

DEVELOPMENT FRAMEWORK



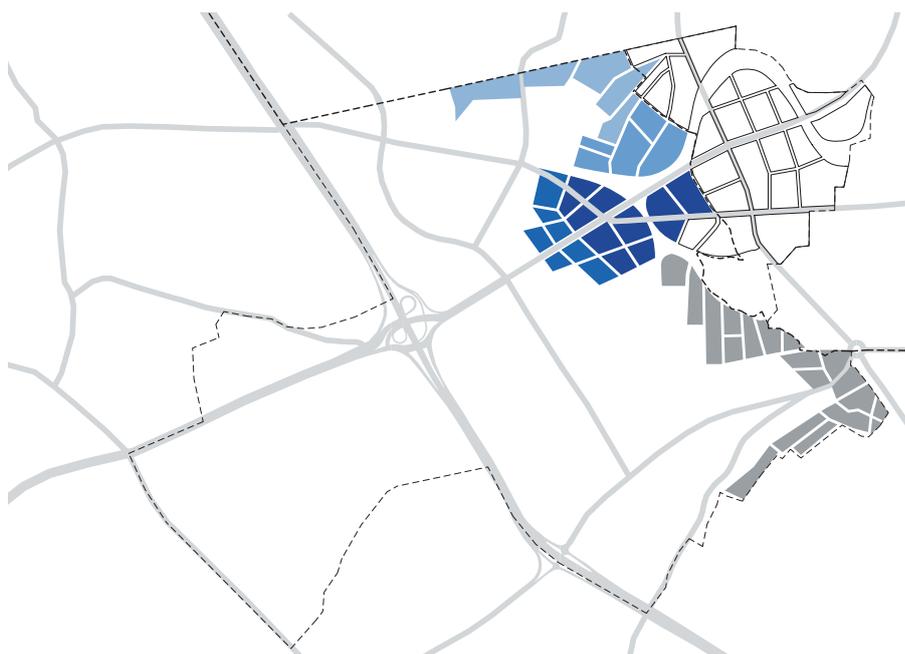


First Phase 2010-2016

In the short term, possibilities for development are very restricted due to the enormous congestion and the limitations to the network capacity. Secondly the current market demands (other than industrial uses) are at the present time limited. Therefore the positioning of first developments in the timeframe 2010-2016 is crucial. Development needs to be initiated by infrastructural and open space changes that radically alter the character of the area and reveal its potential.

The transformation of the Naas Road area should start around the crossing of Long Mile Road. Not only is this area closest to the currently planned prime urban centre of Dublin City Council, it is also at the intersection of the transformed Naas Road and the newly planned linear park. These three conditions offer a strong potential for a vibrant mixed use area that will be at the heart of the larger surrounding area.

Secondly more residential areas are proposed at the edges of the study area. They would use the potential of existing underused assets such as the Canal and repair conflicting conditions between current uses.



FAR: 0.7
Footprint: 158,000 m²
Floorspace: 110,000 m²
Mix R/C: 90/10
99,000 m² residential
11,000 m² commercial

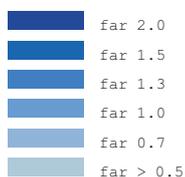
Plot Ratio: 1.5
Footprint: 81,000 m²
Floorspace: 126,000 m²
Mix R/C: 73/27
92,000 m² residential
34,000 m² commercial

Plot Ratio: 1.0
Footprint: 118,000 m²
Floorspace: 118,000 m²
Mix R/C: 73/27
86,000 m² residential
32,000 m² commercial

Plot Ratio: 2.0
Footprint: 173,000 m²
Floorspace: 346,000 m²
Mix R/C: 73/27
253,000 m² residential
93,000 m² commercial

**Black outlined plots
are not included in
calculation**

TOTAL
Σ 700,000 m²
5.300 units
6.800 jobs

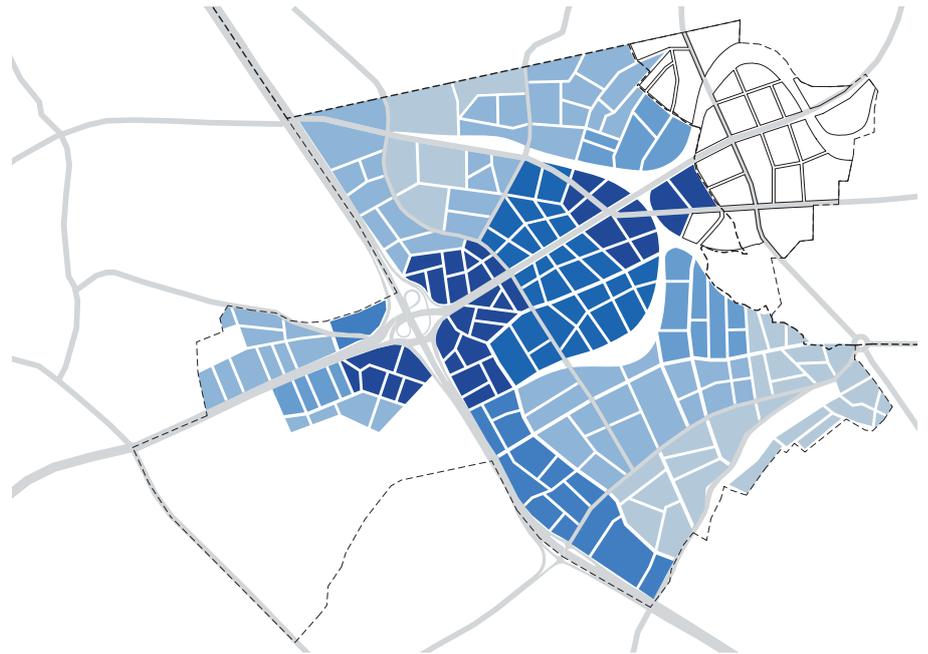


legend

Second Phase beyond 2016

Starting at the centre of the Naas Road and coming from the edges, the transformation stretches out over the whole area in a timeframe that can not be defined today. Furthermore this process is not linear; a certain unpredictability in both progress and direction of development has to be calculated in.

Areas are to be transformed following different logics that meet the future desirable uses. For industrial areas this means gradual transformation and optimization while transformation in mixed use areas and residential areas is much more radical. This Development Framework delivers the key ingredients that can transform the Naas Road and its surrounding area into an attractive place to life, work and enjoy.

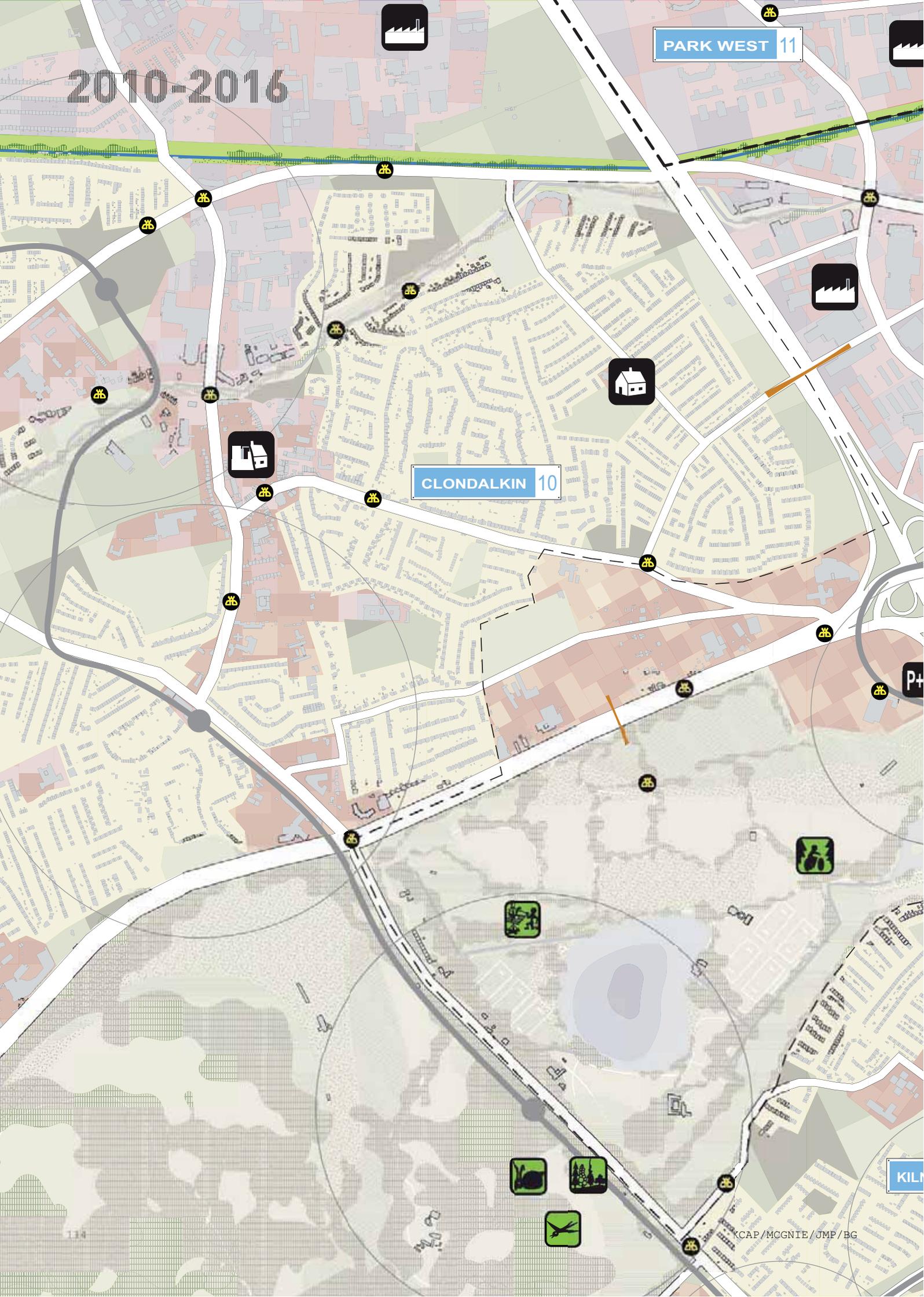


2010-2016

PARK WEST 11

CLONDALKIN 10

KILN...



CANAL SITE 5

KYLEMORE 12

RIVERS CROSSING 1

WALKINSTON 13

GREENHILL 4

NAMANAGH 14

