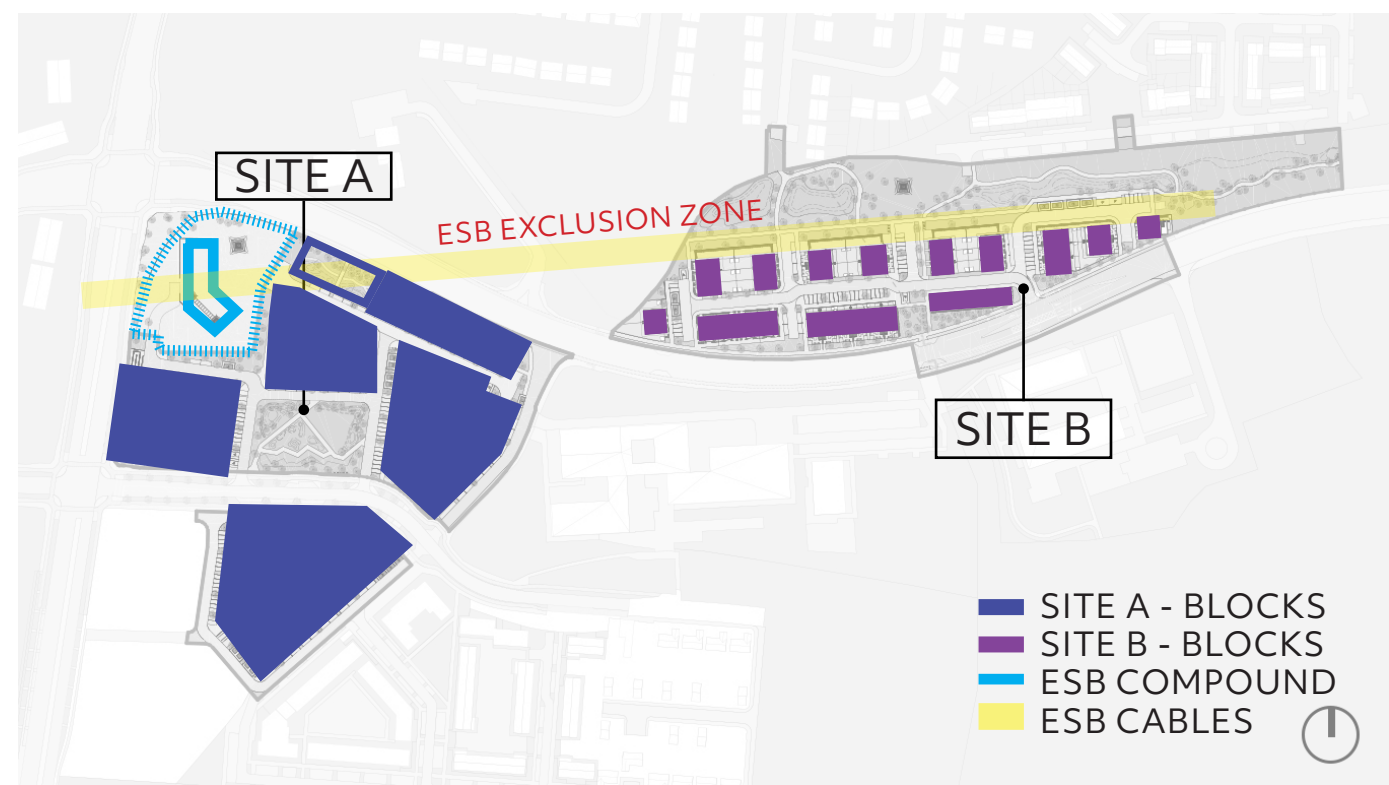
GREEN INFRASTRUCTURE

As per the SDZ, Site A features a main central park, while Site B hosts a linear park that links the new development with the existing context. This strategic arrangement also creates a green corridor that connects both sites and provides public amenities equitably distributed throughout the development while also offering a variety of recreational activities for residents of all ages and interests. This connectivity is enhanced by thoughtfully designed streetscapes and verdant corridors. A total of 2,700sqm of public open space is provided across Site A and 3,400 sqm across Site B.

The central park in Site A serves as a focal point for both KSNE East and the KUC, complemented by a temporary park

positioned further north. This secondary park holds potential for future development once the power lines are decommissioned, as outlined in the SDZ. Site B hosts a substantial linear park stretching across its northern and eastern boundaries, providing ample green space for residents to enjoy.

Additionally, the proposal encompasses 1,370 sqm of communal open space. Each residential unit meets the required private open space. Ground-floor apartments feature gardens, patios or terraces, while upper levels offer balconies. Ground-level amenities are designed with boundary treatments ensuring privacy, security, and optimal solar exposure.



SDZ KEY OBJECTIVES CHECKLIST | KISHOGE - SITE 5

KISHOGE URBAN CENTRE (KUC)

| Key objectives | |
|--|--|
| » To develop a high quality mixed use centre to support the community of Kishoge; | The mixed-use center will be delivered as part of the overall SDCC masterplan for the lands and will be located outside the application boundary. |
| » To provide for significant commercial (non-retail) provision at areas of high accessibility to public transport; | To be provided outside application boundary. |
| » To provide for local level retail to support the regular service and retail needs of the community of Kishoge; | To be provided outside application boundary. |
| » To develop a multi-purpose civic facility for the community at Kishoge; | To be provided outside application boundary. |
| » To ensure high levels of legibility and ease of orientation; | <input checked="" type="checkbox"/> |
| » To achieve high levels of permeability, particularly for pedestrians and cyclists; | <input checked="" type="checkbox"/> |
| » To provide for transport interchange at the railway station, in particular, connecting rail, bus and cyclists; | The R136 is currently undergoing upgrades, including improved bus stops, footpaths, bike lanes, and traffic-calming measures. The railway station is located outside the application boundary. |
| » To provide intimately scaled focal/ activity spaces surrounding quadrants of the Urban centre; and | To be provided outside application boundary. |
| » To achieve good levels of continuity and enclosure along the arterial routes, avenues and the urban spaces. | <input checked="" type="checkbox"/> |

KISHOGE NORTH - EAST (KNE)

| Key objectives | |
|---|---|
| » To develop a high quality residential neighbourhood at Kishoge, integrating with existing housing; | <input checked="" type="checkbox"/> |
| » To provide locally accessible open spaces of local and strategic importance; | <input checked="" type="checkbox"/> |
| » To ensure high levels of legibility and ease of orientation; | <input checked="" type="checkbox"/> |
| » To provide a new Link Street/avenue as part of the main connection between Kishoge and Clonburris urban centres; | <input checked="" type="checkbox"/> |
| » To prioritise pedestrian and cyclist movement and to provide for local bus services along the avenue; | <input checked="" type="checkbox"/> |
| » To provide for a range of housing along the new avenue and local streets including homezones; | <input checked="" type="checkbox"/> |
| » To provide a distinctive, diverse and quality frontages to Thomas Omer Way, the avenues/Link Streets and the strategic open spaces; and | It is proposed to remove the existing sound barrier along TOW to create a strong, high-quality frontage. The ESB power line exclusion zone prevents any current development adjacent to the ESB compound. |
| » To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake to enhance green and blue infrastructure and ecological connectivity. | <input checked="" type="checkbox"/> |