

KNOCKMEENAGH ROAD  
FRAMEWORK PLAN



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# 1 INTRODUCTION

## 1.1 INTRODUCTION

The Knockmeenagh Road Framework Plan sets out a series of planning and design principles to guide future sustainable backland development on the north side of Knockmeenagh Road in accordance with national planning policy and guidelines and local planning policy as expressed in the South Dublin County Development Plan 2010 – 2016.

The Knockmeenagh Road Framework Plan is a shared vision for the local area that will ensure that future development proposals protect the established residential amenity and character of the area and help co-ordinate the development of the backland area.

The Knockmeenagh Road Framework Plan is a non-statutory planning document. The Plan is intended to coordinate proposals for development that may arise. It is acknowledged that all sites within the Framework Plan area may not be developed.

## 1.2 LOCATION

Knockmeenagh Road is located approximately 600m to the south of the town centre of Clondalkin. The Newlands Cross junction with the Naas Road (N7 national primary route) lies approximately 300m to the southwest.

There is evidence dating back to the early 19th century of a road following the present alignment, bounding a distinctive parcel of land to its north that probably comprised a single landholding or farm. This landholding appears to have been sub-divided in the early 20th century, when the existing row of semi-detached cottages that line the northern side of Knockmeenagh Road were constructed. The cottages today are notable for their unusually large rear gardens, in some instances comprising over 0.15 Ha.

Further development along the southern side of the Road occurred throughout the 20th century, and today, Knockmeenagh Road reflects a mix of architectural styles and dwelling types in an area of established residential character.

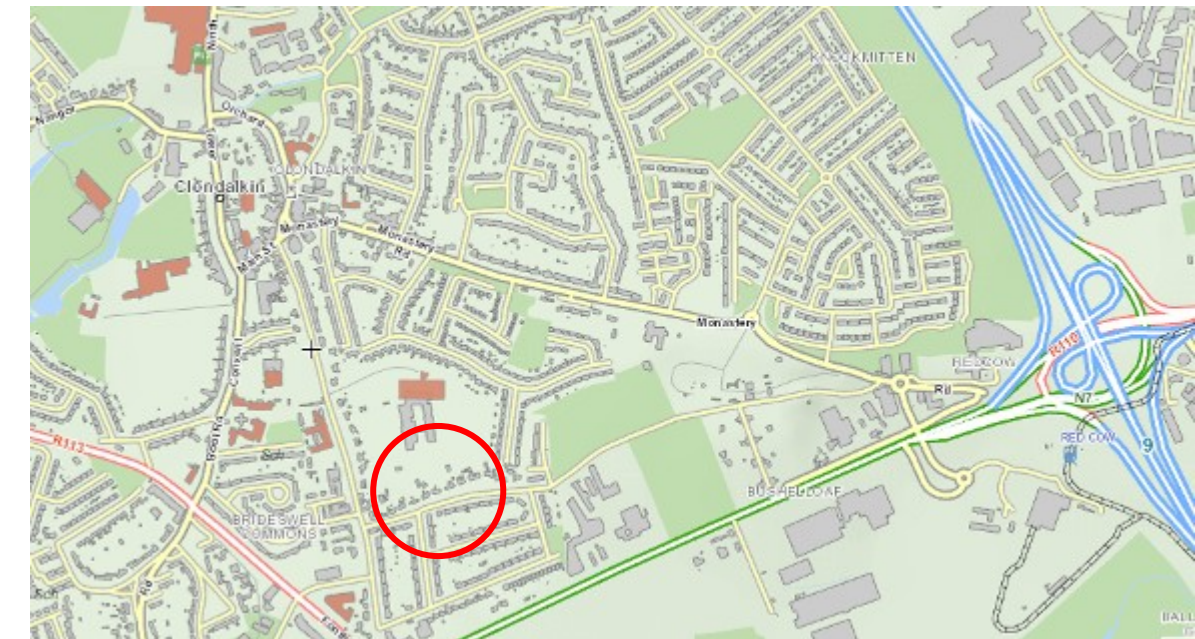


Fig 1.1: Aerial view showing the subject lands at Knockmeenagh Road (outlined in red) and their surrounding context.



# Knockmeenagh Road Framework Plan



## 1.3 FRAMEWORK PLAN: CO-ORDINATING THE FUTURE

Intervening years have seen a changing pattern of development along Knockmeenagh Road. The sizeable plots to the north of the Knockmeenagh Road have been subject to additional development ranging from single storey bungalows, garden sheds and garages to dormer dwellings in recent years.

This infill development pattern is driven by a wider trend to consolidate urban areas and maximise the potential of residentially zoned land within established urban areas, a trend that is now recognised and promoted in national and local planning policies.

There is a local statutory planning policy to permit the development of dwellings to the rear of existing gardens on Knockmeenagh Road. This planning policy is contained in a Local Zoning Objective in the current South Dublin County Development Plan 2010 – 2016.

The purpose of this Framework Plan is to set out an agreed vision for the subject lands to ensure that future backland development is plan-led, co-ordinated and undertaken in accordance with national and local planning policy, best environmental practice and with the protection of existing and future residential amenity as a foremost consideration.

## 1.4 METHODOLOGY

The Framework Plan has been prepared by a multi-disciplinary design team and in consultation with landowners on Knockmeenagh Road.

The methodology applied includes:

- Comprehensive analysis of the backland sites on Knockmeenagh Road and the surrounding area to establish character and the context for future development.
- Analysis and mapping of significant natural and built heritage features with the Framework Plan area.
- Analysis of the South Dublin County Development Plan 2010 – 2016 and other statutory guidance to determine the regulatory framework for new residential development.
- Applying the relevant provisions and standards of the County Development Plan to the framework plan area through a preliminary design process to determine possible layouts, building line, building heights, orientation, etc.
- Establish design principles for future development on backland sites that ensures development takes place in a coherent and co-ordinated manner.
- Incorporating best environmental practice and principles to address key features of future development.
- Presenting the site analysis and Framework Plan in a graphical and easy to access manner.
- Facilitating stakeholder discussion and incorporating comments and concerns.

## Vision

The Framework Plan sets out a sustainable and integrated approach to future development that allows the area to grow and develop while protecting residential amenity and enhancing its established residential character.

The Framework Plan provides a range of specific development management standards to ensure co-ordinated and sustainable backland development.

## Objectives

- Ensure new development protects existing residential amenity
- Ensure new development protects the existing character of Knockmeenagh Road
- Provide a platform for co-ordinated backland development on Knockmeenagh Road
- Establish core development management principles for future development
- Respect and integrate existing natural and built heritage features
- Maximise the potential for biodiversity





# 2 STATUTORY POLICY CONTEXT



## 2.1 INTRODUCTION

Knockmeenagh Road is located within the administrative area of South Dublin County Council and is therefore subject to the provisions of the South Dublin County Development Plan.

In addition, a Town Centre Plan has been prepared for Clondalkin to guide its future development in the coming years. This plan aims to promote the development of Clondalkin as a strong and vibrant urban place with a range of high quality services, attractions and connections.

The consolidation of residential areas surrounding the town centre, such as Knockmeenagh Road, is considered to be complementary to the development and continued vitality of the town centre.

The population of Clondalkin Village has declined over the 2006-2011 period by 2.5%, whereas the national population grew at 8% over the same period. This Framework Plan is intended, in small part, to help reverse this trend by providing for an appropriate measure of residential growth in the Framework Plan area.

## 2.2 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN

The South Dublin County Development Plan 2010 – 2016 sets out a vision and an overall strategy for the proper planning and sustainable development of the County. It also sets out guiding policies and objectives for the development of the County in terms of physical growth and renewal, economic, social and cultural activity, and environmental protection and enhancement.

The County Development Plan provides guidance to govern and influence development in the county area together with site-specific policies including zoning and local zoning objectives.

### 2.2.1 Land Use Zoning

The Knockmeenagh Road Framework Plan area is zoned Objective A 'to protect and / or improve residential amenity'. Residential development is considered an appropriate land use and is therefore permitted in principle in these zones.

### 2.2.2 Local Zoning Objective

Local Zoning Objective no. 6 Knockmeenagh Road - Backland Development states:

*'Facilitate the development of housing to the rear of the cottages at Knockmeenagh Road, Clondalkin, with not more than one additional unit per existing cottage.'*

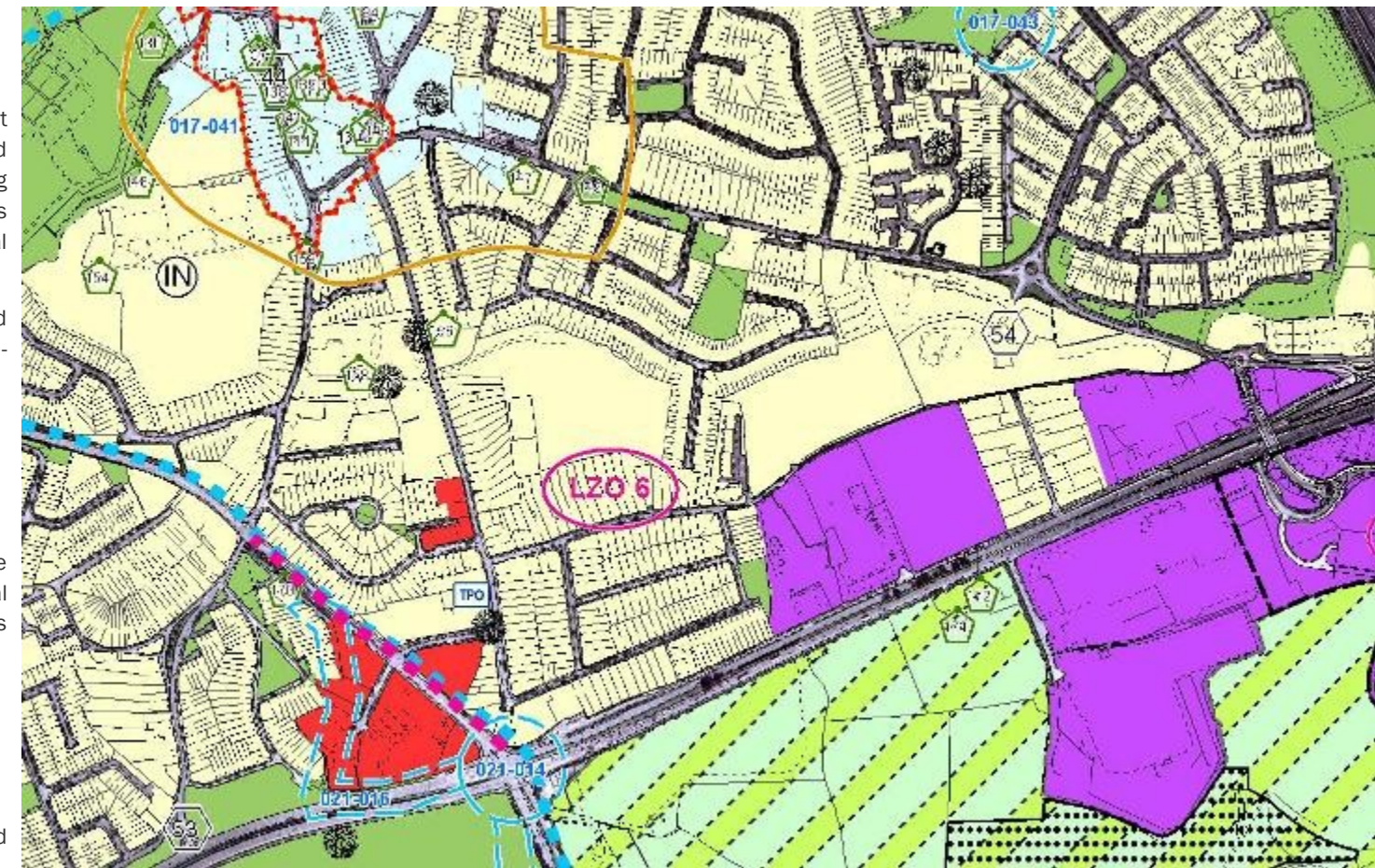


Fig 2.1: Extract from the South Dublin County Development Plan Zoning Map showing the area zoning and Local Zoning Objective for Knockmeenagh Road.





## 2.2.3 Broader Policy Guidance

### **Policy in Relation to Sustainable Neighbourhoods**

A principal aim of the County Development Plan is to encourage the development of sustainable neighbourhoods throughout the county area. The Plan states:

*“It is an aim of the Council that all new urban development in the County will create or contribute to sustainable neighbourhoods in which people can work, shop and access amenities, recreation and education within their own locality. The Council supports contemporary and innovative residential design which meets with the objectives set out in this section.”*

Section 1.4 of the Development Plan sets out a range of guiding principles to inform residential development in the County and the relevant guidance has been considered in the making of this Framework Plan.

### **Policy in Relation to Protecting Residential Amenity**

Policy H11 Residential Amenity in Existing Residential Areas states:

*“It is the policy of the Council to protect and improve residential amenity in existing residential areas.”*

The purpose of this Framework Plan is to facilitate measured and appropriate residential backland development on Knockmeenagh Road that protects the residential amenity of existing residents while promoting high quality residential amenity for future residents.

### **Policy in Relation to Backland Development**

1.2.25 ‘Backland Development’ states that,

*“...Applications for individual houses in rear gardens will only be considered where the proposed development is supported by a site analysis, concept plan and Design Statement as outlined in section 1.4 which indicates how the dwelling can form part of a comprehensive plan for the entire backland area in the future.*

*“It is the policy of the Council that backland development will generally only be permitted where development is carried out in a comprehensive redevelopment of the backland to secure a co-ordinated scheme” (Policy H15).*

The purpose of this Knockmeenagh Road Framework Plan is to establish the principles that will allow the redevelopment of backland sites to the north of Knockmeenagh Road in a comprehensive and coordinated manner in accordance with the County Development Plan.

## 2.2.4 Other Relevant Sections and Policies

The Framework Plan has also considered, inter alia, the provisions of the County Development Plan in relation to private and semi-private amenity space standards and private gardens, and the development standards contained within the Plan.

It is recognised that future development proposals on the Framework Plan lands will be subject to individual applications for planning permission by third parties and that compliance with the specific policies and standards of the County Development Plan, and subsequent plans, will be assessed on an individual basis through the development management process.



## Knockmeenagh Road Framework Plan



### 2.3 URBAN DESIGN BEST PRACTICE

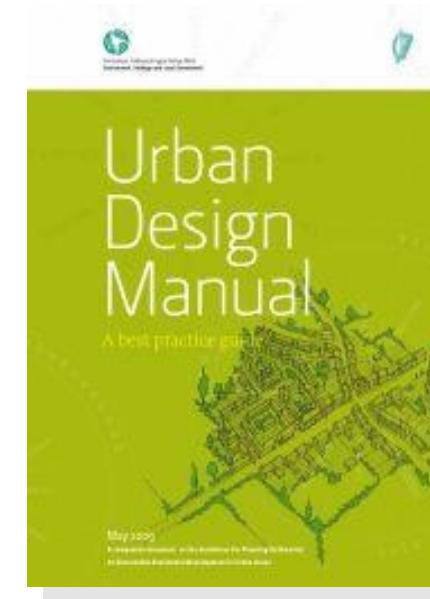
National guidance on the development of sustainable neighbourhoods and living spaces is set out in the Sustainable Residential Development in Urban Areas: Urban Design Manual (2009) issued by the Department of Environment, Community & Local Government.

The manual sets out 12 criteria (right) that should be used to evaluate residential development at a scale from the individual unit (the home), to the site (Knockmeenagh Road), to the neighbourhood (Clondalkin). The manual refers to these criteria as “tried and tested principles of good urban design”.

The Framework Plan has used the criteria to inform a set of Design Principles that will help guide the future development of backland sites (refer to *Summary of Design Principles*, page 18).

These principles serve to coordinate development that is likely to occur over a period of time by a range of site owners, while remaining flexible and open to variation in design to accord with individual preferences.

A Design Statement shall accompany future planning applications for new dwellings under this Framework Plan to ensure compliance with the 12 criteria.



<b>01 Context:</b>	How does the development respond to its surroundings?
<b>02 Connections:</b>	How well connected is the new neighbourhood?
<b>03 Inclusivity:</b>	How easily can people use and access the development?
<b>04 Variety:</b>	How does the development promote a good mix of activities?
<b>05 Efficiency:</b>	How does the development make appropriate use of resources, including land?
<b>06 Distinctiveness:</b>	How do the proposals create a sense of place?
<b>07 Layout:</b>	How does the proposal create people friendly streets and spaces?
<b>08 Public Realm:</b>	How safe, secure and enjoyable are the public areas?
<b>09 Adaptability:</b>	How will the buildings cope with change?
<b>10 Privacy and Amenity:</b>	How does the scheme provide a decent standard of amenity?
<b>11 Parking:</b>	How will the parking be secure and attractive?
<b>12 Detailed Design:</b>	How well thought through is the building and landscape design?



URBAN DESIGN BEST PRACTICE – COMPLIANCE TABLE

NEIGHBOURHOOD	<b>01: Context</b>	<i>How does the development respond to its surroundings?</i>  The Framework Plan brings forward for development extensive backland areas, which are largely under-utilised, at a density and scale that is complementary to, and in keeping, with existing and established residential in the area. New homes will reflect their period of development and add to the existing varied character of Knockmeenagh Road.  The Framework Plan supports the retention of existing trees and hedgerows as a focus for biodiversity, and built features such as stone walls and gates that reinforce local character and create sense of place.
	<b>02: Connections</b>	<i>How well connected is the new neighbourhood?</i>  New development at Knockmeenagh Road will fit into an existing, established urban form and public realm, with a strong residential character.  Knockmeenagh Road is located approx. 600m south of Clondalkin Town Centre and is easily accessible to a wide range of local services and facilities. The quality of connections to the town centre and the wider urban area is good.
	<b>03: Inclusivity</b>	<i>How easily can people use and access the development?</i>  New homes provided for under this Framework Plan are encouraged to be spacious and universally accessible and to appeal to all users. In all instances, the benefits of good contemporary design and the incorporation of sustainable design features are encouraged.
	<b>04: Variety</b>	<i>How does the development promote a good mix of activities?</i>  Development proposed under the Local Zoning Objective for Knockmeenagh Road relates to residential use only.  New housing is intended to provide additional family homes and to broaden the existing range of house sizes and tenures available on Knockmeenagh Road.
SITE	<b>05: Efficiency</b>	<i>How does the development make appropriate use of resources, including land?</i>  New development will make more efficient use of serviced land within an established suburban location to create new homes for existing family members.  The original plots along the north side of Knockmeenagh Road reflect the previous semi-rural character of the area c. 1910 when areas of garden would have been given over to small scale food production. This pattern of use is now largely redundant.  Proposed subdivision of plots and new dwelling layouts follow existing plot widths, established urban form and orientation of existing dwellings within the Framework Plan area.
	<b>06: Distinctiveness</b>	<i>How do the proposals create a sense of place?</i>  The Framework Plan proposes a set of Design Principles to create a distinctive sense of place while protecting existing residential amenity.  New housing will reinforce the residential character of the area.

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SITE	<b>07: Layout</b>	<i>How does the proposal create people-friendly streets and spaces?</i>  Proposed development will take place behind the existing building line on currently under-utilised backland sites and sits comfortably within the existing established urban character and form.  The proposed layout and orientation maximises natural light, protects privacy and facilitates passive energy and solar gain. The proposed layout of dwellings creates people friendly spaces.
	<b>08: Public Realm</b>	<i>How safe, secure and enjoyable are public areas?</i>  No public areas are proposed to be developed under the Framework Plan.  All development will take place to the rear of the existing building line along Knockmeenagh Road and the subdivision of sites will create new private open space for each dwelling. The Plan provides for a clear delineation between public and private open space.
HOME	<b>09: Adaptability</b>	<i>How will the buildings cope with change?</i>  New dwellings shall be designed to be fully adaptable and compliant with the requirements of Part M TGD.  New dwellings shall comply with, or where practicable exceed, the requirements of Part L TGD. New homes are encouraged to be as resilient as is practicable to anticipate challenges from a changing climate.  It is also envisaged that new dwellings will be easily extended in the future without impacting on adjoining houses.
	<b>10: Privacy and Amenity</b>	<i>How does the scheme provide a decent standards of amenity?</i>  Existing plot sizes within the Framework Plan area are extremely generous in size. Subdivision will still allow for areas of private open space well in excess of the County Development Plan standards. All dwellings will be multiple aspect with living spaces generally facing south.  A naturalistic approach to shared boundaries is encouraged to retain and incorporate existing natural and built features. The use of native species in landscaping is encouraged. The use of high quality materials and finishes is encouraged.
	<b>11: Parking</b>	<i>How will the parking be secure and attractive?</i>  This Framework Plan provides for car parking to be provided for both the existing and the new dwellings in accordance with the standards set out in the current County Development Plan.  The use of high quality materials and the incorporation of sustainable urban drainage systems (SUDs) to areas of hard-standing is encouraged.
	<b>12: Detailed Design</b>	<i>How well thought through is the building and landscape design?</i>  This Framework Plan seeks to establish co-ordinating design principles, providing guidance on building height, orientation, setback from existing dwellings, boundary treatments etc, while allowing for a reasonable degree of flexibility and variation to address individual tastes.  The principle of variety and innovation in design of new housing is supported in the current County Development Plan.

# 3

## SITE CHARACTER



### 3.1 INTRODUCTION

Defining the existing character of Knockmeenagh Road is important to provide a context for further development in the area, and to establish the design perimeters which future development should consider.

In many respects, the character of Knockmeenagh Road is typical of a well-established residential suburb, with a range of housing styles and types reflecting the area's development over the 20th century. The cottages which line the northern side of Knockmeenagh Road, though architecturally unremarkable, form a distinctive and recognisable feature of the road and provide a sense of place to the local community. The low density nature and scale of the road is consistent with the general pattern of development in this part of Clondalkin.



Fig 3.1: Extract from the OSI Map c. 1830 showing the lands as a single landholding probably attached to a farmhouse.

### 3.2 DEVELOPMENT OF KNOCKMEENAGH ROAD

Historical maps show that the area subject to this Framework Plan developing over time from a distinctive, though irregular, parcel of land on the northern side of Knockmeenagh Road. The landholding was sub-divided into a series of long strips around 1910 when the existing semi-detached cottages were constructed, and this pattern of plots is still evident today.

In the latter part of the 20th century the southern side of Knockmeenagh Road was developed with a series of two-storey semi-detached dwellings.

In the intervening years, there have been significant modifications to many of the original cottages on the road including extensions and add-ons, moving the row away from its original homogenous appearance. There have also been a number of developments on sites to the rear of the cottages, ranging from small-scale ancillary buildings to detached dwelling dwellings.

A similar pattern of change has been experienced by the more recent dwellings on the southern side of Knockmeenagh Road, many of which have also been extended and added to.

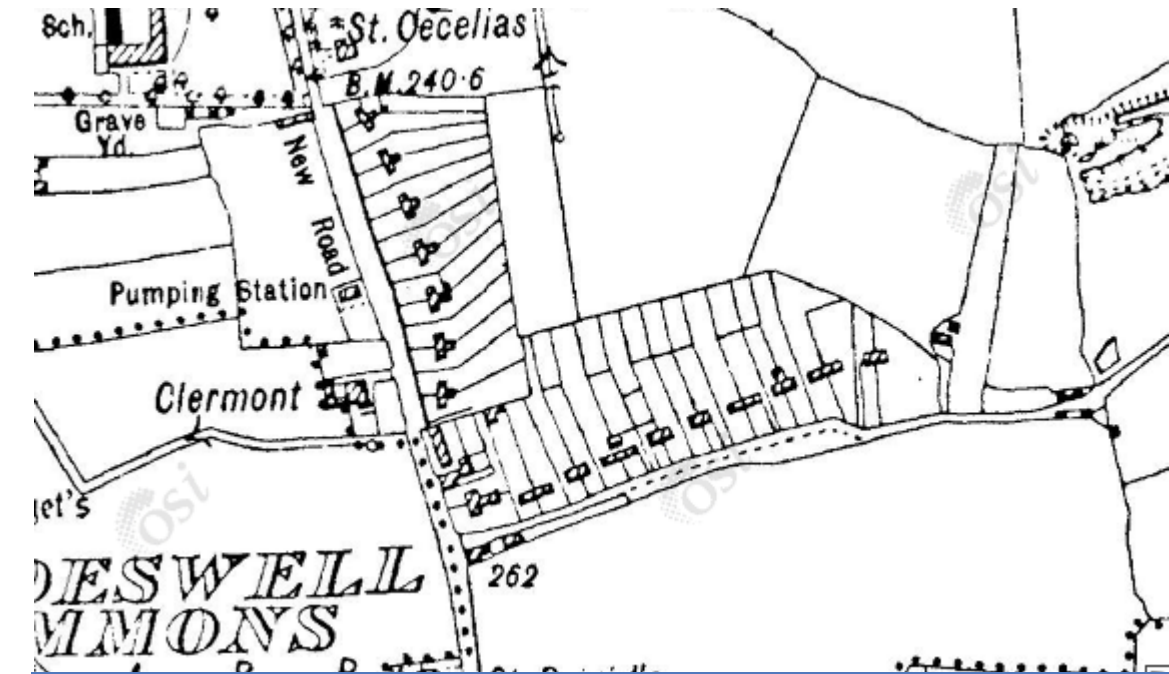


Fig 3.2: Early 20th century map showing the northern side of Knockmeenagh Road developed in long plots with cottages to the front. Gardens were used for growing vegetables and fruit and keeping animals.







### 3.3 DEFINING THE CHARACTER OF KNOCKMEENAGH ROAD

Knockmeenagh Road has an established and mature residential character. The dwellings which line the road reflect a range of architectural styles and sizes from modest single storey cottages to larger two-storey dwellings arranged in pairs.

Dwellings are setback from the road on both sides of the street, following two distinct building lines, with vehicular access to the front with large private gardens. The building line of the cottages, running west to east on the northern side, diverges from Knockmeenagh Road due to the curve of the road, meaning that Nos. 26 to 36 have larger front gardens than other dwellings along the street.

Building heights range from single storey to dormer/two storey. Most of the original cottages have been modified over time to create larger homes, either by extending at ground floor level or by reconstructing two-storey dwellings on the site.

Knockmeenagh Road largely reflects the typical pattern of gradual intensification that the fringes of former villages, such as Clondalkin, experienced as they developed into residential suburbs over the course of the last century. In general, homes in the area have gotten larger, reflecting universal trends.

The long rear gardens of the cottages along the northern side of Knockmeenagh Road are considered to be atypical of the area, where more modest rear gardens prevail. There is considerable pressure to realise the more efficient and sustainable use of these residentially-zoned lands.

An overview of previously granted planning permissions in the area (Fig 3.3 right) offers a perspective of the changing development pattern in the area in recent years resulting in a gradual permitted intensification of residential development on Knockmeenagh Road and in the immediate area.



Fig 3.3: An overview of previous planning applications on Knockmeenagh Road and its immediate environs.



### 3.3.3 Building Height

There is already a varied range of building heights along Knockmeenagh Road both within the Framework Plan area and within its immediate environs. Fig 3.4 (upper right) shows heights in the area ranging from the single storey cottages to dormer bungalows to two-storey dwellings.

It is proposed that dormer buildings, generally comprising one and a half storeys, will be acceptable on backland sites, while two storeys dwellings should be considered, subject to careful design which respects and protects residential amenity. The proposed heights reflect much of the existing housing in the surrounding area.

The setback of the new building line and the proposed height of dwellings should ensure that new developments do not overreach the existing cottages on Knockmeenagh Road. It should be noted that backland dwellings are not generally visible from Knockmeenagh Road.

### 3.3.4 Size of Plots

The plots of lands on Knockmeenagh Road are some of the longest rear gardens for urban areas in the county.

Fig 3.5 (lower right) shows a cross section of an existing plot on Knockmeenagh Road, before and after development.

It is important that existing dwellings retain sufficient lands for parking spaces and access. Access for pedestrians and vehicles to the existing dwellings should be improved where possible.

New development should be similar in scale and proportion to existing housing.



Fig 3.4: The range of building heights within the framework area and its immediate environs.

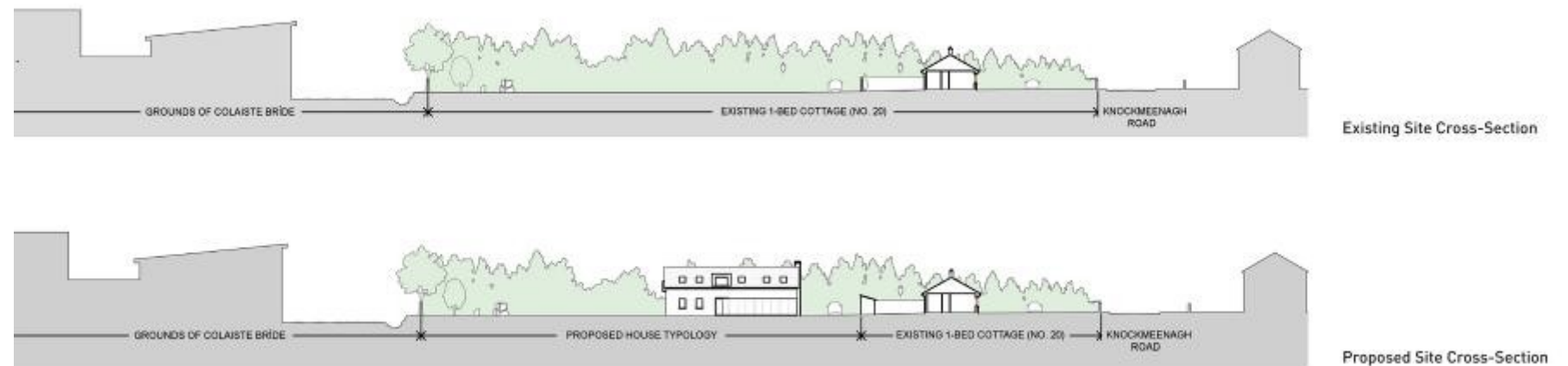


Fig 3.5: Cross sections of an existing site showing building heights and plot sizes before and after development.





### 3.4 EXSITING NATURAL AND BUILT FEATURES

The backland gardens to the dwellings on the north side of Knockmeenagh Road are characterised by the natural features such as trees and hedgerows, particularly bounding onto the adjoining Colaiste Bride school lands. These trees and hedges add to the character and aesthetic qualities of individual sites; while at a much broader level these features provide a focus for a biodiversity of flora and fauna in an increasingly suburban area.

There is an inherent value in retaining and, where possible, enhancing the existing landscaping provided by trees and hedges while recognising that these natural features, within small, confined settings such as gardens, are dynamic and benefit from management.

Similarly, the original cottages along Knockmeenagh Road, whilst much altered in the intervening years, provide features of built heritage and interest such as stone walls and gates that contribute positively to the area's local character and sense of place.

Whilst new development to the rear of the cottages will reflect a new phase in the development of Knockmeenagh Road, preserving elements of original fabric, where practicable, provides for continuity with the past and enhances overall character.

Fig 3.6 (right) illustrates the existing natural and built features of the area including existing trees, hedges, areas of green space, together with areas of hard standing about houses, walls and site entrances. The lands of Colaiste Bride school and its organic garden are shown to the north of the Framework Plan lands.

Photos (above figure 3.3):

- 1 Three storey Colaiste Bride School
- 2 Stone boundary wall to Knockmeenagh Road
- 3 Street Trees on Knockmeenagh Road
- 4 Existing hedges define garden boundaries
- 5 Knockmeenagh Road – a quiet and sylvan setting



Fig 3.6: An illustration of existing natural features and landscaping on Knockmeenagh Road and its immediate environs.





# 4

## CORE FRAMEWORK PRINCIPLES

### 4.1 INTRODUCTION

The development of backland housing on Knockmeenagh Road will occur gradually over the next few years to accommodate family members who wish to build starter homes on family lands. Knockmeenagh Road backland sites present an ideal opportunity to fulfil a need for new housing in this part of Clondalkin.

This Framework Plan seeks to establish co-ordinating design principles, providing guidance on building height, orientation, setback from existing dwellings, boundary treatments etc, while allowing for a reasonable degree of flexibility and variation.

This Framework Plan seeks to ensure that backland housing is well designed and sensitive and provides sufficient residential amenity for new residents while not impacting on the residential amenity of existing dwellings.

The County Development Plan supports innovation and variation in housing design and promotes a mix of housing types and sizes. It is not considered appropriate to restrict new development to one particular style or dwelling design. However, in all instances, the policies and standards of the current County Development Plan and subsequent plans will take precedence in assessment of planning application through the development management process.

#### 4.1.1 Design Statement

It is a requirement of Section 1.2.25 of the County Development Plan that proposals for backland development must be accompanied by a Design Statement that is based on the 12 urban design criteria set out in the Urban Design Manual— A Best Practise Guide, the companion document to Sustainable Residential Development in Urban Areas (2009), and which are referred to in 2.3 of this Plan. Design statements should also have regard to the Core Principles set out in this section of the Framework Plan.

### 4.2 CONSTRAINTS

Critical factors which define the extent of backland development include existing buildings on the lands, the site size and the impact on adjoining properties. New development on backland sites should reflect and enhance the character of the area in terms of its scale, massing, proportion and materials.

New residential development in the Framework Plan area is restricted to one dwelling per site. Protecting existing as well as future residential amenity should also be a key concern of any development. This is the biggest potential development constraint.

Designs for new housing shall provide adequate separation between properties and an orientation and layout that limits the potential for overlooking from habitable rooms.

A defined boundary and adequate boundary treatment including substantial planting should also be provided with each development to increase privacy.

Where practicable, natural and built heritage features, such as existing tree and hedgerows or stone boundary walls, that add to local character and foster biodiversity, should be retained and incorporated into new boundaries.

### 4.3 PRINCIPLES FOR FUTURE DEVELOPMENT

#### 4.3.1 Separation Distances Between Dwellings

A separation distance of 22m between opposing first floor windows is the generally accepted planning standard for new housing developments in Ireland between two storey properties.

Fig 4.1 below shows a 22m separation distance from the rear building line of existing single storey cottages. It is noted that this broadly corresponds with existing permitted residential development, notably at Nos. 2, 4 and 14.

A separation distance of 22m will create an orderly and coherent new secondary building line that protects the privacy of existing residents, provides sufficient privacy and amenity for future residents, and facilitates efficient and cost-effective access to existing site services and infrastructure.

#### 4.3.2 Separation Distances to Boundaries

New housing should also be setback from common boundaries. A minimum separation distance of at least 2m is recommended between the flank walls of new housing. This will provide a separation distance of at least 1 metre to facilitate property maintenance and bin storage.

The use of light coloured materials on side elevations adjacent to neighbouring properties is also recommended to minimise the effects of shading.



Fig 4.1: Application of a 22m separation distance to the rear of existing cottages on Knockmeenagh Road (shaded area).





### 4.3.3 Private Open Space

The subdivision of larger sites to accommodate new housing is accepted in principle by this Framework Plan. New backland housing should provide sufficient private open space for both the existing dwellings and the new housing.

In all cases, the open space provision for existing and new dwelling dwellings shall meet or exceed the current standards for open space set out in the South County Dublin Development Plan.

These standards are as follows:

Unit Type	Original Dwellings	New Housing
1 bed	48m <sup>2</sup>	48m <sup>2</sup>
2 bed	55m <sup>2</sup>	55m <sup>2</sup>
3 bed	60m <sup>2</sup>	60m <sup>2</sup>
4 bed	70m <sup>2</sup>	70m <sup>2</sup>
5 bed	75m <sup>2</sup>	75m <sup>2</sup>

Table 4.1: Open space standards for existing and new dwellings.

### 4.3.4 Orientation

Access to good levels of natural light and privacy is essential to people's comfort and wellbeing in their homes, and orientation can also have significant environmental benefits such as facilitating passive heat and lighting and the use of solar power.

With the existing dwellings on Knockmeenagh Road situated on a north-south alignment, there is likely to be pressure to locate habitable rooms with a south or south west facing aspect. This is likely to conflict with the privacy of the existing dwellings, unless the proposed separation distance of 22m is respected.

Due regard should be taken to adjoining residential development for the siting of windows and location of habitable rooms.



Fig 4.2: An example of the use of privacy screens at first and second level.

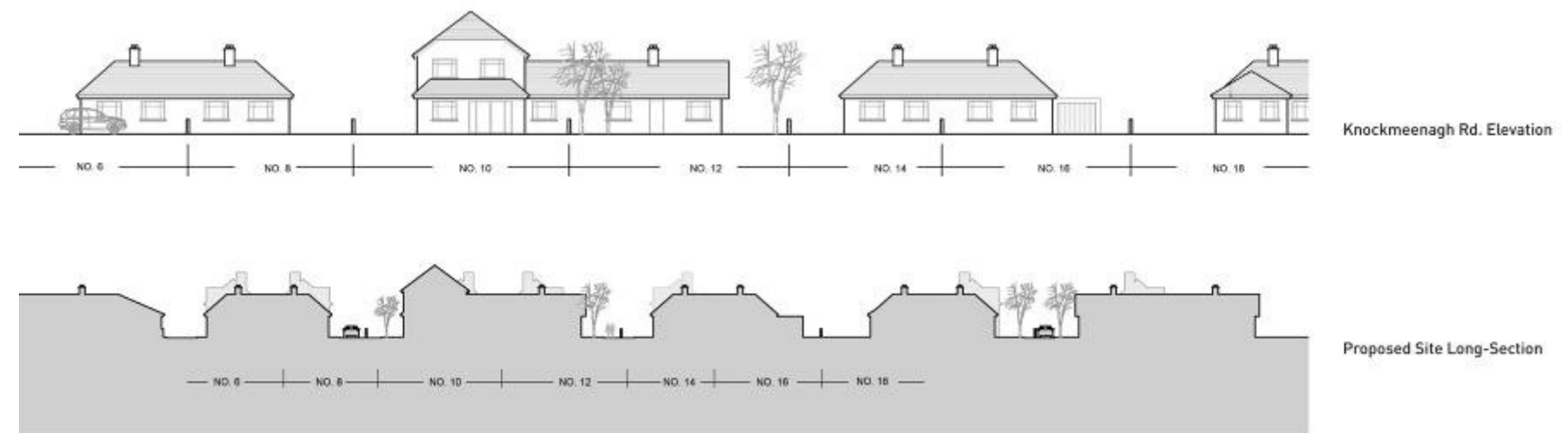


Fig 4.3: Cross sections of an existing site showing building heights facing onto Knockmeenagh Road, and future profile with two storey development to the rear.



### 4.3.5 Access to Existing Site Services

The Framework Plan area benefits from existing access to sewage infrastructure and a water supply network.

#### Foul Drainage:

There is an existing foul sewer located to the rear of the original cottages on Knockmeenagh Road (see Fig 4.4 upper right). The sewer flows to the west behind the existing buildings connecting with a larger sewer on New Road. There is existing capacity and the new dwellings that will be developed under this Framework Plan will have a no impact on the foul system.

#### Surface Water Drainage:

New dwellings will be served by soakaways built in accordance with the requirements of BRE Digest 365. Soakaways will be located at least 5m from the dwellings and is not within 3m of the boundary.

Well designed infiltration planting (see images below), green roofs and grey water recycling can positively contribute towards surface water drainage.

#### Water Supply:

South Dublin County Council has recently installed an enhanced water main along Knockmeenagh Road. This has increased the capacity of the supply network and there is sufficient capacity for additional dwellings without any impact on water pressure in the area.

### 4.3.6 Site Access & Car Parking

The principle of shared vehicular and pedestrian access to backland sites shall apply to each new dwelling within the Framework Plan area. Sites for new backland dwellings should consider 'hammerhead' turning areas to allow manoeuvring of vehicles within the site.

Car parking shall be provided for both the existing and the new dwellings in accordance with the standards set out in the current County Development Plan. The required car parking provision is set out in Table 4.2 below.

### 4.3.7 Boundary Treatment

A naturalistic approach to boundaries shall be encouraged that, where practicable, retains existing natural features such as tree stands or hedgerows. Combining existing hedges with new native planting and features such as timber fencing and stone walls will provide for a high degree of variety to shared boundaries.

Generally, block-work boundary walls between sites will be discouraged and the retention, incorporation and augmentation (through planting) of existing hedgerows to delineate site boundaries is preferred.

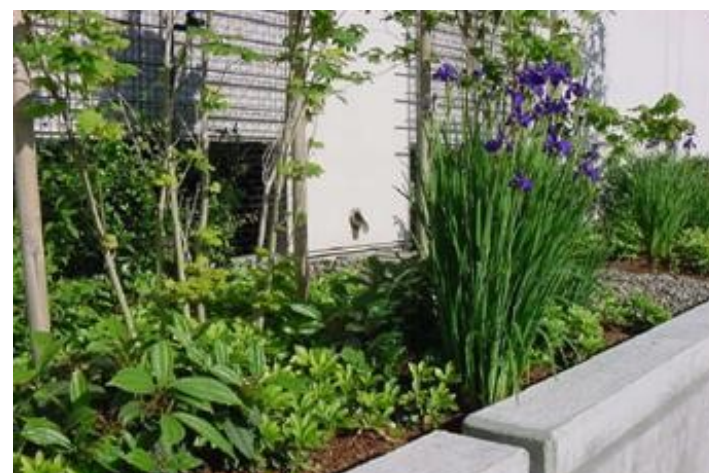
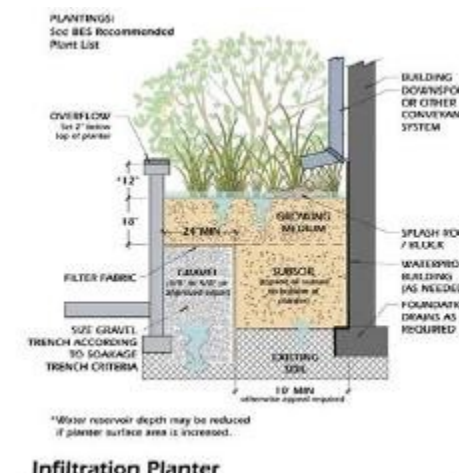


Fig 4.4: Existing foul and surface water sewers within the framework plan area.



Unit Type	Original Dwelling	New Housing
1 bed	1 space	1 space
2 bed	2 spaces	2 spaces
3 bed	2 spaces	2 spaces
4 bed	3 spaces	3 spaces

Table 4.2: Car parking standards for existing and new housing on Knockmeenagh Road in accordance with County Development Plan standards.





# 5

## SUSTAINABLE DESIGN FEATURES

### 5.1 INTRODUCTION

New dwellings shall incorporate a range of sustainable design features including:

- Measures to promote energy efficiency;
- Measures to conserve and manage water;
- The promotion of best practice in building, favouring locally-sourced and sustainable building materials;
- Environmentally responsible construction methods & waste management.

### 5.2 ENERGY EFFICIENCY

Natural gas will be the most likely source for heating systems. It is recommended that high efficiency condensing boilers and A+ rated appliances only are used.

Current Part L of the building regulations require that a portion the energy needs of new dwelling is met by renewable energy sources, such as solar, ground thermal or wind, to reduce electricity consumption. Given the orientation of sites, it is recommended that the renewable energy requirement is met by solar panels for water heating. Part L requires 10kw hours per m2 for solar thermal or 2kw hours per m2 for solar photovoltaic.

All new homes should be equipped with digital smart electricity meters showing real time use.

New dwellings should seek to achieve a Building Energy Rating (BER) of A3 at a minimum.

### 5.2.1 Super Insulation

New housing should seek to exceed current building regulations standards for insulation – this is sometimes referred to as ‘super insulation’.

Air tightness is imperative for achieving high levels of insulation. The use of heat recovery systems in conjunction with air tightness controls is encouraged for new housing.

Well insulated energy efficient windows and doors (such as triple glazed) should be considered. A-rated doors and windows should be used in new dwellings.

### 5.3 WATER CONSUMPTION

In the interests of environmental sustainability, demand for potable water should be carefully managed and conserved where possible. The following features should be applied throughout:

- Use of ultra low-flush toilets / spray taps
- Control devices at all out-lets
- Use of grey water recycling

### 5.4 Sustainable Drainage Systems (SUDS)

SUDS techniques shall be incorporated into the design of all surface water drainage systems. The use of green roofs and other surface water attenuation methods should be encouraged.

### 5.5 WASTE MANAGEMENT

Waste storage areas shall be provided for all new dwellings and should make provision for separation of waste and household recycling. On-site composting is another useful way of cutting down on domestic waste.

### 5.6 MATERIALS AND FINISHES

#### 5.6.1 Sourcing Local Building Materials

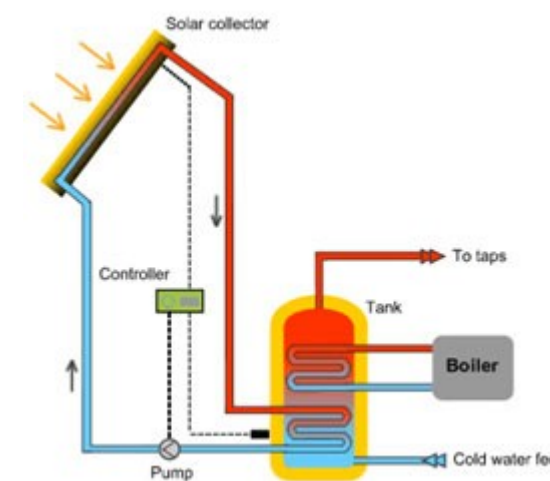
Using Irish construction materials means that less energy and cost is expended in a building’s construction. Also, Irish materials tend to be in keeping with the character of the area.

#### 5.6.2 Low Emission Finishes

The interior surfaces of the dwelling will be finished with low or no VOC paints, reducing the amount of pollutants released.

#### 5.6.3 Solar Shading

There are beneficial effects of incorporating solar shading into the design of new homes in order to control heat within the dwelling. Windows on the northern elevation should be small.







# 6

## CONCEPT PLAN

### 6.1 INDICATIVE CONCEPT PLAN

This concept plan shows an indicative layout of the Framework Plan lands incorporating the existing built and natural site features. It is acknowledged that all sites within the Framework Plan area may not be developed.

Plot size and form of new dwellings shall be similar to approved backland housing.

Dwellings with rectangular layout are shown with an average footprint of 100m<sup>2</sup>.

A minimum 22m separation distance is maintained throughout and potential for overlooking of the original cottages is minimised.

Shared vehicular access is provided with onsite car parking and hammerhead is provided to development plan standards.

Cost-efficient access to existing site services and infrastructure is facilitated. SUDS is promoted and hard surface areas are minimised.

Simple boundary treatments are proposed including timber fencing.

Additional tree and hedge planting will screen adjoining gardens from new development.

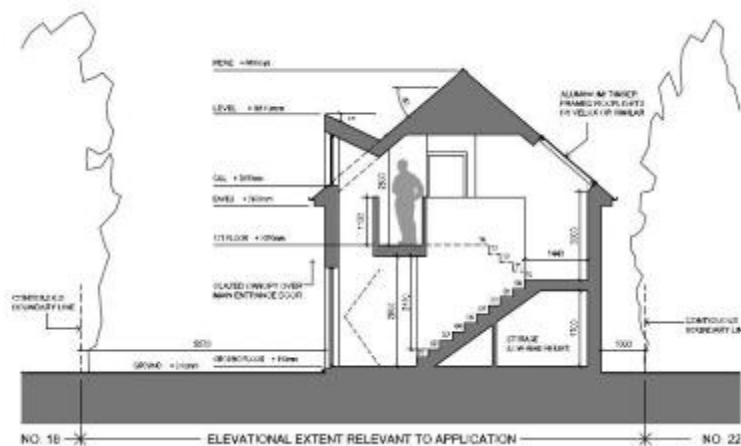


Fig 6.1: An illustration of potential backland development.





## 6.2 LANDSCAPING AND BOUNDARY TREATMENT

It is recognised that urban green space provides a unique landscape that supports a diversity of flora and fauna and adds to our own quality of life.

Landscaping and boundary treatment for new dwellings within the area of the Framework Plan should seek to retain the existing naturalistic appearance of the backland areas of Knockmeenagh Road and should utilise, where practicable, existing natural features such as trees and hedgerows.

Fig 6.2 (right) shows an indicative landscape plan for a new dwelling on Knockmeenagh Road. The landscape plan uses existing features and established vegetation and augments these with native planting to create natural screens between properties.

It is a requirement of the Knockmeenagh Road Framework Plan that all proposals for development on backland sites prepare a landscape plan for the site which identifies existing natural features that may be successfully incorporated into new gardens.

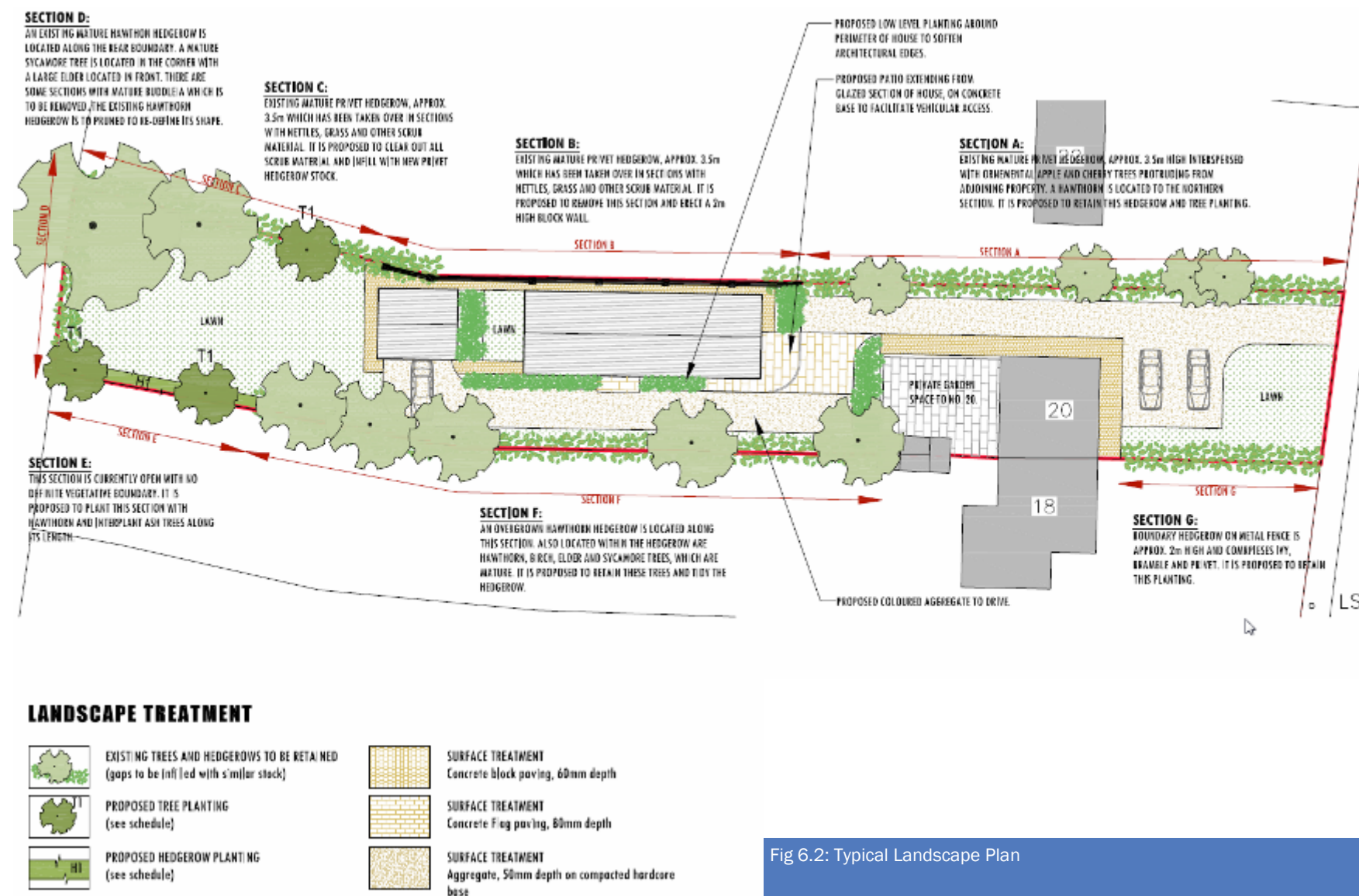
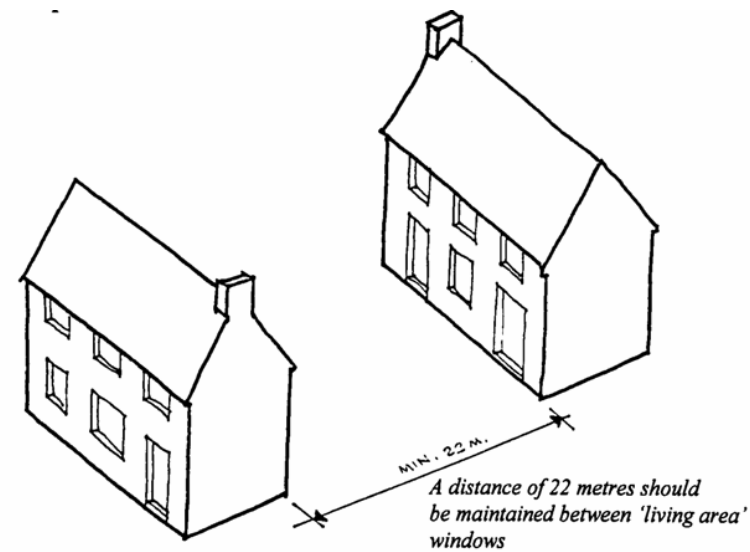


Fig 6.2: Typical Landscape Plan



# 7

## SUMMARY OF DESIGN PRINCIPLES



### 7.1 RESIDENTIAL DENSITY

The original residential density along the north side of Knockmeenagh Road was 3 to the acre or 7.5 to the hectare in the 1930s. The proposed new residential density shall be restricted to one new dwelling per original dwelling site. In accordance with the Local Zoning Objective for Knockmeenagh Road. This restriction equates to 6 dwellings to the acre or 15 dwellings to the hectare.

### 7.2 BUILDING LINE

All new housing shall be located at least 20-22m from the original rear building line of the original cottages on Knockmeenagh Road. This will result in a second uniform building line. This coordinated building line will ensure privacy and protection of residential amenity. The proposed uniform building line will ensure co-ordinated and comprehensive development along different sites.

### 7.3 BUILDING HEIGHTS

At a minimum all new housing should be encouraged to be at least one and half storey (dormer type) dwellings to make efficient use of lands. Two-storey housing should be considered subject to careful design. Careful and sensitive design of windows and doors to habitable space shall ensure protection of residential amenity.

### 7.4 LAYOUT OF DWELLINGS

The design of dwellings that take into account orientation and local climate considerations will result in dwellings that are pleasing to live in, that provide a good quality of life, and that encourage life-long tenure (SDCC Development Plan - Section 1.4.36 Climate Sensitive Design).

### 7.5 SETBACK FROM BOUNDARIES

New housing should be set back from common boundaries. A minimum separation distance of at least 2m is recommended between the flank walls of new housing. Use of light coloured materials on side elevations adjacent to neighbouring properties is recommended.

### 7.6 BOUNDARY TREATMENTS

A naturalistic approach to boundaries shall be encouraged that, where practicable, retains existing natural features such as tree stands or hedgerows and existing stone walls. New boundaries shall consist of timber fencing to a general height of 2m or hedging to ensure privacy.

### 7.7 GARDEN SUBDIVISION

Large sites shall be subdivided for new housing. The resultant sites shall provide sufficient open space for both the existing dwelling and the new housing in accordance with the standards of the County Development Plan.

### 7.8 OPEN SPACE AND LANDSCAPING

In all cases, private open space provision shall meet/exceed the current County Development Plan standards. All proposals shall include a landscape plan. All new dwellings shall be adequately landscaped with native species.

### 7.9 SHARED VEHICULAR ACCESS

Each new dwelling will have shared vehicular access. Pedestrian safety shall be a priority.

### 7.10 CAR PARKING PROVISION

All new dwellings shall be provided with adequate car parking in accordance with the current County Development Plan standards.

### 7.11 RECYCLING AND WASTE MANAGEMENT

Each dwelling shall have adequate provision for recycling and adequate storage facilities for bins.





# 8

## REFERENCES AND CREDITS

### REFERENCES AND CONTRIBUTIONS

Masterplan wishes to thank the residents, local councillors and the Planning Department for their contributions to the Framework Plan.

#### Town Planning

Stephen Coyne MIPI and Jong Kim MIPI are responsible for the main body of text in this Framework Plan.

[www.masterplan.ie](http://www.masterplan.ie)

#### Architecture & Design

Alan O'Connell MRIAI and Laura Maloney MRIAI and Gavin Hegarthy are responsible for site plans, sketches and architectural input.

#### Sustainable /Renewable Technology

Paul Andrews made contributions to the Framework Plan.

#### Civil Engineering

Brian Mc Cormack MIEI made contributions to the Framework Plan.

#### Ordnance Survey Ireland Licence

Masterplan Associates hold a Ordnance Survey Licence for 2013. The licence number is EN0058713. A copy is available on request.

### PHOTO AND IMAGE CREDITS

Ordnance Survey Ireland - Maps

Various Images – Google

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Coda Architects – photo

Landmark Designs – landscape plan

AMdb Architects– various photos

Trevor Nolan MRIAI – image

SEAI – image

SDCC – Development Plan Map 2010-2016/images

SDCC – Clondalkin Town Centre Plan/images

SDCC – Drainage Map

Census Data - Central Statistics Office 2011 Report

Don McEntee SUDS Presentation 2009 – Images

[www.glenman.ie](http://www.glenman.ie)–image School

Urban Design Manual (DECLG 2009) - image

