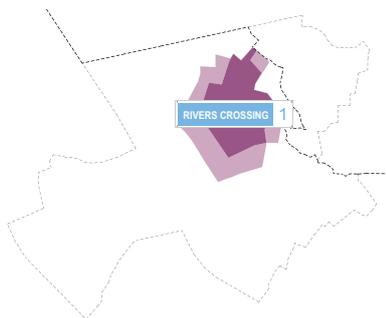






# AREA BRIEF RIVERS CROSSING

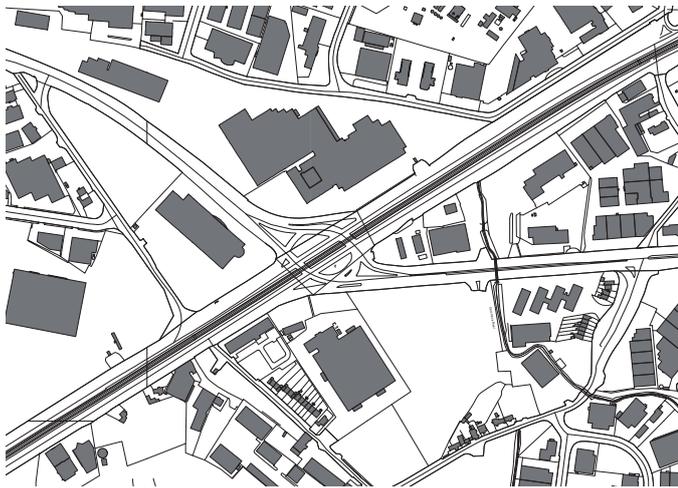
The coincidence of the Robinhood River, the new linear open space, the Naas Road and its public transport corridor locates the central focus of the Naas Road area. A mix of uses is proposed that would sustain a real neighbourhood condition with an emphasis on higher value commercial use availing of the high profile to the Naas Road. A range of mixes is anticipated with the deliberate intervention of the liner park giving definition and orientation. Development on plots situated directly at the park and or Naas road are key to successful transformation into an urban mixed use neighbourhood. Building typology at the Naas Road should tend towards closed city-blocks that follow plotline with an average height of four floors. On limited plots with particular positions and/ or good visibility higher building heights may be appropriate.



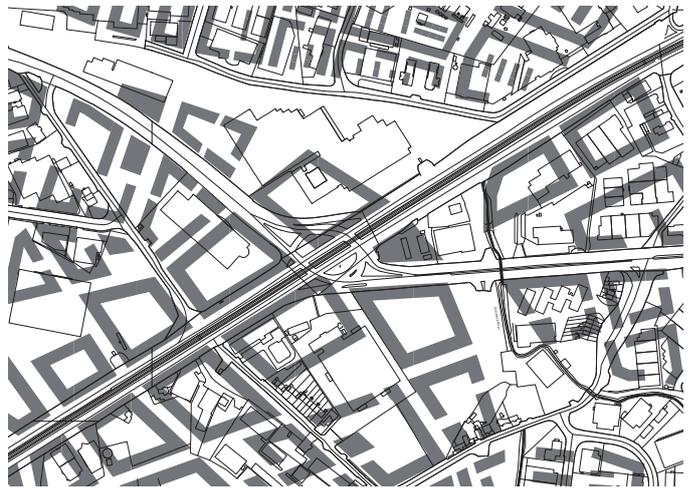
Royal Docks KCAP London UK



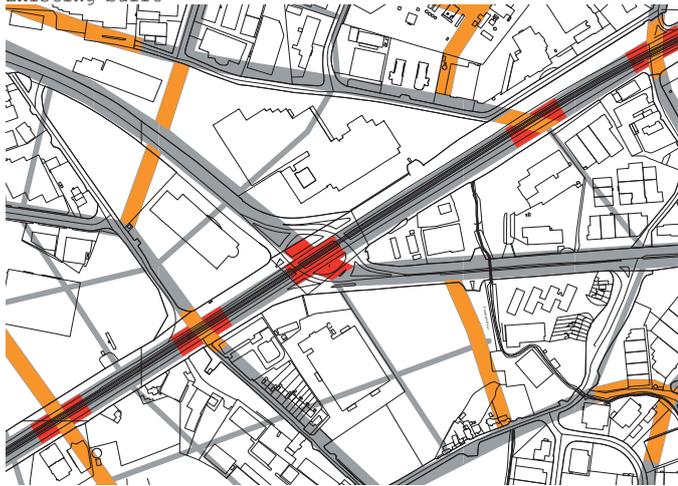
Parc de la Villette B. Tschumi Paris FR



Existing built



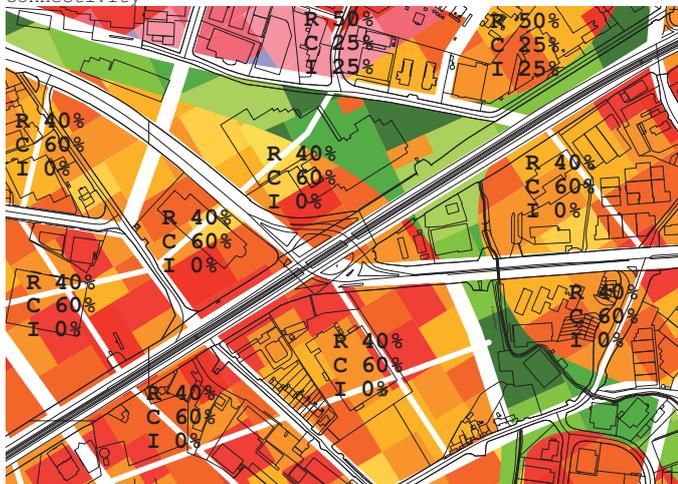
Potential transformation built



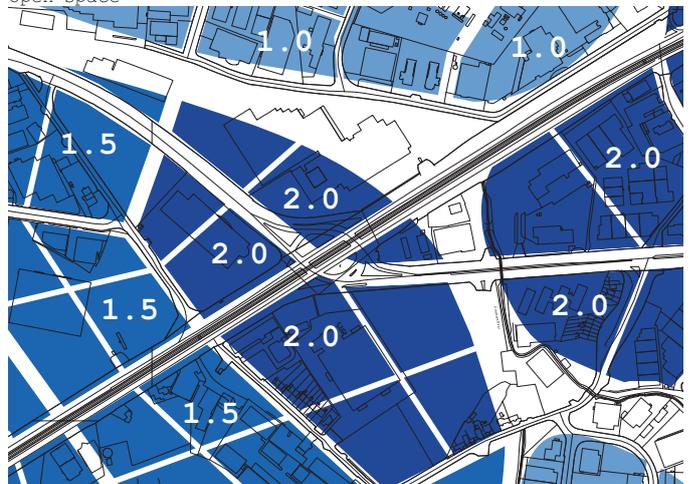
Connectivity



Open space



Uses and activity



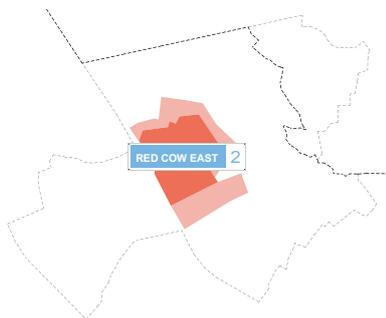
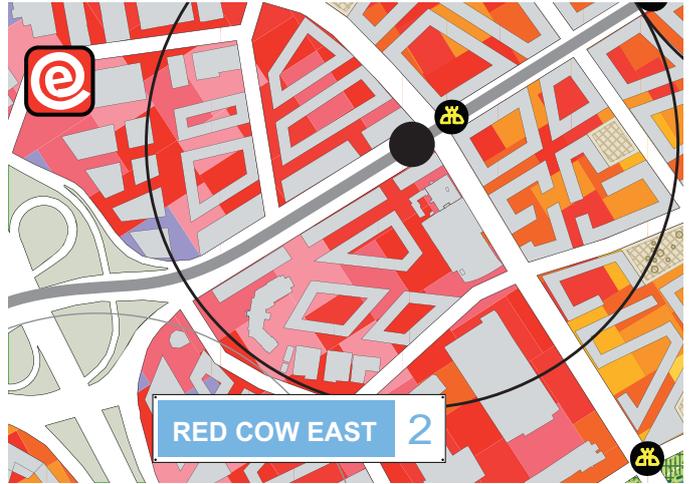
Density



Naas Road Rivers Crossing

# AREA BRIEF RED COW EAST

Red Cow East is predominantly non-residential availing of the adjacencies to the M50 and the higher commercial profile this affords. Plot ratios are higher - reflecting the market potential of location. Uses can be a mix of existing industrial and higher quality commercial development profiting from the greater visibility afforded from the Red Cow crossing. The new junction on the Naas Road allows a radically improved environment eastwards and results in greatly improved accessibility of lands towards Oak Road and Ballymount Road.



Sihlcity Theo Hotz Zurich CH



OHK housing and offices KCAP Amsterdam NL

KCAP/MCGNIE/JMP/BG



Existing built



Potential transformation built



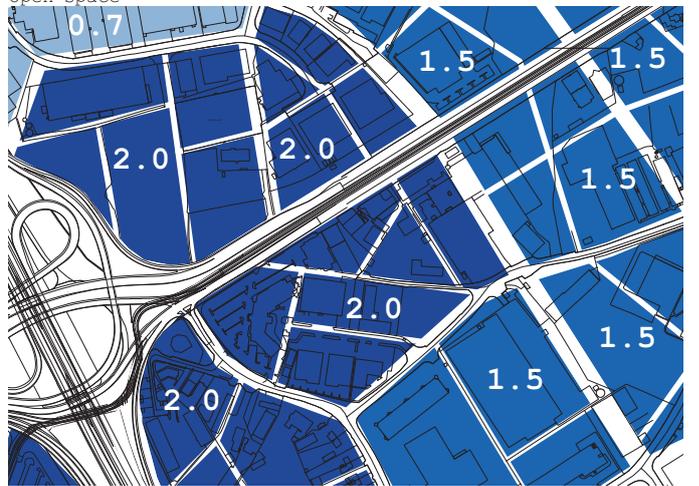
Connectivity



Open space



Uses and activity



Density



Hardbrücke Zurich West CH



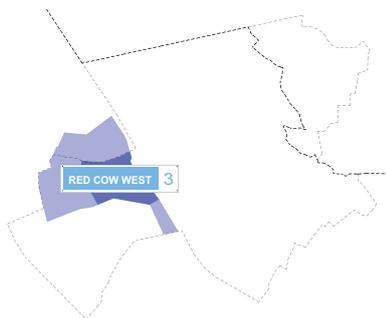
Arena Boulevard Amsterdam NL



Kennedy business center KCAP Eindhoven NL

# AREA BRIEF RED COW WEST

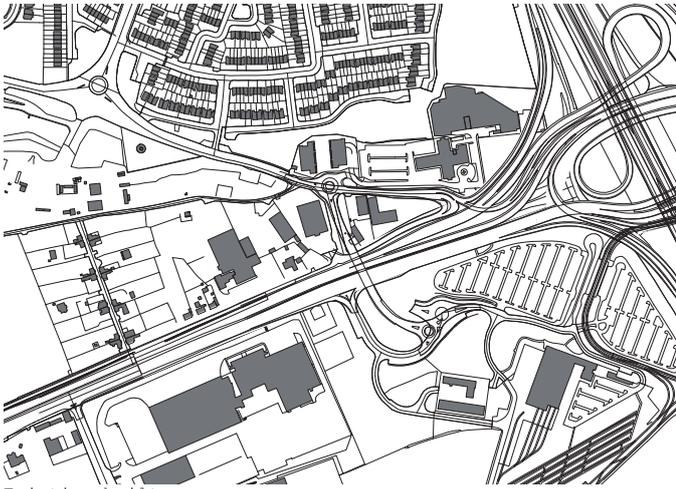
Development around the Red Cow has the commercial advantage of high profile and can make legible this significant gateway location. Quantum is capped by infrastructural capacities and critically by the preference to encourage development east of the M50. Its interface with the Newlands Green Space is now clearly defined and spatially coherent. Densities can be higher adjacent to the Red Cow and diminish towards Newlands Green Space and along the N7, where the attractive potential of being at the edge of an important green lung should be exploited.



De Brug JHK Architects Rotterdam NL



Pre Wonen office KCAP Velserbroek NL



Existing built



Potential transformation built



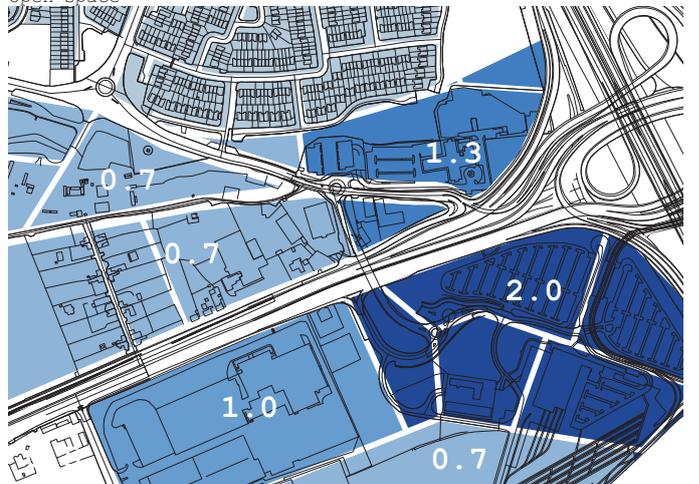
Connectivity



Open space



Uses and activity



Density



Photonics Sauerbruch Hutton Berlin DE



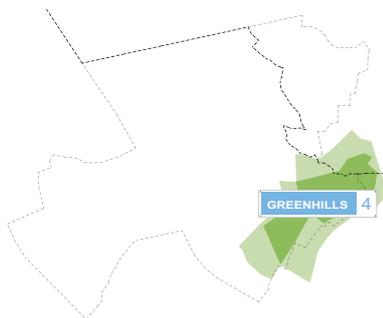
Optus office park Rice Daubney Sydney AU



The Red Apple KCAP Rotterdam NL

# AREA BRIEF GREENHILLS

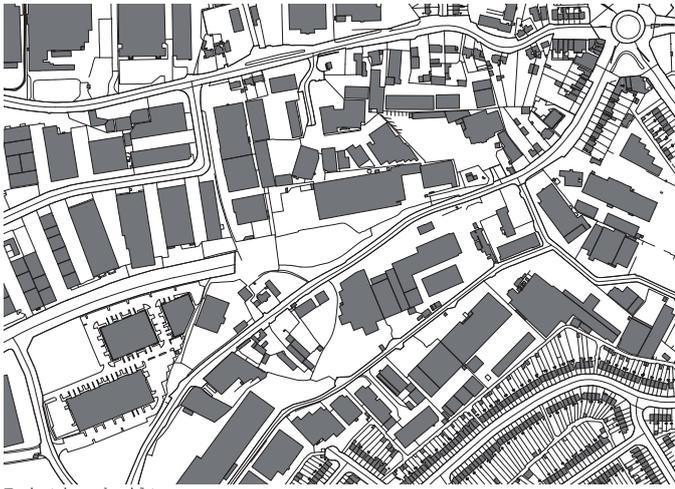
The finger-like extension of Greenhills Park in the direction of Walkinstown serves as buffer between the industrial activities in Ballymount and Robinhood. It offers recreational space on a local level, thereby accommodating the coexistence of different activities. Residential developments with a sufficient mix of supporting functions and of a density no higher than the existing residential use are proposed for this relatively well connected area.



Housing EM2N Zurich CH



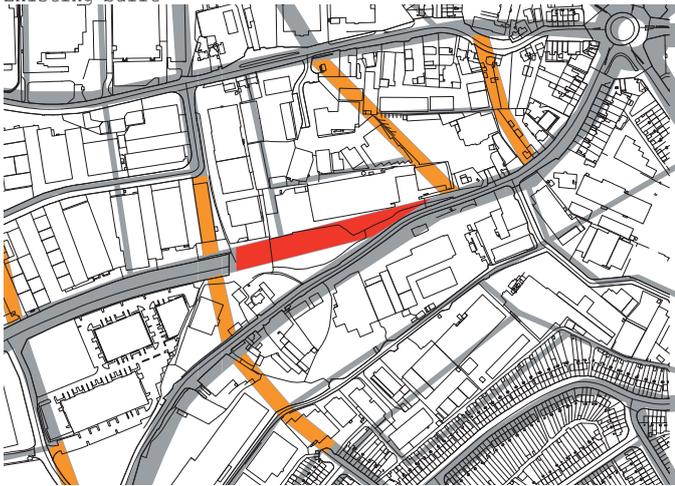
Neighbourhood square Lyon FR



Existing built



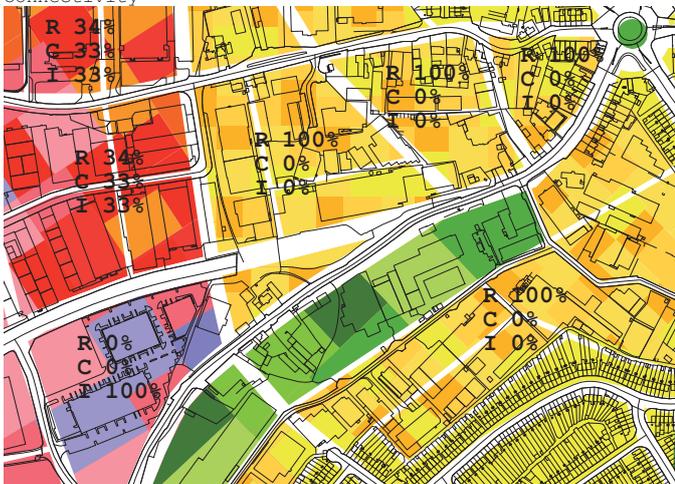
Potential transformation built



Connectivity



Open space



Uses and activity



Density



Breevaarthoek KCAP Gouda NL



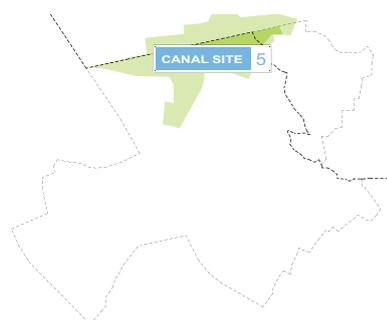
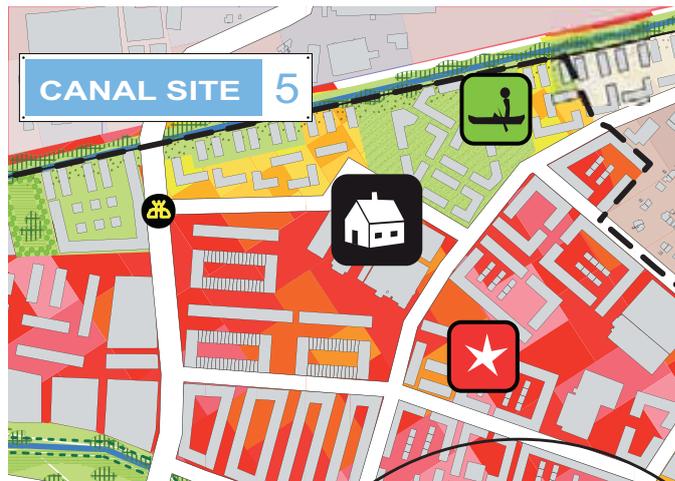
Collective housing Meta Belgium



Maaskwadrant KCAP Hoogvliet NL

# AREA BRIEF CANAL SITE

The Grand Canal is a crucial and underused phenomenon - critical in terms of its incredible amenity value and as a structuring device in an area bereft of orientation or character. That this potential would continue to be reserved for exclusively non-residential purposes would be disappointing and short sighted. Hence the proposal to develop a residential quarter along the south side of the Canal. The existing relative isolation of the area is now offset by the increased emphasis on the Canal as a route and by the repair to the fractured movement pattern of the urban structure to the south. Locations at water are now universally understood to be a preferred and characterising places to live. Key issues will be to ensure the residential development is of sufficient quantum to establish its own character capable of competing with the existing condition. Allied to this is the timing of the network improvements necessary to integrate the area with the wider context.



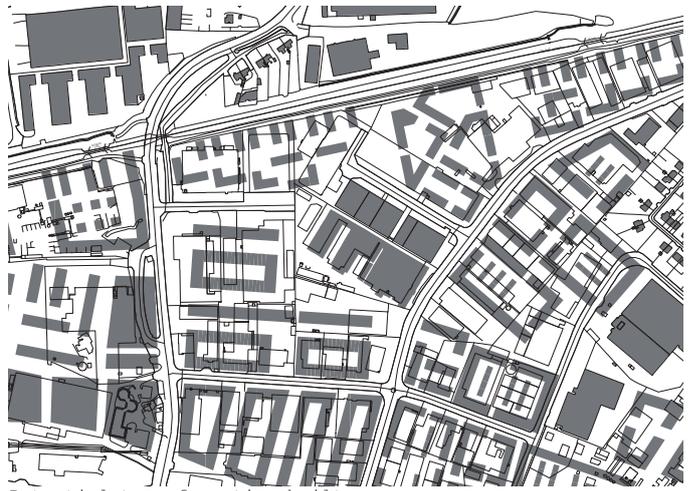
Breevaarhoek KCAP Gouda NL



Eilandenrijk UN Studio Almere NL



Existing built



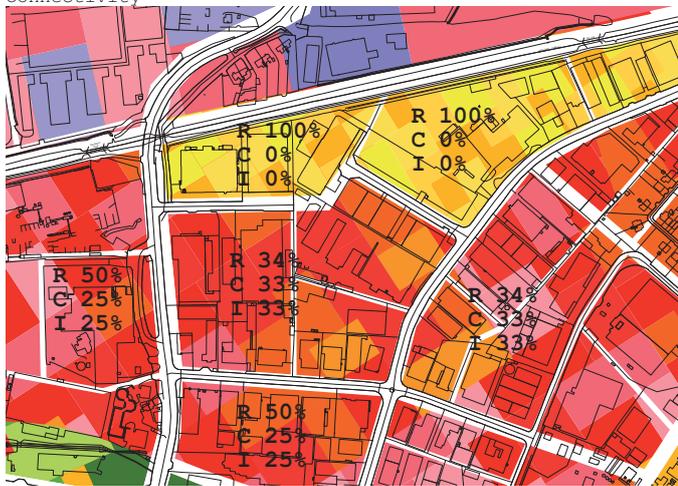
Potential transformation built



Connectivity



Open space



Uses and activity



Density



Borneo Sporenburg various Amsterdam NL



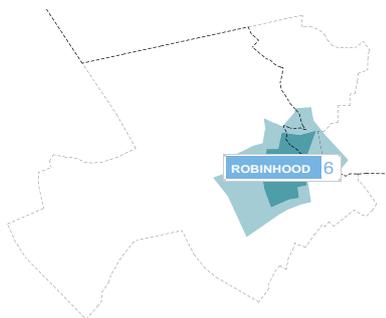
GWL terrein KCAP Amsterdam NL



Hollainhof Neutelings Riedijk Gent BE

# AREA BRIEF ROBINHOOD

Once the preferred location for logistics in the region, a level of existing industrial uses are maintained. The presence of the linear park crossing through the area allows for an increased variety of functions. Where compatible, residential development can arise, using the location at the green strip and improved accessibility. This moderate mix can assure that Robinhood acts as a connection between Walkinstown and the areas around the Naas Road. Densities remain low reflecting the use pattern.



Blok 1.3 KCAP Leidsche Rijn NL



Police office Sauerbruch Hutton Berlin DE



Existing built



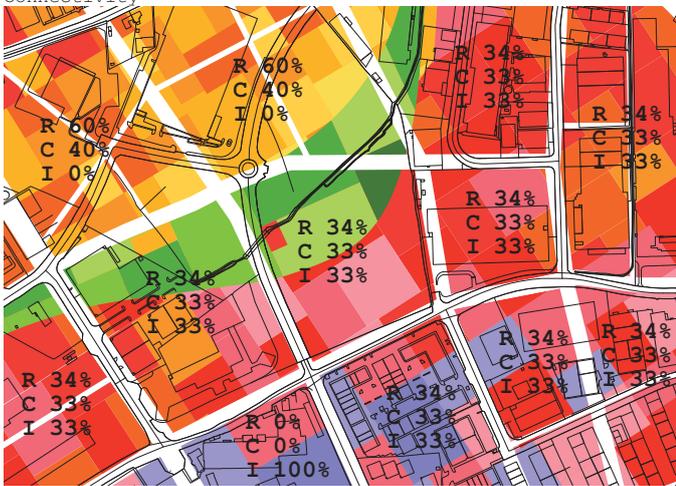
Potential transformation built



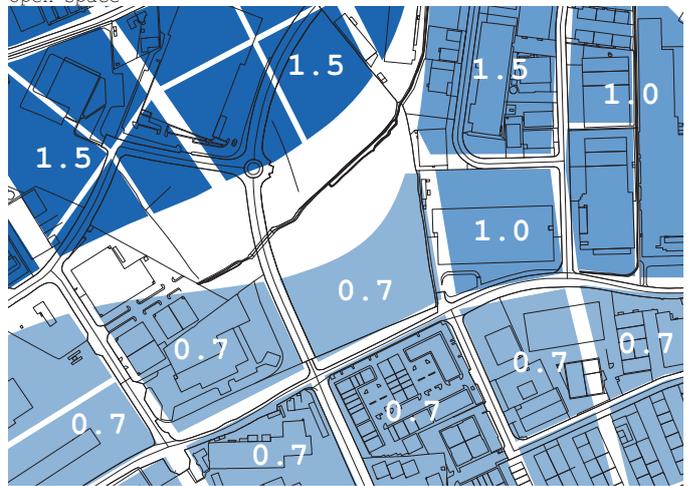
Connectivity



Open space



Uses and activity



Density



The Red Apple KCAP Rotterdam NL



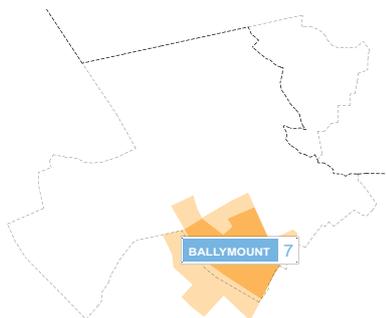
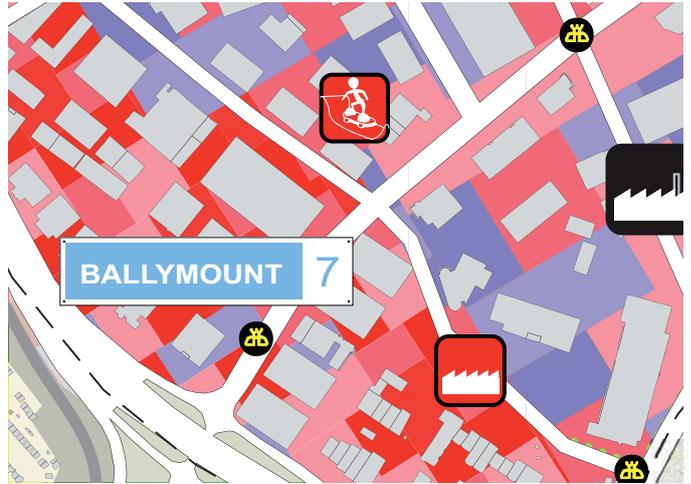
Vondelpark Amsterdam NL



Research Building UN Studio Groningen NL

# AREA BRIEF BALLYMOUNT

Fashion City has developed here as the preferred location for the wholesale fashion industry for the country. Market driven developments are to be encouraged and supported. Here location, plot size and profile have combined to answer a market need. The mix balance reflects this. Visibility and direct accessibility from the M50 are an obvious advantage for industrial and commercial development.



Office development unknown Utrecht NL



Init Groosman Partners Amsterdam NL



Existing built



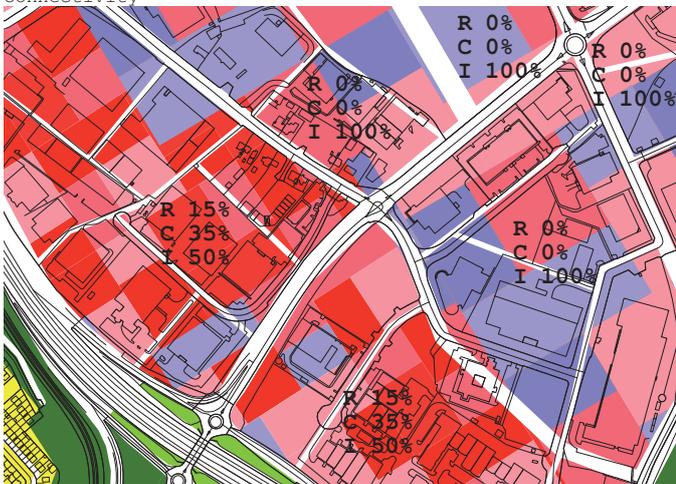
Potential transformation built



Connectivity



Open space



Uses and activity



Density



Schaulager Herzog & de Meuron Basel CH



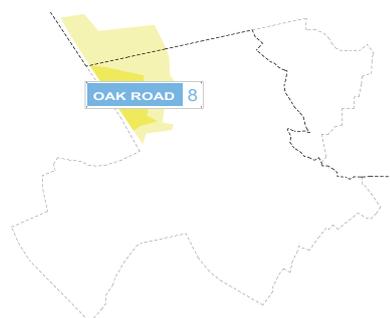
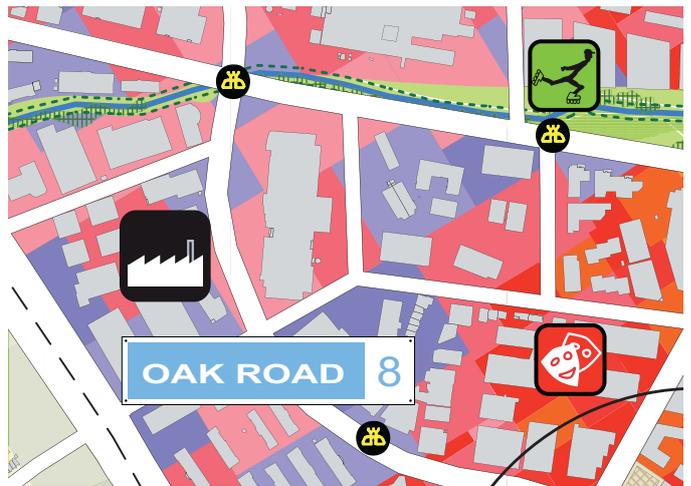
Flight Forum MVRDV Maastricht NL



De Veranda Parking Paul De Ruiter NL

# AREA BRIEF OAK ROAD

This area has a relatively recent building stock and some significant (high capital value) processes are accommodated in the area. Radical change is not proposed and the new junction on the Naas Road will improve vehicular access improving efficiencies and perception. General network improvement will establish connections to the adjoining areas and the improvement to the Camac will help orientation and legibility.



Office building Claus en Kaan NL



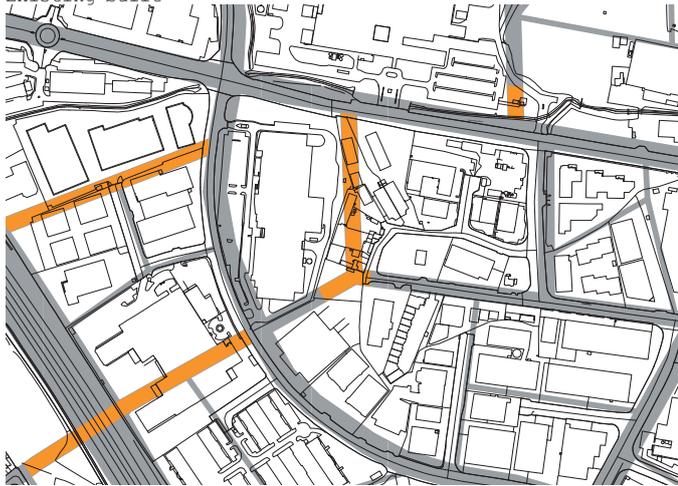
Ricola Herzog & de Meuron Mullhouse FR



Existing built



Potential transformation built



Connectivity



Open space



Uses and activity



Density



Zona Franca Logistics R. Bofill Barcelona



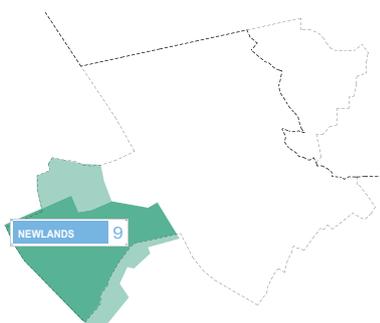
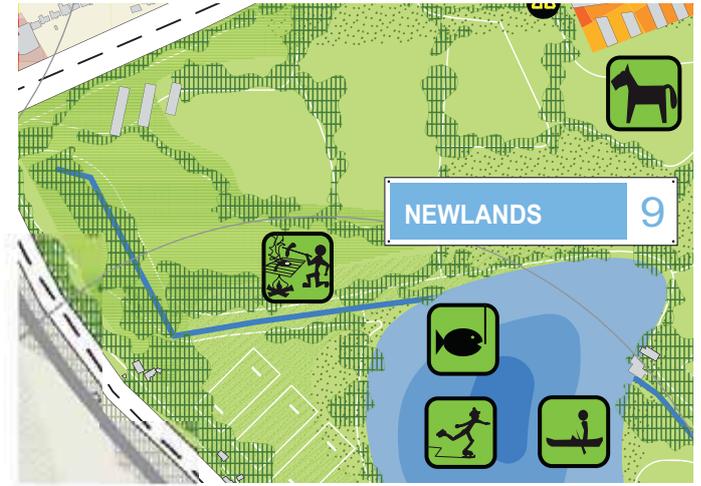
Park lane



Pharma Lab Sauerbruch Hutton Biberach DE

# AREA BRIEF NEWLANDS

Reconfigured, the existing Green Belt zoning is consolidated in shape with a greater range of recreational uses - active and passive. A large lake is proposed as part of the area wide surface water attenuation proposals and to provide a unique amenity in South Dublin. Proximity to Metro and Luas support this as a significant destination in the south west Dublin area. Towards the N7 some very limited development is proposed - pavilion structures with compatible uses. On its eastern edge, the Robinhood River is used as the soft link back to lands east of the M50 - providing pedestrian and cycle connections into this relatively inaccessible area.



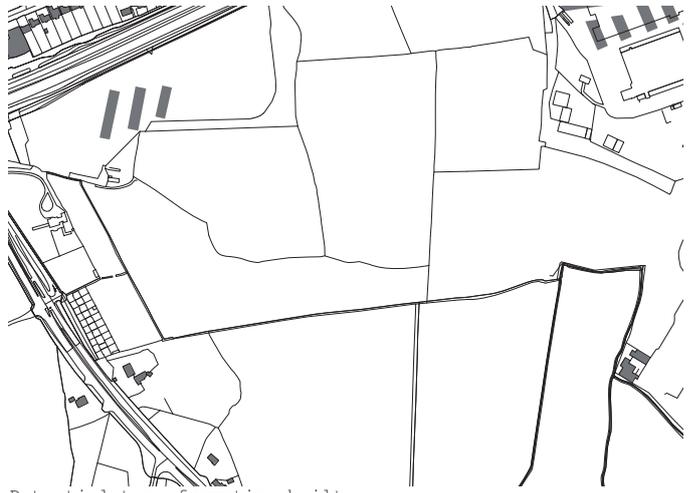
Theepaviljoen Architectengroep Rheden NL



Swimming pond in park



Existing built



Potential transformation built



Connectivity



Open space



Uses and activity



Density



Cemetery Park Oslo NO



Wimby Onix Hoogvliet NL



Flooding landscape





# SEVESO SITES

There are three Seveso sites located within the Naas Road area: BOC Gases Ireland, Bluebell Industrial Estate, Irish Distillers Ltd, Robinhood Road and Tibbett and Britten Group Ireland, Robinhood Road.

The Seveso regulations apply to the storage of dangerous substances in quantities equal to or above specified thresholds. Sites are identified and subject to development advice by the Health and Safety Authority (H.S.A.), in accordance with Directive 1996/82/EC and Irish Regulation S.I. No. 476 of 2000 and SI 74/2006 European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2006.

The designation as a Seveso site means that some restrictions apply to proposed land uses in the surrounding area, as identified by the HSA. While each site will incur differing restrictions, generally, the closer a proposed development is located to a Seveso site, the more land use occupation and density restrictions will apply. New development proposals will be referred to the HSA within the following referral distances from a Seveso site:

- BOC Gases Ireland. Bluebell Industrial Estate, D12. (Consultation Distance 700 m)
- Irish Distillers Ltd, Robinhood Road, D22. (Consultation Distance 300 m)
- Tibbett and Britten Group Ireland. Robinhood Road, D22. (Consultation Distance 300 m)

The HAS has determined a graduated constraints zone (zones 1-3) within the wider referral zone. The referral distances and graduated constraint zones associated with each site should be read in conjunction with the Policy & Approach of the Health & Safety Authority to COMAH Risk-based Land-use Planning,

published by the HSA September 2009.

Taking workplaces as an example, a development providing workplaces for less than 100 occupants in a building less than 3 storeys could be acceptable in Zone 1 (inner, red zone). More intensive employment uses are considered appropriate in Zone 2 and beyond. Very limited infill residential development of one or two units may be acceptable in Zone 1. Small developments up to 40 units per hectare may be appropriate in Zone 2 and larger developments greater than 30 dwelling units and more than 40 units per hectare are only acceptable in Zone 3 and beyond.

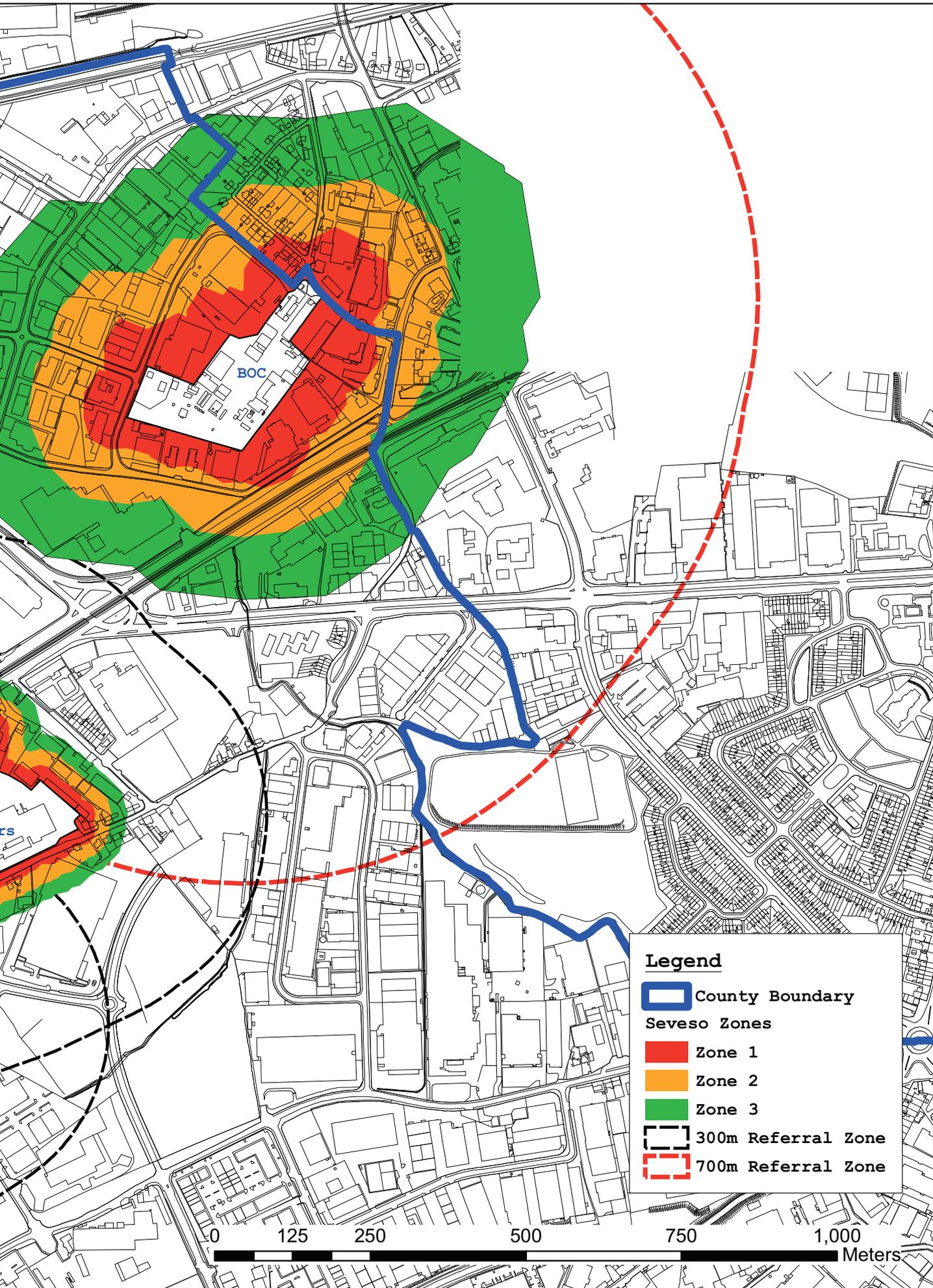
For some types of development, particularly those involving large numbers of people, it is likely that the deciding factor from the point of view of land use planning is the societal risk, i.e. the risk of large numbers of people being affected in a single accident. Therefore for large scale developments, including those outside Zone 3 but within the consultation distance set out in the Planning and Development Regulations 2001-2006 and notified to the planning authority by the HSA at the time of notification of the establishment, estimations of societal risk will be undertaken.

In general, the strategy will be to encourage the relocation of these facilities to suitable alternative sites. The Zoning and Density Objectives proposed in the Development Framework assumes the relocation of these Seveso sites in the short to medium term. In the meantime, these sites represent a significant constraint on the full development potential of the Naas Road Area.



**Naas Road Development Framework  
Current Seveso Zones  
April 2010**





## Produced by

Dublin May 2010



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